

sary to cause the printed journals, bills, resolutions and reports, to be speedily and regularly furnished to the members of the legislature.

The resolution requiring the commissioners of the school fund for Calvert county, to report to the legislature, on or before the first day of February, in each and every year hereafter, in what manner they have distributed said fund, and also the number of children receiving the benefit thereof, was taken up for consideration, read the second time, and assented to.

On motion by Mr. Tilghman, seconded by two other members who voted in the majority, the vote of the house on the bill, entitled, An act to incorporate the Washington Medical College of Baltimore, was reconsidered, and the bill laid on the table.

Mr. Wootton from the committee, delivered the following report:

The committee, to whom was referred the memorial of sundry citizens of this state and the district of Columbia, praying for the revival of the act of 1828, incorporating the Baltimore and Washington Rail Road Company, submit the following report:

Your committee are of opinion, that every work of great public utility, which the wants of the community may require, should be constructed by the state; that it does not comport with the principles of a government like ours, that the social or commercial intercourse of its citizens should be obstructed; that its great avenues of inter-communication should be converted into private property, and the interest of the whole made subservient to the interests of the few. The right of travel should be as free as the air we breathe, unsubjected to the restriction, which the poor and middling classes in the community may find oppressive, but the powerful and wealthy may not feel; which draws no distinction between rich and poor; by which the capitalist and the poor cultivator of the soil are made to contribute, not in proportion to their means, but their necessities. If restrictions must be imposed they should be for the common good, and not for individual benefit—and the advantages resulting from them, should flow, not into the pockets of the rich, but into the coffers of the state. If roads and canals are necessary; if the public convenience require them, let them be made at the public expense, and upon such a scale as would give them an enduring utility. Each citizen should have the right of way, without let, charge or hindrance; or if it should be deemed expedient to establish a system of tolls, it should