

Maryland Gazette.

ANNAPOLIS: Thursday, February 21, 1838.

A CARD. The Lectures on Natural Philosophy at St. John's College, are discontinued for two weeks, to be resumed on the first Wednesday after Commencement.

COMMENCEMENT. The annual commencement of St. John's College, will take place in St. Anne's Church, in this city, on Friday next, the 22d of February. The exercises will commence at 11 o'clock, A. M. Orations will be delivered by several Candidates for degrees, and an Address is expected from the President.

TEMPERANCE SOCIETY. The American Temperance Society has recommended that a simultaneous meeting of all the Temperance Societies in the United States should take place on Tuesday, the 26th instant, and the Maryland State Society, at its last meeting, requested of all Societies in this State the observance of this recommendation.

On the death of Mrs. T***** of Calvert county, who died of the Consumption, in the 19th year of her age. Forsooth dear friend! While life was in its spring, And thy black eyes just shined the virgin ring, The quiver came, but passing, dropt a tear, When in thy breast he fix'd the fatal spear, Though death was sent, he came without a frown, And look'd to cheer the gem from Hymen's crown, I heard thee whisper—'Death, where is thy sting? I see thee fall away—the end take wing—' And by a secret stealing from my loins, Hate wilt the heavenly portals open fling, Those virtues ever present, too seldom felt, Show'd in that heart where love unarm'd dwelt, Those lips, now mute, perpetual smiles did wear, They rest in Jesus, the path of christ, they pray, They surely won't prey not upon her core, Await the coming of her once lov'd lord, Then welcome may'st thou have this flesh of mine, But spare, O spare, what is already thine. February 19th, 1832. W. S. T.

For the Maryland Gazette.

LINES

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MARYLAND LEGISLATURE. HOUSE OF DELEGATES.

Saturday, Feb. 16th, 1838. Mr. Schley presented a petition of George Flautt, William Burns and others, of Frederick county, praying a convention to reform the Constitution of Maryland.

Mr. McNeill presented a memorial of sundry citizens of Calvert county, praying the establishment of a school in Prince Frederick, in said county, and asking the adoption of a resolution requiring the treasurer of the western shore, to pay over to the trustees, such sums or sums of money as were directed to be withheld by a resolution of the last general assembly, from Lower Marlborough Academy.

Mr. Millar presented a petition of sundry citizens of the 3d election district in Charles county, praying for assistance to enable them to establish a school in said district.

Mr. Grove presented a petition of sundry citizens of Washington county, praying that the legislature in their action upon the memorial of the Chesapeake and Ohio Canal Company, presented at the present session, will adopt such measures as in their wisdom will insure to this great work, a speedy and uninterrupted prosecution, to the termination of its eastern section at Cumberland.

Mr. Heard presented a petition of the Inspectors of Tobacco, in the city of Baltimore, praying that the salaries of their clerks may be increased.

Also presented a petition of James Keech, of St. Mary's county, praying for a special act of insolvency.

Mr. Pratt presented a petition of Edward W. Belt, late collector of the tax in Prince George's county, praying an extension of time for collecting the same.

Mr. Burgess presented a petition of Allen Warfield, of Anne Arundel county, praying to be divorced from his wife Mary Warfield.

Mr. Harper presented a petition of Mary E. Bond, of the city of Baltimore, praying to be divorced from her husband William Bond.

And Mr. Lantz presented a petition of Hannah Crabtree, of Allegany county, praying to be divorced from her husband Jacob Myer Simmons Crabtree.

Mr. Harper presented a memorial of John Gibson, James Wilson and others, of the city of Baltimore, counter to the memorial of Samuel J. Donaldson, John Durham and others, relating to the opening of a market in the city of Baltimore.

Mr. Johns presented a petition of sundry citizens of Harford county, praying that Jas. Clark of Harford county, may be placed on the pension list of said county.

Mr. Pratt presented a petition of sundry citizens of Prince George's county, praying that Rezin Turner, may be placed on the pension list of said county.

Mr. Worthington presented a petition of sundry citizens of Montgomery, A. Arundel and Baltimore counties, praying the passage of an act for the opening and laying out a road therein mentioned.

Mr. Harper presented a petition of Duncan McCulloch of the city of Baltimore, praying that his name may be changed, to Duncan Hugh McCulloch.

