

DOMESTIC.

From the American Daily Adv. Feb. 11.

Chesapeake and Delaware Canal.

At a numerous and very respectable meeting of the citizens of Philadelphia, held this day, at the Merchants Coffee House, the following report of the Committee, appointed at a former meeting on the 14th of September last, was read, accepted, and ordered to be published.

SAMUEL BRECK, Chairman.
W. MEREDITH, Secretary.
Friday, Feb. 8, 1822.

REPORT On the subject of the Chesapeake and Delaware Canal.

The committee appointed at a meeting of citizens, held at Judd's Hotel, on the 14th day of September last, on the subject of the Chesapeake and Delaware Canal, Report that they have collected all the laws passed by the States of Maryland, Delaware and Pennsylvania, to incorporate the Chesapeake and Delaware Canal Company, and the supplements thereto. In the law of the State of Delaware, there were discovered some provisions fixing the rates of toll, and reserving to that State a per centage on the annual profits, which, though they were rendered less objectionable, by a supplement passed on the 5th February 1802, seemed still to interpose very serious obstacles. For the purpose of having them removed, memorial was presented to that State, then in session at Dover, were prepared by the committee, and two of their number were deputed to present them. On their arrival there, it was discovered that the obnoxious provisions had been repealed, and that the best disposition existed among the members, to promote the important work to which these laws have relation.

Notwithstanding the primary object of the visit was found to have been already accomplished, your committee think that the trouble of the journey was more than compensated, by the opportunity afforded of removing by explanation, some prejudices and misconceptions, which existed in the minds of a few of the members of the legislature.

Your committee are not aware that there is anything in the laws of the several States in their present shape, which requires alteration or amendment; at least antecedently to the recommencement of operations by the company.

Your committee have also individually and by sub-committees, endeavored to obtain information of the progress made by the company in executing the work, of the causes which produced its suspension, of the present condition of their affairs, and of its practicability and probable usefulness to the nation, and of the citizens immediately connected with it, as well as of the advantages it promises to the stockholders. For these purposes, and to collect and compare the information obtained, your committee have held meetings from week to week since their appointment; and have derived from a pamphlet recently published by Mr. Joshua Gilpin, much information of the most interesting kind; a part of which only is deemed necessary to lay before you in this report. The book itself is calculated to instruct and persuade all those who take an interest in the canal, both by the authenticity of its documents, and the manner in which they are explained. The opinions of the author with regard to the route of the canal, will, of course have their merits tested by future surveys; your committee, however, have learned nothing which could justify them in doubting the general correctness of Mr. Gilpin's statements.

In the course of their investigation, your committee have found cause to applaud the zeal and diligence of the former boards of managers. They speak, however, only in reference to their disinterested efforts in forwarding the great work committed to their charge. They will not presume to give an opinion upon the plans which those managers may have adopted in relation to the course of the canal, or the waters intended to be used as feeders; those topics, as already hinted, should be left, at your committee believe, to the decision of the present board of managers, in full confidence that they will be guided by the result of careful surveys, and an honest desire to benefit both the public and the stockholders.

The original subscriptions to this stock are as follows:

In Pennsylvania, chiefly in Philadelphia, 824 shares by 423 subscribers.
Delaware 712 do do 217 do
Maryland 256 do do 51 do

	1792	730
On these Pennsylvania has paid	\$73,400	
Maryland do	18,300	
Delaware;	11,300	
Total,	\$103,000	

Leaving due upon the instalments called for:

From Pennsylvania,	\$ 9,100
From Maryland,	7,300
From Delaware,	59,900
Total,	\$76,300

There have been received from the stockholders about \$103,000
And expended altogether, 122,000
Leaving of Company in debt, 19,000

The Capital subscribed (1792 shares, at 200 dollars,) \$358,400
Of which there have been received,

Leaving due from stockholders,	\$103,000
Of these 255,400 dollars, it is presumed that 200,000 will be collected; and it is computed that an additional subscription of 600,000 dollars would finish the work—These two items, added to the 103,000 dollars already expended, will make a grand total of 900,000 dollars—the interest of which, at 6 per cent, would be \$54,000 Annual repairs, and attendance on the locks, &c.	16,000
Total	\$70,000

400,000 to a good end, it is supposed, are now annually transported across the peninsula, at a freight of 80,000 dollars. When the trade of the Susquehanna is added to the new traffic which will be created by the facility of water conveyance, the increased tonnage must ensure to the stockholders large dividends.

