

The clerk of the house of delegates delivers the following bills: A bill, entitled, An act for the relief of William Dougherty, of Frederick county, passed December 15, 1817; which was read the first time and ordered to lie on the table. A bill, entitled, An act authorising certain alterations in Baltimore county and city court rooms; a bill, entitled, An additional supplement to an act to incorporate companies to make several turnpike roads through Baltimore county, and for other purposes, severally passed by that house December 15, 1817; which were severally read the second time by special order, passed, and sent to the house of delegates by the clerk.

Mr. Gale from the commissioners appointed by a resolution of the general assembly passed 5th of February 1817, relative to the river Susquehanna, made the following report:

The subscribers, commissioners appointed by a resolution of the general assembly, passed 5th February 1817, to examine the river Susquehanna, as far as might be deemed necessary, and to consider and report to the next general assembly upon the means, in their opinion, best calculated to improve the navigation of that river, with authority to confer with such commissioners as might be appointed on behalf of the state of Pennsylvania

Beg leave to state, that having understood commissioners had been appointed on the part of the state of Pennsylvania, to co-operate with us in an examination of the river Susquehanna, we, by appointment, met at Havre-de-Grace on the 2d of July, with a view of proceeding on our tour of investigation: At that time all the commissioners, appointed by said resolution, except Mr Robert Morgan, who appears to have declined acting, were present, as also the five gentlemen delegated by Pennsylvania. The river, unfortunately however, proved so high as to render an ascent utterly impracticable, and an examination of the river. The commissioners, on behalf of both states, adjourned to meet at the same place on the eleventh of August. The memorable deluge at Baltimore, and which affected the country for many miles around the city, occurred at this period. The Pennsylvania commissioners however arrived; and the subscribers, deprived of the assistance of their colleagues, owing to the imposition in the family of one, losses by the flood of another, and most important professional avocations of the third, considered it most adviseable to accompany the gentlemen from our sister state; and they here beg leave to report—

Owing to the high water in the river, we proceeded from Port Deposit to near the Pennsylvania line, through the Susquehanna Canal, a work which renders both the ascending and descending navigation all times safe and practicable, and which, in our opinion, obviates the necessity of any very expensive improvements on the bed of the river, along its side, though certainly some expenditure and improvement would be adviseable. From the head of the canal we ascended the river, keeping altogether on the Eastern or Lancaster shore, and met with no obstacle of moment until we reached Neal's Point, opposite the lower end of the Bear Islands, a distance of eight or ten miles. Between the head of the Canal and Neal's Point, there are three or four projecting rocks which ought to be removed, and there are some places, particularly Rodgers' Bottom, which require deepening, but the whole may be called a general and steady current, and is pretty good boating, both up and down, when the water is at medium height. At Neal's Point the river assumes a different appearance, and becomes wild in the extreme for the distance of a mile, to the foot of Colley's Falls; for though there is no fall, yet being much narrower than below, and a great portion of its bed being occupied by those rugged clumps of rocks called the Bear Islands, the water becomes very deep, and whirls about in every direction; added to this, the shores bounded by rocks nearly perpendicular, and in many places from 20 to 150 feet high, prevented us from either pulling or towing with effect, and our ascent was both slow and dangerous.

Colley's Falls may be considered among the greatest obstructions to the ascending navigation between the Maryland line and Columbia. They are about 40 or 50 yards long, extremely rapid, with great irregularity in the current, and would require lock improvements for ascending. From the head of Colley's Falls, to nearly opposite the Indian Steps, there is little or no fall, though from the deepness of the river, and perpendicular rocks along the shores, which prevent either pulling or towing, the ascent is difficult, and a towing path must necessarily be made for the ascending navigation. At the head of Annum's Island, opposite the Indian Steps, there is an obstruction of large rocks, which will necessarily require the blowing of a channel of 100 or 150 yards in length, and 40 or 50 feet in width.

For a mile and a half, or two miles, from this place, the navigation is good, wanting only towing paths. At that distance we come to the House, or Jerry's Rock; a place remarkable as the one where there is more property lost than all the rest of the way between Columbia and tide. The channel above the rock on the Eastern or Lancaster shore, but a short distance above that rock they have, in descending, to pass the river, so as to run down the Indian Steps through its good channel: the current sets directly across the House Rock, and it requires considerable skill and attention to avoid that rock. If, however, the boats should work so far over as to escape the House (or as called by Mr. Latrobe Jerry's) Rock, they are then in danger from the Goose Rock, and is almost as difficult to be avoided. The flowing of these rocks (for they are both large) will require a considerable sum of money, but the property lost in two or three years would perhaps fully compensate for any expense that might be incurred. The shore still continues to be steep and rocky, and in many places the rocks project into the river with perpendicular points of immense height, and are almost inaccessible; but we met with no falls until we came to the Point Falls, above Fulton's Ferry; they are, however, not very bad, but the shore is rough and very difficult to tow up. From the head of Point Falls to the head of Moore's Eddy, there is little or no fall, but only one ledge of rocks which would require removal, to wit, the Hessians; but both Burkholter's and Moore's Eddies will require deepening in several places, and lowering dams to throw water in the ascending course. At the head of Moore's Eddy we meet with the most difficult place of ascending any where between the head of the Canal and Columbia, called Escheleman's Sluice: the fall here is very great, about 200 yards, perhaps equal to 7 or 8 feet; at this place a canal will be necessary if ever an ascending navigation is contemplated.

From Escheleman's Sluice to the foot of Turkey Hill Falls, the descent in the river is nowhere great, though there is a small fall called "Wheeling's Falls," but the shores are as rough and inaccessible generally, as any we had passed, and it is almost impossible to ascend without a good towing path. Turkey Hill Falls require some improvement or descending, and considerable for ascending; but whether a Canal or towing paths, would be a matter of opinion. From the Head of Turkey Hill Falls to Columbia, the navigation is good both up and down, as we easily pulled at the rate of two miles an hour; but in low water there are a few shallow places which would require deepening, and wing dams. From this sketch, it will appear, that for the ascending navigation, the river may be made perfectly good by towing paths, chains and ring bolts, for almost the whole distance, but different falls, occupying altogether a dis-