Mr. Hollman presented a petition of sundry citizens of Washington county, praying

that the Legislature, in their action upon the memorial of the Chesapeake and Ohio Canal Company, presented at the present session, will adopt such measures as in their wisdom will insure to this great work, a speedy and uninterrupted prosecution, to the termination of its eastern section at Cumberland.

Mr. Jenkins presented a petition of Sarah Mainster and others, of the city of Baltimore, praying that an act may pass, authorizing the mayor and city council of Baltimore, to open Caroline street from Little Hampstead street to Union Alley, or to permit the same to remain forever closed.

Also, presented a petition of Godfrey Meyer, and others, of the city of Baltimore, praying that they are aggrieved by the act of assembly, which restricts the practice of medicine to licensed graduates, and praying that the said act may be repealed.

The speaker laid before the house, a letter from the Hon. C. F. Mercer, President of the Chesapeake and Ohio Canal Company; which was read and is as follows: February, 14th, 1835.

The Honourable the Speaker of the House of Delegates of Maryland— Sir—

The President and Directors of the Chesapeake and Ohio Canal Company, penetrated with a deep sense of the importance of the great public enterprise committed to their care, have instructed me, most respectfully, to request of your honourable house to be heard at its bar, in explanation of the progress, condition and prospects of the Chesapeake and Ohio Canal, and of the principles on which it has been conducted, with a view to the vindication of the latter, and to the support of the memorial, which they have the honour to present to the general assembly of Maryland, during their present session.

I have the honour to be, Sir, with the highest respect, your most obedient servant, C. F. MERCER.

Mr. Lantz desired leave to bring in a bill to repeal so much of the law of December session, 1825, chap. 296, relative to the regulating of weights and measures, as relates to Allegany county.

Mr. Johns obtained leave to bring in a supplement to an act, to compel the registers of wills, in the several counties therein mentioned, to keep each his office at the seat of justice, in the county for which he shall be register, passed at December session, 1804, Chapter 39, so far as relates to Harford county.

Mr. Harper, from the committee on internal improvement, to whom was referred the memorial of the President and Directors of the Baltimore and Susquehanna Rail Road Company, praying assistance of the state, delivered the following report:

The committee on internal improvement, to whom was referred the memorial of the Baltimore and Susquehanna Rail Road Company, beg leave to report, that after mature consideration, they are of opinion it is a work justly entitled to the protection and patronage of the state, as constituting a very important part of the system of internal improvements now in progress in Maryland.

In order that the house may understand the object and progress of the work, and the extent of the operations of the company, the committee beg leave to state, that by the charter of the company passed in 1827, it was designed to extend a Rail Road in the most direct line to the great valley of the Susquehanna. To accomplish this, the consent of the state of Pennsylvania was necessary, which has, however, been heretofore refused except in the qualified form of the incorporation of a company, to construct a Rail Road from the town of York, to the Maryland line, clogged with conditions which rendered the charter valueless. In the year 1831, an application for the amendment of the charter, was granted by the legislature, authorizing the construction of a branch Rail Road, to the town of Westminster, and thence to the head waters of the Monocacy river. Under the powers granted by the original and amended charter, the company have constructed a Rail Road along the valley of Jones' Falls, for a distance of seven miles, upon which a double track has been laid. From this point, the direct line has been extended five miles to intersect the York Turnpike road; and the Westminster branch, ten miles to intersect the Reisterstown Turnpike road. It is the present intention of the company to extend the main road a few miles further towards the Gunpowder Falls, and there await the removal of the obstacles interposed by Pennsylvania, to the prolongation of the road, to its contemplated point of termination. This portion of the road will afford very great facilities of transportation to the local trade now conducted upon the turnpike road, and to the various establishments erected on the Gunpowder and its tributaries.

But the great object of the company, at present, as stated in their memorial, is the completion of the branch road, to Westminster, and in the importance attached to this work by the board of directors, the committee fully concur. Without going at large into the reasons and facts advanced by the company, it will suffice to state, that the distance from its present termination to Westminster by the route of the rail road, is about twenty one miles, over a country presenting no insurmountable obstacles to such a construction; that the route passes through to Westminster, and when extended to the great turnpike roads leading to Pittsburg and the south western counties of Pennsylvania, towards Baltimore, etc. converged; and from which more produce reaches the city of Baltimore, than all the other avenues united. The route is also more frequented by passengers than most of the others leading from Baltimore to the interior of the country.