The Legislature of Pennsylvania directed the Governor, by a law of the 25th March, 1813, to draw his warrant on the treasury for 75,000 dollars, (the par value of 375 shares) whenever the United States shall have subscribed 750 shares; Maryland 250 shares, and Delaware 100 shares.

The Board of Managers has been reorganized by an election held at Wilmington on the 28th ultimo, and is to hold its future meetings in this city.

Upon the whole, your committee being confirmed in the belief that the Canal is of the greatest consequence to the nation, and promises incalculable benefits to the inhabitants of the States and cities immediately connected with it; perfectly satisfied too of its easy practicability, and at an expense bearing no proportion to the advantage it will yield to the public and profit it will afford to the stockholders, beg leave earnestly to recommend it to the countenance and support of their fellow citizens, so that the means may be promptly afforded to the board, of completing the work without delay. As it is a work in which the property of Philadelphia is deeply involved, your committee believe they may make this appeal with confidence, and that it will be met with a liberality proportioned to its usefulness and magnitude, and consistently with the spirit for public improvement and patriotism, in which the committee venture to affirm our confidence.

It has been, and to hope they never will be, outstripped by those of any of our sister cities or States.

In conclusion we invite you to contemplate the probable bearing which this work, associated with those already in progress, will have on the future fortunes of Philadelphia.

The Schuylkill and Lehigh open already the vast mines of coal which lie at their sources, and convey to your doors, at a cheap and expeditious rate, the rich products of the districts thro' which they flow; the waters of the Susquehanna, about to be connected by the means of the Union Canal, with those of the Schuylkill, will furnish that great Agricultural territory, a descending navigation to the tide waters of the Chesapeake, with a convenient passage into the Delaware, will afford an opportunity for the boatmen to return home, not on foot as at present, but by the Schuylkill and Tulpehocken rivers, on board their boats, with the proceeds of their sales, invested in your city, instead of other markets as is now done.

The construction of the Chesapeake and Delaware Canal, will complete the chain of Inland Navigation. It is for Philadelphia to furnish such means as shall enable the Managers to resume their labours and accomplish their end, and by consequence co-operate with the works of a similar kind now in hand, in securing to our city forever a rank for wealth, population, commerce, manufactures, and general comfort, interior to no other in the Union.

All which is respectfully submitted.
Samuel Breck, Stephen G. Ladd,
Mathew Cary, William Meredith
Thomas P. Cope, Samuel Archer,
James C. Fisher, William Lehman,
Paul Beck, Jr. Simon Gratz.

MARYLAND—IN SENATE.

Report of the Committee on Internal Improvement, to which was referred so much of the executive communication as relates to that subject.

The committee to whom was referred so much of the governor's message, as relates to Internal Improvement, beg leave to report.

That whatever difference of opinion may heretofore have existed, as to the expediency of Internal Improvements, the time appears now to have arrived, when every citizen of the State of Maryland, is solicitous that all proper means should be adopted to bring into life and activity every Internal Improvement of which the State is susceptible.

That fully aware of this feeling, your committee would respectfully suggest four distinct objects of internal improvement, which they cannot but regard as of the very first importance to the welfare of the State—that is: The improvement of the navigation of the rivers Potomac and Susquehanna, the cross cut Canal, (as it is usually called) to unite the Bays of Chesapeake and Delaware, and the making of a turnpike road from Boonsborough to Hager's town, with a view to join the great national road lately completed by the United States, from Cumberland to Wheeling, in the State of Virginia.

