

per officers and agents. It is to be specially instructed to locate a canal intersecting or continuing the Chesapeake and Ohio canal to the city of Baltimore; and to examine the obstructions of the navigation of the Pocomoke, Menokin, Wicomico, and Great Choptank Rivers, with a view to their improvement. It is to be authorised generally, to represent the State in all joint stock companies incorporated to make roads or canals, in which the state is or may become a stockholder, and to report annually the progress and condition of all public works in the state, and to suggest plans for the further diffusion of the system.

By the second, it is proposed to create a joint stock company, with the proper and requisite powers, to cut the canal to be located as aforesaid, connecting the Chesapeake and Ohio canal with the Patapsco at Baltimore. It proposes a subscription of one million of dollars payable in money to the Chesapeake and Ohio canal company, and five hundred thousand dollars to the lateral canal. These subscriptions to be made not until the board of public works shall have ascertained the practicability of making the connecting canal aforesaid; nor until congress shall have expressly granted to the company thereby incorporated (should the connecting canal be located through the District of Columbia,) the same rights, privileges and powers, in all respects, within that district, as are granted in and by the charter of the Chesapeake and Ohio canal company; nor until the executive of this state shall have full evidence, that, with the sum to be as aforesaid subscribed on the part of this state, the whole amount estimated to be necessary for the completion of the eastern section of the Chesapeake and Ohio canal has been actually subscribed by competent subscribers. This bill also authorises a subscription of stock to the amount of five hundred thousand dollars, to a fund to be raised by the city of Baltimore under and by virtue of the act of assembly passed at December session 1823, chapter 175, for the purpose of making a canal from York Haven to Baltimore, upon conditions as nearly similar to those connected with the subscription to the Chesapeake and Ohio canal company, as the nature of the cases will allow.

It also authorises an appropriation of one hundred thousand dollars for the execution of such plans for opening and improving the navigation of the Menokin, Pocomok Wicomico and Choptank rivers as the board of public works may decide on, as practicable and expedient. It is proposed that these two last appropriations shall not take effect unless the two former also go into operation. It is proposed to raise all these moneys as they may be from time to time required, by loans, at a rate of interest not exceeding 5 per cent. per annum, payable quarterly, redeemable at the pleasure of the state at any time after the first day of January eighteen hundred and sixty. These subscriptions will be called for in instalments, and it is not likely, that under the most favourable circumstances the whole capital will be called into action, in less than six years. It is provided that if the mayor and city council of Baltimore shall relinquish the privileges granted by the act to provide for making the Baltimore canal, passed at December session 1823, chapter 175, the sum of one hundred thousand dollars shall be immediately placed under their control, to be expended in improving the navigation of the Susquehanna. Finally it is proposed, to pledge the revenue which may arise from the sums so to be invested, and from the road stock now owned by the state, in the first instance to constitute, under