In a local point of view it may with justice be asserted that the road is of immediate importance to the population and trade not only of the city, but of the county of Baltimore, as also those of Frederick and a portion of Washington and Allegany, which include within their limits more than one half of the population of the state, and a large portion of its most fertile territory. In this view alone, therefore, it would seem to the committee an enterprise peculiarly deserving the support and patronage of the Legislature.

It is not necessary to enlarge upon this work as one of national importance. The committee content themselves with the single remark, that when completed on its main line to the Susquehanna, (a distance of about sixty miles,) it will there intersect the grand Pennsylvania Canal, which is rapidly approaching, on the north, to a junction with the Erie Canal, and on the east will connect with the Philadelphia and Columbia Rail Road which is fast progressing to completion. It is thus manifest, that by the completion of this, comparatively small work, a direct communication will be opened between the Emporium of the state, and a most fertile, extensive and populous region of country, and with some of the most magnificent public works which have ever been constructed.

If the State of Maryland has, indeed, embarked in a system of internal improvement as her settled policy, where can she find a fairer and more productive field of operations than that now presented to her consideration? Your committee find that the capital of this company consists of 9,000 shares of stock of fifty dollars each, of which the state holds 2,600 shares, equal to \$109,000. The subscription of the state has been paid in 41 per cent. stock, issued for that special purpose and she has advanced over and above the sum of \$55 per share paid by the other stockholders, certificates of stock for the remaining \$17 per share, the interest on which is payable by the company. The whole amount subscribed by the state has been expended in the construction of the Westminster branch. It appears by a report from the treasurer made in pursuance of an order of the house, that the money actually paid by the state, on account of its subscription to the stock of the Baltimore and Susquehanna Rail Road Company, has been paid in interest, on four and a half per cent. stock of the state, issued for the payment of that subscription—and its amount is eight hundred and fifty-five dollars.

The company has recently declared its first dividend, and its amount for the state, is understood to be one thousand dollars, and to be payable on or after the twentieth instant.

It is estimated by the company that \$350,000 will complete the road to Westminster, and that portion of the York line the speedy construction of which is desired. This sum, the company propose to raise by a loan upon its own credit; but in order to enable them to do so upon the most favourable terms, they ask of the state to become guarantee for the payment of the interest only during the existence of the loan; but in no manner nor in any event to become liable for the payment of the principal debt. As a security to protect the state against any possible loss, the company offer to execute a transfer to the state of the whole road and its appendages, amounting with the constructions contemplated to be made with the funds so borrowed to a great responsibility to which the state can possibly be subjected will be the payment of \$17,500 per annum, supposing the loan to be negotiated at 5 per cent. If the entire road when completed to Westminster, shall produce but a fraction over two per cent, that responsibility will be altogether removed. That the net profits of the work in its proposed extension would far exceed such an amount is confidently believed, not only from the results of the limited operations of the company for the past season, but from a knowledge of the immense inland trade which passes through Westminster, and the experience acquired by the Baltimore and Ohio Rail Road Company. Such a result would give to the state a profitable return for the amount already invested in the stock of the company. It would therefore, seem to the committee that independently of all other considerations which should influence the legislature of the state in matters of internal improvement, there is in the work before us, and in the manner suggested for its completion every thing to entitle it to a favourable consideration.

In conformity to these views the committee beg leave to report a bill which is herewith respectfully submitted.

Which was read, and on motion by Mr. Harper, ordered to be printed.

Mr. White, from the minority of the committee on internal improvement, to whose consideration had been referred so much of the late executive message, as relates to the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road companies, and the several memorials and counter memorials on the subject, delivered a report,

Which was read, and on motion by Mr. White, three hundred and thirty-three copies ordered to be printed.

Mr. Jenkins, from the committee on education, reported a bill entitled, An act to incorporate the Vienna Academy.

Mr. Harper, from the committee on Internal Improvement, reported a further supplement to 'An act to incorporate the Baltimore and Susquehanna Rail Road Company.'

Mr. Forwood reported a bill, for building a bridge over Deer creek in Harford county.

Mr. Schley, from the committee on divorces, reported a bill to divorce Emeline Duval, of Anne Arundel county, from her husband Alexander Duval.

Mr. George A. Thomas reported a bill to incorporate a company to make a turnpike road from Conowingo in Cecil county to the Pennsylvania line.