With respect to the improvement of the navigation of the river Potomac, your committee are of opinion that every reasonable aid should be afforded by the State, to effect this desirable object, but when they find that the State of Maryland has already advanced one hundred and fifty thousand dollars for that purpose, without deriving the slightest benefit from it, they cannot but think that it is time to pause before advancing further sums of money, except so far as to complete the survey already made or undertaken, to procure correct estimates of the expenses of effecting the proposed object, and the extent to which the improvement of the navigation of that river is intended to be carried.

And here your committee would remark that some doubts of the value of this improvement has been suggested to their minds by a perusal of the following extract from the report of the late Mr. Latrobe, dated March 16th, 1808, to Mr. Gallatin, then Secretary of the Treasury of the United States:—“The trade of this canal, especially during the winter months, has been so great that there appears every prospect of its becoming a productive work, in those years in which there is a considerable and equal quantity of water in the river, but on this circumstance it must always depend. The information respecting it which can be obtained from the company on the spot, renders it unnecessary for me to say more upon it.”

Mr. Latrobe's opinion upon a subject of this nature, being in the estimation of your committee entitled to the great amount of respect they conceive that before any further advances should be made for the improvement of the navigation of the Potomac, the doubts suggested by this extract from his report, should be fully and accurately examined into, in order to enable the general assembly to form a more correct opinion upon the subject, than the information which they now possess will enable them to do. It appears from a report of the Potomac company, that the total amount of tolls received by them from the 1st day of August 1799, to the 1st of August 1817, was \$102,379 95 cents, or \$9021 per annum, all of which amount, except the sum of \$3890 55 cents, was applied to the further improvement of the river. The value

of property brought down the river during the same period of time is estimated at \$7,002,370 62 cents, equal to \$389,000 annually.

As it regards the improvement of the navigation of the river Susquehanna, your committee viewing it as a subject of great and boundless importance to the State of Maryland, have given to it their fullest and most attentive consideration. The attention of the citizens of Maryland has recently been directed towards it, and all, convinced of the vast utility and benefit to be derived from it, seem anxiously solicitous that some legislative aid should be extended towards it. Under these circumstances your committee cannot but recommend it as a subject worthy of the deepest reflection, and fraught with considerations of great importance to the State of Maryland.

That particular district of country to which the benefits of the turnpike roads in Maryland are most immediately extended, lying between the Susquehanna on the one side and the Potomac on the other, and extending northward from Baltimore, to the north mountain, comprehending the Conococheague valley, has been accurately measured on a map of the country, and found to contain 50 square miles. Those portions of the country bordering upon the various tributary streams of the Potomac, westward of the south mountain in Maryland, and the blue ridge in Virginia, have been also measured, and found to contain 10,000 square miles. But when your committee direct their attention to that portion of the country through which the Susquehanna flows, they embrace within their view a field of greater and more enlarged dimensions. By an accurate measurement of those expanded regions situated upon the Susquehanna, and its numerous wide spreading branches, it has been found to contain about 20,000 square miles, exclusive of 10,000 square miles more of adjacent country lying upon other waters in the States of Pennsylvania and New York, for the produce of which country, should the navigation of the Susquehanna be improved to the extent contemplated, Baltimore must inevitably become the most convenient market.

From these estimates, it is abundantly evident, that the trade of the Susquehanna, (flowing, as it does through a country of vast extent, and inferior in point of fertility to no portion of the United States) is a trade involving in its nature a very extensive, permanent and growing interest.

Were the navigation of the Potomac improved to the utmost possible extent, its trade must be considered but of minor importance when compared with that of the Susquehanna; the Potomac flowing, as it does, through a country of comparatively small extent, and by no means celebrated for its richness and fertility. In addition to this it may be remarked, that to however great an extent the productions of the soil may find their way into the Potomac, how can they find a demand for foreign commodities at Georgetown and Washington, the State of Maryland can derive but little benefit from it. The advantages secured flow into a different channel; they go to fill other coffers—not those of the State of Maryland. But improve the navigation of the Susquehanna to the extent proposed, and you bring to the city of Baltimore a benefit of incalculable extent and value, the benefits of which must be imported to every section of the State, and which cannot fail richly to remunerate us for whatever aid may be extended to it.

