

The clerk of the senate delivers the bill to authorise Thomas A. Davis to complete his collection, endorsed "will pass" Ordered to be engrossed. The bill for the relief of Thomas Russell, a free black man, endorsed "will not pass; the bill relating to the city court of Baltimore, endorsed "will pass with the proposed amendment;" which amendment was read and dissented from. The bill to allow Daniel Schnebly, late sheriff and collector of Washington county, further time to complete his collection, endorsed "will pass with the proposed amendments;" which amendments were read, assented to, and the bill ordered to be engrossed. The bill for keeping in repair the public roads in Worcester county, and to repeal certain parts of the acts of assembly therein mentioned, endorsed "will pass with the proposed amendment;" which amendment was read, assented to, and the bill ordered to be engrossed. A bill, entitled, A supplement to an act, entitled, An act relating to justices of the peace in the city of Baltimore, endorsed "will pass;" which was read. And the resolution in favour of Benjamin G. Jones, endorsed "assented to with the proposed amendments;" which amendments were read and assented to.

Mr. Polk reports a bill, entitled, An act relating to the sale of land made in pursuance of judgments rendered by justices of the peace, and to confirm sales heretofore made by constables by virtue of writs of fieri facias. Mr. Dorsey reports a further supplement to the act, entitled, An act concerning crimes and punishments. Mr. W. R. Stuart reports a bill, entitled, An act to make public a landing upon Chester river, in Queen Anne's county; and Mr. Kennedy reports a bill, entitled, An act to authorise the president and directors of the Conococheague Bank to sell or otherwise dispose of the interest of the bank in the Cumberland road stock; which were severally read.

The clerk of the senate delivers the bill to make valid a deed of manumission executed by Thomas Carter; the bill to extend to John H. D. Lane further time to complete his collection; the bill to increase the allowance of the sheriff of Worcester county; the bill relating to constables in the city of Baltimore; the bill authorising Joseph M. Cromwell to complete his collections; and the bill to increase the allowance of the sheriff of Queen Anne's county, severally endorsed "will pass with the proposed amendments;" which amendments were severally read, assented to, and the bills ordered to be engrossed. Also the bill annulling the marriage of Thomas F. Ward and Ann Ward; the bill for the benefit of Arabella Bayard; and the bill to authorise a lottery to raise a sum of money for the purpose of building a church for the use of the Lutherans and Presbyterians in the neighbourhood of Allguiers in Baltimore county, severally endorsed "will not pass."

The bill to incorporate the Octorara Navigation Company, was read the second time, passed, and sent to the senate.

Mr. Breckenridge presents a petition from John Stevenson, sheriff of Baltimore county, praying to be compensated for keeping insolvent debtors; which was read and referred to Messrs. Breckenridge, Montgomery and Showers.

Mr. Polk present a petition from the securities of William Waller, praying they may be authorised to collect the balances due him; which was read and referred to Messrs. Polk, Dennis and King.

Mr. Montgomery reports a bill, entitled, An act relating to the summoning jurors to the city court of Baltimore; which was read the first and second time by especial order, passed, and sent to the senate.

Mr. Maffett delivers the following report:

The committee to whom was referred the petition of sundry inhabitants of Cecil county, complaining of encroachment by the Susquehanna Canal Company on the free navigation of the River Susquehanna, respectfully report.—

That by an act of the legislature, passed at November session 1783, a company was incorporated for the purpose of rendering navigable the river Susquehanna, from the Pennsylvania line to tide water, and for that purpose to cut a canal from a point on the said river called Love Island; that by the 9th section of that act, power is given to said company over the waters of the river, so far as may be necessary to supply their canal, and the water works to be erected thereon, with water; that by a variety of acts passed since that time, the tolls to be demanded on said canal are regulated, the time originally limited for its completion extended, and the stock of the company enlarged; that several acts have also passed for improving and rendering navigable the bed of the river, by one of which, to wit, the act of 1799, chapter 17, thirty thousand dollars are loaned to the company, part of which sum is directed to be applied to the clearing and deepening the bed of the river, and the company are given half tolls for the navigation on the same; the power thus given to the canal company was repealed by an act passed in the year eighteen hundred and three, chapter 102, with the consent of the company, and in lieu of the half tolls heretofore granted, a power is given to the company to quadruple the tolls originally authorised on the canal.

Your committee are unanimously of opinion, that it was not meant by the legislature granting the charter, to give to the company power of obstructing the free navigation of the river, the control over its waters was expressly given for the purposes of supplying the canal with water, and this grant was indispensable to the useful as well as profitable operation of that great and laudable undertaking, but by several of the acts above mentioned, and particularly by an act passed at November session 1813, the bed of the river is declared to be a public highway, and that this has been the opinion of all preceding legislatures, your committee gather from all the acts and proceedings of the legislature upon the subject.

The petitioners represent, that a wing dam has been erected by the company near the head of the canal, which has more the effect of obstructing the passage down the river, and forcing articles into the canal, than supplying the canal with water. Your committee regard the circumstances as of the utmost importance; they look upon the Susquehanna as a great medium of transportation between a large portion of Pennsylvania and the upper parts of the state of New-York, with the Baltimore market; they perceive in this measure of the company, not only oppression towards the people of Maryland, but an invasion of what has always been considered, and what your committee believe it is the best interest of Maryland, should still be considered, the rights of the states of Pennsylvania and New York, the free and unrestrained navigation of the river.

Your committee would therefore recommend, that commissioners be appointed for the purpose of enquiring into the facts alleged by the petitioners, with powers, should they find them to be true, to cause to be prostrated the wing-dam above mentioned, or other obstructions interposed by the canal company, or their agents or servants, to the free navigation of the river.

For this purpose they submit the following resolutions.