Mr. Bourke reported a bill to repeal the 6th section of the act of 1830, chapter 100, to extend the powers of the commissioners of the school fund in Queen Anne's county.

Mr. Hearne reported a bill to authorise the clerk of Worcester county court, to record a certain deed therein mentioned.

The preamble and resolution submitted by Mr. Harris on the 7th instant, relative to the public lands, was taken up for consideration.

On motion by Mr. Harris, said resolution was made the order of the day for Tuesday next.

The report of the committee to which was referred the memorial of the visitors and governors of St. John's College, was taken up for consideration.

On motion by Mr. Pratt, said report was made the order of the day for Wednesday next.

The bill reported by Mr. Milbourne, entitled, A further additional supplement to an act for quieting possessions, enrolling conveyances, and securing the estates of purchasers.

The bill reported by Mr. Hammond to authorise the governor and council to appoint one justice of the ley court for each election district in Frederick county.—and

The bill reported by Mr. Jenkins, to authorise the Mayor and City Council of Baltimore to reduce the width of a part of Holland street.

Were severally taken up for consideration, read the second time, passed, and sent to the Senate.

The bill from the Senate entitled, An act to authorise the governor and council to appoint directors of the banks therein mentioned, was taken up for consideration.

When on motion by Mr. Jenkins, said bill was ordered to lie on the table.

The bill reported by Mr. Jenkins to authorise the mayor and city council of Baltimore to open and extend Silver street, in the city of Baltimore, eastwardly from Spring st. to Caroline st.

The bill reported by Mr. Compton from the committee on divorces, to divorce Albert G. Francis and his wife Eliza Jane Francis, of the city of Baltimore.

The bill reported by Mr. Hope to make valid the deed of conveyance therein mentioned.

The bill reported by Mr. Jenkins to divorce Mary Elizabeth Stewart of the city of Baltimore from her husband Wm. S. Stewart, a mensa et thoro.

The bill reported by Mr. Cottman, entitled a supplement to an act to provide for the erection of a building for the accommodation of Somerset county court.

The bill reported by Mr. West authorising the moderator and commissioners of Hagerstown, to levy on the assessable property of said town, a sum of money for the purpose therein named.

The bill reported by Mr. Nicols for the incorporation of Dorchester Lodge, number nineteen of the order of Independent Odd Fellows.

The bill reported by Mr. Harding entitled, a further supplement to the act to allow Adam Bobb, the executor of Upton Beall, late clerk of Montgomery county, further time to complete certain records, passed at December session, 1828, chap. 2.

The bill reported by Mr. Grove to authorise the clerk of Washington county, to record the deed therein mentioned.

The bill reported by Mr. Brewer, from the committee on Grievances and Courts of Justice, entitled an act for the relief of George Foskett, and Elizabeth his wife, and Henry and Lewis Foskett.

The bill from the Senate, entitled, a supplement to the act to amend and reduce into one system the Laws to direct descents, and

Baltimore county, severally endorsed, 'will pass,' ordered to be engrossed.

Also, the bill, to authorise the ley court of Frederick to allow additional compensation to John P. Schuyler, and for other purposes, endorsed, 'will pass with proposed amendments.'

Also, the resolutions in favour of Elizabeth Downing, and the Warden of Baltimore county jail.

And the resolution requiring the Register of the Land office, to record certain papers, severally endorsed, 'assented to,' and ordered to be engrossed.

And delivered a bill originated in and passed by the Senate, entitled, An act to repeal an act, passed at December session, eighteen hundred and twenty-nine, entitled, An act to provide for the election of the ley court of Queen Anne's county, by the people.

Mr. Jenkins, chairman of the committee on education, reported a bill entitled, An act to incorporate the Vienna Academy.

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The bill reported by Mr. West authorising the moderator and commissioners of Hagerstown, to levy on the assessable property of said town, a sum of money for the purpose therein named.

a petition of Benjamin Wilson, of Queen Anne's county, praying relief as therein set forth.

And Mr. Bourke presented a petition of Rachel Hambleton, of Queen Anne's county, praying relief therein mentioned.

Mr. Bruff presented a petition of sundry citizens of Talbot county, praying an alteration in the law for the protection of oysters in the waters of the eastern shore of this state, passed at December session, 1831.