The obstructions to the free navigation of the river Susquehanna, exist near tide water, that is to say, below Columbia. Above that town the difficulties are removed by Pennsylvania, and a boat navigation at present exists near the New York line. The distance from Columbia to Port Deposit is thirty five miles, twenty miles of which may be considered as tolerably good navigation, either in ascending or descending.

From Turkey Hill to Nelson's Falls, near Muddy Creek, a distance of fifteen miles, the navigation is bad, and it is here that the principal obstructions exist, the removal of which most anxiously desired.

Your committee has taken considerable pains to ascertain the value of the produce which has come down the Susquehanna for several years past; they have however only been able to procure an estimate of what has come down from last spring to December past; and they find it to be valued at \$1,122,250. The number of rats and boats, that came down the river to Port Deposit, during the same time, was 925 rats of lumber, averaging 25,000 feet each, and 535 racks loaded with flour, whiskey, pork, &c.

The Susquehanna canal, commencing at the Maryland and Pennsylvania line and ending at the head of tide water, is now completed and in good order for the passage of rats. It appears to have full supply of water at those seasons of the year when the water is high, and insures a safe passage for all produce that may come down the river to the mouth of the bay.

It is certainly of great importance to the State of Maryland, that this canal should be kept in perfect condition, and that the proprietors be protected in all their just rights.

The committee have only to state in conclusion upon this subject, that when the waters of the Susquehanna is high, boats & rats frequently pass to the head of tide water, without entering the canal.

The committee now come to the third object of internal improvement, to which they are desirous of directing the attention of the legislature, that is, the Canal to unite the bays of Chesapeake and Delaware.

In the year 1799, the legislature of Maryland passed a law, which in the year 1801, was followed by similar laws on the part of the legislatures of the States of Delaware and Pennsylvania, incorporating a company with a capital stock of \$400,000 for the purpose of opening a canal between the bays of Chesapeake and Delaware. In pursuance of these laws, subscriptions were received for nearly the whole amount of the two thousand shares at 200 dollars each—Surveys were made—engineers and workmen employed—a route selected for the canal through the thorns which separates the two bays, and some material progress made in the execution of the work.

But unfortunately, after having gone so far in the execution of this important object, and after having expended upwards of 160,000 dollars in the purchase of water rights, and in the construction of a feeder and reservoir, the work was suspended in the year 1803, in consequence of the non-appearing daily more evident, that the whole amount of the capital stock, even if subscribed for and collected, was a sum totally inadequate to the completion of so extensive a work.

All this period also, the energy and the spirit of the company began to subside, unaided as it was by further support and encouragement, or by that individual enterprise and activity which had enabled them up to that period to continue their operations.

By connecting the waters of the Chesapeake and Delaware, the contemplated canal will throw open an internal navigation of great extent, from the north west part of the State of New York to the southern extremities of the State of Virginia.

The particular advantages which the State of Maryland would derive from this improvement need scarcely be detailed by the committee. They will suggest themselves to the understanding of every reflecting man. In a national point of view, all will concur in the opinion of its importance, and looking to an event which your committee is by no means anxious should soon occur, but which in the opinion of the committee may reasonably be expected to take place at some distant period, it may be regarded as an object of peculiar interest, as productive of the means of national defence, affording as it no doubt will, a facility of transportation of troops, ordnance and military stores, from one part of the country to the other, the want of which was materially felt during our late war with Great-Britain.

Beneficial as it certainly will be to the State of Maryland, the committee have thought it proper to direct the attention of the legislature towards it, but viewing it as an object of National concern, and not alone productive of local advantage, the committee would remark that it is a subject to which the attention of the national legislature should be drawn.