Mr. Johns presented a petition of sundry citizens of Harford county, praying the passage of an act, to call a Convention to reform the constitution of the state of Maryland.

Mr. Wright, of Queen Anne's presented a memorial of the commissioners of the school fund of Queen Anne's county, praying the repeal of certain laws therein mentioned and for other purposes.

Mr. Grove presented a petition of Archibald T. Frick, of Washington county, praying for a special act of insolvency.

Mr. Eiv presented a petition of sundry citizens of Baltimore county and city, complaining that they are aggrieved by the act of assembly, which restricts the practice of medicine to licensed graduates, and praying that the said act may be repealed.

Mr. Mann presented a petition of William Grove, of Washington county, praying for the passage of an act to authorise the passage into this state, certain negro slaves therein mentioned.

Mr. Jenkins presented a petition of James Gittings and others, praying that Light in the city of Baltimore, may be extended southerly, until it intersects the Old Ferry road.

Mr. Hammond presented a petition of sundry citizens of Frederick county, counter to the memorial of the Chesapeake and Ohio Canal Company, praying for authority to take water rights along the line of their Canal.

Also, presented a memorial of sundry citizens of Frederick and Washington counties, praying the legislature to take such measures, compatible with the public faith, as will compel the Canal Company to permit on the terms recommended by the resolution of the last general assembly, the passage of the Rail Road, through the narrow and difficult passes, between the Point of Rocks and Harper's Ferry.

And Mr. Harper presented a petition of Wm. Walters, of the city of Baltimore, praying for a divorce from his wife Ann Walters.

Mr. Turner obtained leave to bring in a bill to facilitate the collection of tax in the several counties in this state.

Mr. Foreman obtained leave to bring in a bill to incorporate a company for the purpose of making a Canal to connect the waters of Lewis Creek, with Indian River and the Chesapeake Bay, by Pocomoke River.

Mr. Ellicott obtained leave to bring in a bill to provide for the appointment of the collectors of the tax for Anne Arundel county.

Mr. Hammond obtained leave to bring in a supplement to the act to incorporate the Frederick Fire Insurance Company.

Mr. Rogers obtained leave to bring in a bill to authorise the commissioners already appointed by Charles county ley court, to divide said county into School Districts.

Mr. Thomas obtained leave to bring in a bill to authorise the ley court of Dorchester county, to levy a sum of money for the purpose of building a bridge across Slagter's creek, in said county.

Mr. Willson submitted the following order. Ordered, That an extra session be held on Wednesday evening at 7 o'clock, for the purpose of adjourning to the President of the Chesapeake and Ohio Canal Company, and to the President of the Baltimore and Ohio Rail Road Company, an opportunity of being heard at the bar of the house, in relation to the serious subjects of collision existing between said companies, and that the honourable Senate be respectfully requested to attend.

Mr. Harris offered as a substitute for said order, the following: Whereas, difficulties have arisen between the Chesapeake and Ohio Canal company and the Baltimore and Ohio Rail Road company, which involve the welfare of both these great works; And whereas this state is deeply interested in a rapid progress of these works, completion, and consequently in an immediate adjustment of said difficulties—Therefore,

Resolved by the General Assembly of Maryland, That the following proposition be submitted to the consideration of the Chesapeake and Ohio Canal company and the Baltimore and Ohio Rail Road company, and that the said companies be and they are hereby requested to accept, without modification the said propositions, and to communicate their acceptance thereof, under their respective corporate seals, to the President of the Senate and the Speaker of the House of Delegates, on or before the twenty-sixth of this month.

1st. That the Rail Road company shall be allowed to hold and occupy fifteen feet of the breadth of the Canal as at present located on the land side thereof, at all the narrow and difficult passes at and between the Point of Rocks and Harper's Ferry, not exceeding together two miles and one tenth of a mile.

2d. That for the purpose of obtaining suitable and proper curves for the Rail Road, the Canal, its tow-paths and wells, shall be moved further from the bill, if such removal shall be found necessary, and the Rail Road shall be allowed to pass by a viaduct over the said Canal at Harper's Ferry.

3d. That in those parts of the Canal, which its width shall be thus contracted, partition wall shall be constructed by the expense of the Baltimore and Ohio Rail Road company, and also a wall on the responding portions of the side of the next following path, with a slope of one horizontal to four feet vertical.