The canal begins at Welch Point on the Elk river an arm of the Chesapeake, and is to terminate at a distance of twenty two miles, on Christians river, a branch of the Delaware. At low water the depth of water in Christians river is nine feet, and in Elk river twelve feet within 100 feet from the shore. The tide rises four feet in both rivers. No expensive aqueducts or bridges are to be made, and the principal obstacles have been already overcome. The supply of water drawn from Elk river by a feeder which is now completed six miles in length and three and a half feet in depth, and which is still a boat canal, united by a lock of ten feet high, to the main canal, is calculated to fill daily one hundred and forty locks, a quantity sufficient, on an average, for the daily passage of twenty four boats.

The canal is twenty six wide at the bottom, and fifty feet at the waters edge. It is intended for vessels of from forty to seventy tons drawing seven and a half feet.—The banks being intended for towing paths, are twenty feet wide, one of which may be converted into a turnpike road, being raised three feet above the level of the water, and will, by increasing the height of the lock gates, not only admit a depth of nine feet water in the canal. The expense of digging one mile through rocky ground was \$15,000, and that of digging the same distance through a level country free from obstructions, \$2300, which gives an average of \$7,630 per mile. The whole length of the canal is about twenty-two miles, and the whole cost is computed to be about \$50,000. These estimates were made at a time when labour was comparatively high; it is presumed they would be much less at the present time.

This information of facts the committee have thought proper to furnish, in order to enable the legislature to form a correct opinion upon the subject.

The fourth and last object to which the committee have directed their attention, and which they have thought it proper to direct the attention of the legislature, is the making of a turnpike road from Boonsborough to Hager's town, to join the great national road leading from the latter place to Wheeling, in the State of Virginia. Upon this subject, the committee would remark, that this important object is now likely to be accomplished, in conformity with the law passed at the present session, and which your committee trusts will be carried into full and complete effect.

By order,
Thomas W. Lookerman, Com. Clk.

MARYLAND GAZETTE.

Annapolis, Thursday, Feb. 21.
Attorney General Appointed.
THOMAS B. DORSEY, Esquire, of this county, was on Tuesday last appointed, by the Governor and Council, Attorney-General of this State.

LIST OF LAWS.

We last week published the titles of 132 of the laws passed during the present session. For the number we now add the titles of thirty which have been enacted since.

133. An act to appoint commissioners for the purpose of altering the divisional line between the first and fourth election districts, in Allegany county.

134. An act to authorize William D. Davidson to bring into this State a certain negro therein mentioned.

135. A supplement to an act, entitled, An act for the relief of the sheriffs and collectors of the several counties in this State.

136. A supplement to the act, entitled, An act for founding a college on the western shore of this State, and constituting the same, together with Washington College on the eastern shore, into one University by the name of The University of Maryland.

137. An act to continue in force the acts of assembly which would expire with the present session.

138. A supplement to an act, entitled, An act for incorporating a society to educate and maintain poor orphans, and other destitute female children, by the name of The Orphan Charity School of the City of Baltimore.

139. A further supplement to an act, entitled, An act for the distribution of a certain fund for the purpose of establishing free schools in the several counties therein mentioned, and for other purposes.

140. An act for the benefit of Marcellus Krew, of the city of Baltimore.

141. An act to authorize the establishment of an additional warehouse in the city of Baltimore for the inspection of tobacco.

142. A supplement to the act, entitled, An act for the relief of the poor of Worcester county, being supplementary to the act, entitled, An act for the relief of the poor of the several counties of this State.

143. A supplement to an act, entitled, An act to authorize the levy court of Cecil county, to levy a sum of money for the purposes therein mentioned, passed the 16th day of February, 1821.

144. An act relating to public roads in the several counties therein mentioned.

145. An act for the relief of Anna Key, administratrix of P. B. Key.

146. An act for the relief of the poor of Worcester county, being supplementary to the act, entitled, An act for the relief of the poor of the several counties of this State.

147. An act to incorporate a company, to make a turnpike road from the market space, in Hager's town to the west bank of Conococheague.

148. An act to authorize the orphan courts in this State to appoint trustees in cases therein mentioned.

149. An act for the relief of Michael J. Ford, of the city of Baltimore.

150. A supplement to an act, entitled, A further supplement to an act, entitled, An act to provide for the opening and extension of Pratt street, in the city of Baltimore.

151. An act to ascertain and to establish the third district of Somerset county, a proper place for holding elections.

152. An act for the relief of William A. Schofield, relating to certain land therein mentioned.

153. A supplement to the act, entitled, An act relating to the removal of causes for trial within the sixth district.

154. A supplement to the act, entitled, An act incorporating into one the several acts relating to constables fees.

The clerk of the senate returns the supplement to the act authorizing the levy court of Cecil, to levy a sum of money, and the bill relating to public roads, passed, and delivers a bill to alter the place of holding the elections at Hall's Cross Roads in Harford county, for the consideration of the house.

The bill relating to public roads in Prince George's, and the supplement to the act to regulate the inspection of tobacco were passed and sent to the senate.

Mr. Barney reports an additional supplement to the act for the better regulation of the militia of the city of Baltimore.

The clerk of the senate returns the bill for the relief of Ann Key, administratrix of the Conococheague, and the bill for the relief of the poor of Worcester county, severally passed, and the bills for the benefit of Wm. H. Austin and Barbara Hoffman, and other, rejected.

Adjourned.

Thursday, Feb. 14.
Mr. Allen reports a bill to change the fees of certain officers, from tobacco to dollars and cents.

Mr. Kennedy reports a bill relative to the election of delegates from the city of Baltimore.

Mr. Lookerman reports a bill relative to the election of delegates from each county.

Mr. Allen offers an order proposing the appointment of a committee to draft a bill for abolishing the chancery court.

The clerk of the senate returns the bill for the benefit of Wm. Harness, and the bill authorizing the recording a deed to Isaac Colgar, rejected; the resolution in favour of Aquila Beall, passed, and delivers a bill concerning judgments of justices of the peace, for the consideration of the house.

Mr. Moffitt reports unfavourably on the petition of Alexander Waters.

Mr. Kemp reports a bill to regulate the measuring of tonnage of vessels.

The clerk of the senate returns the bill to authorize the orphan court, in this State, to appoint trustees in certain cases, for the relief of Michael Ford; relating to the city of Baltimore, and the resolution in favour of John Chandler, severally passed.

Mr. Marriot reports a bill to relieve the citizens of this State from the necessity of giving security for fees when suing in the county courts of the counties wherein they do not reside.

Mr. Bruce reports a bill relinquishing the right of the State to appoint certain bank directors upon certain conditions.

Friday, Feb. 15.
The bill taxing lottery brokers, the supplement to the act to incorporate the Merchants Bank of Baltimore, the bill for the benefit of Wm. West; the bill annulling the marriage of Wm. Smith, and wife, and the supplement to the act to lay out and straighten a road in Baltimore county, were severally passed and sent to the senate.

The supplement to the act for amending and reducing into system the laws and regulations concerning last wills and testaments, &c. was referred to the next general assembly.

The clerk of the senate returns the bill for the relief of Wm. A. Schofield; the supplement to the act to provide for the opening of Pratt street, in the city of Baltimore; the supplement to the act relating to the removal of cases for trial in the sixth district; and the bill to establish in the third district of Somerset county, a proper place for holding elections, severally passed, and the bill to make valid a certain lease, rejected; and the

bill relating to justices of the peace in the city of Baltimore, was amended, passed, and sent to the senate.

The additional supplement to an act relating to gross wagers, and the second time and rejected.

The supplement to the act relating to constables bonds was passed.

The following bills were returned from the senate, passed—To change the place of holding elections in the third district of Dorchester. To encourage the destruction of crows in Somerset county, by the incorporation of the Farmers Bank of Baltimore. Further supplement to incorporate Union Bank of Maryland. For the benefit of Ebenezer T. Massy and wife. Also the bill for the relief of Charles Gibson, rejected. For the relief of the poor in Anne Arundel, passed with amendments; which were read. The resolution in favour of Samuel Ledcome, and others, assented to.

The bill to alleviate as far as practicable the pecuniary embarrassments of the people of this State, and to provide for the interest of creditor and debtor, was referred to the next general assembly—year 39, nay 15.