Monday, Feb. 14th 1838. Mr. Hollman presented a petition of Samuel K. Hoshop of Washington county, praying a special act to enable him to bring into this state, a certain negro slave therein mentioned.

Mr. Wright, of Queen Anne's, presented

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That should any portion of the tow- a and wall of the Canal be removed in consequence of these articles, such removal and reconstruction thereof shall be made by the expense of the Baltimore and Ohio Rail Road company.

That should the Canal be finished in the places between the Point of Rocks and Harper's Ferry, at which the two works will be in collision, but be kept out of use by the operations, neglect, or delay of the Rail Road company in excavating or graduating the said Baltimore and Ohio Rail Road company shall pay and make good consequent loss to the Chesapeake and Ohio Canal company, and the amount so to be paid shall be ascertained by the amount of the tolls collected by the said Chesapeake and Ohio Canal company from the tolls it shall receive on articles transported through that part of the Canal during the same period in following year.

That the Rail Road company shall be allowed to cross places over the Canal, so as to permit the free and unimpeded access of persons, and produce to and from the line between the Point of Rocks and Harper's Ferry.

That it shall be fairly and expressly stipulated that the Baltimore and Ohio Rail Road company shall not, at any time hereafter, occupy, or seek to occupy, the ravine of the Point of Rocks, on the Maryland side, at any place between Harper's Ferry, while the same shall be occupied, or liable to be occupied, by the Chesapeake and Ohio Canal company.

That Alfred Croger and Jonathan Light shall act as arbitrators, under oath, to deal impartially, and to arbitrate the plan of operations conformably to the provisions of these articles, and in their judgment calculated to prevent loss or injury to either company, and that their joint decision shall be binding and obligatory upon both parties, and in case of the death of either arbitrator, his place to be supplied by some person to be appointed by the company in use employ the person so appointed.

That in the event of any disagreement between the said parties, they shall have power to appoint a disinterested, competent and disinterested arbitrator, whose decision shall be binding upon such matters.

Which was read.

Mr. Teackle then offered as a substitute for the substitute and order, the following: Ordered, That this house will hear at 10 o'clock, the President of the Chesapeake and Ohio Canal company, on Wednesday next, in explanation of the progress, condition and prospects of the company, and in support of a memorial presented to this general assembly, provided that the time to be consumed in the argument shall not exceed one day.

Which was read; And, On motion by Mr. Jenkins, was ordered to lie on the table.

The house then adjourned.

FOREIGN.

LATE FROM ENGLAND. By the fast sailing ship Orpheus, Captain Ross, from Liverpool, the editors of the New York Commercial Advertiser have received copies of English papers to the 6th of January, the day on which Captain C. sailed from Liverpool.

The packet ship North America, captain Packer, which sailed from Liverpool for New York on the 20th of December, put back to work on the 29th, having come in contact with another vessel and lost her bowsprit.

From our Correspondent. LONDON, Monday evening, half-past 7, Dec. 31.—The reports of M. Puzzi di Borg's trial in town, were premature. He must, however, be shortly here as he quitted Paris on Saturday. He is not in the practice of travelling with great rapidity, preferring to keep on the road, and will therefore probably not reach London before to-morrow night.

Letters have been received from Madrid of the date of the 20th instant, which state, that the King had a relapse and that the Queen had consequently resumed all the powers conferred on her during his first attack. One effect of this had been a defeat an intrigue on the part of Zea Bermudez, who had desired to introduce to the vacant post in the Ministry a creature of his own. The influence of that Minister, which is understood to be exerted against the claims of the Cortes members, would therefore, it was supposed, be withdrawn.

A report has been very current in the city, of a blockade of the port of Charleston by three gun-boats and a small force from New York, in consequence of the resistance to the views of the government at Washington, on the subject of the tariff. This important piece of news rests at present on the authority of one letter only, but as a packet from New York was off Liverpool on Saturday, it cannot remain many hours longer in doubt.

HOLLAND AND BELGIUM. The intelligence received a few days since, via Boston, that the King of Holland had refused to sanction the capitulation of the Bazar-Chasse—so far as it related to the surrender of the forts Lillo and Liefkenshoek, is confirmed. The consequence is that the sturdy old Baron and his troops are detained by the French as prisoners of war. But as the forts referred to had been previously separated by the Dutch Government from the Baron's command, the French army had no right, by the terms of the