The further supplement to an act to prevent the inconveniences arising from slaves being permitted to act as free, was passed and assented to.

The resolutions in favour of Marshall Parker, and George St. Clair, were rejected.

The further supplement to the act to regulate lotteries was passed. Year 29, nay 28.

The clerk of the senate returns the bill to regulate the appointment of inspectors of flour—will not pass.

Monday, Feb. 18.
The following bills were passed and sent to the senate: Additional supplement, concerning crimes and punishments. Relative to pensioners. To provide a revenue for the support of the government of this State.

The resolution in favour of Robert Goddard was dissolved.

The bill repealing such parts of the laws of this State as authorize the courts to make, to sentence free negroes or mulattoes to undergo a confinement in the penitentiary, was referred to the next general assembly.

The bill relinquishing the right of the State to appoint certain bank directors upon the terms therein mentioned, was rejected.

The clerk of the senate returns a further supplement to regulate the inspection of salted fish, and a further supplement to the act to make a turnpike road leading to Cumberland, and for the extension of the charters of the several banks in the city of Baltimore, endorsed—will pass—which were read.

The supplement for the distribution of a certain fund for the establishment of free schools in the several counties of this State, passed.

The further supplement to the act to regulate the inspection of salted fish—will not pass.

The bill to ascertain the allowance of members of the general assembly, electors of senate, and electors of president and vice president of the U. S. was read the second time and rejected. [To reduce the per diem]

Tuesday, Feb. 19.
The following bills were passed, and sent to the Senate: Concerning Lower Marlborough Academy. Additional supplement, to incorporate a Medical and Chirurgical Faculty in the State of Maryland.

The bill apportioning the duties of the peace in each county, was rejected.

The additional supplement, to the regulation of the courts of common law in this State, was rejected.

The clerk of the senate returns the following bills, rejected: For the benefit of Wm. K. Austin. Supplement, for the benefit of Garrison and Franklin Academies. For the benefit of Wm. Osburn. Relating to public roads in Prince George's county.

Also the following, passed: Further supplement, to incorporate a company to make a turnpike road from Baltimore to Havre-de-Grace. For the relief of Ann Merryman. Concerning Lower Marlborough Academy. Also a bill relating to acknowledge ments of deeds made by corporate bodies; a bill for the benefit of the town of Havre-de-Grace, for the concurrence of the house.

A supplement, regulating the inspection of tobacco, with amendments; which were read. The resolutions in favour of Benj. Duval, and H. Murray; rescinding a resolution of 1817; in favour of Joseph M. Cromwell—assented to. The resolution in favour of Joseph Thomas—dissented from.

The bill to tax certain officers, was rejected—year 19, nay 29, nay 11.

The following bill was read and sent to the senate: Further supplement, relating to public roads therein mentioned. Further supplement, to establish free schools in several counties. To alter the time of holding county court of Somerset. Relating to the division of Dorchester into election districts. To incorporate the trustees of Chesapeake Academy. To establish pay for jurors and witnesses in St. Mary's. For relief of John Chandler, severally passed.

Further additional supplement, authorizing Richard Tilghman and others to raise by lottery a sum of money. Supplements to prohibit Sheriff from receiving slaves into public goals. Authorizing Westminster, Taneytown and Emmitsburg turnpike company to alter money by lottery. Authorizing altering road from Annapolis to Belle. Mr. Additional supplement, to better regulation of militia of city of Baltimore. For the relief of George Womeloff. For the relief of Joseph E. Bently and Hugh Delaplaine.

The further supplement for recovery of small debts out of court, was referred to the next general assembly.

A report has been made to the House of Delegates, by the Committee on Internal Improvements, accompanied by the following resolutions:

RESOLUTION, No. 1.
Resolved, That the governor and council be authorized and empowered, to take such measures in regard to the appointment of the time and place of meeting, and the adjournment of other preliminaries attendant upon the execution of the duties assigned to the committee on Internal Improvements, as the act passed last session, for the examination of the navigation of the Potomac, jointly with the commissioners appointed by the executive of Virginia, as they in