General Advertiser

REPUBLICAN STAR AND

VOL. XXIII. EASTON, (Md.) TUESDAY MORNING, MARCH 5, 1822. NO. 28....1164.

Printed and published, every Tuesday Morning,

BY THOMAS PERRIN SMITH,

Publisher of the Laws of the Union.

TERMS.

The terms are *Two Dollars* and *Fifty Cents* per Annum, payable half yearly, in advance.—No paper can be discontinued, until the same is paid for.

Advertisements are inserted three weeks for One Dollar, and continued weekly for Twenty-five Cents per square.

Laws of the United States.

BY AUTHORITY.

[PUBLIC ACTS.]

AN ACT

Making partial appropriations for the support of the Navy of the United States, during the year one thousand eight hundred and twenty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby appropriated, to the objects herein specified, to wit: for the pay and subsistence of the officers, and pay of the sea men, one hundred thousand dollars; for provisions, twenty thousand dollars; for repairs, twenty thousand dollars; for contingent expenses, twenty thousand dollars.

Sec. 2. *And be it further enacted,* That the several appropriations hereinbefore made, shall be paid out of any money in the treasury not otherwise appropriated.

PHILIP P. BARBOUR,
Speaker of the House of Representatives.
JOHN GAILLARD,
President of the Senate, pro tempore.
Washington, February 19, 1822.
Approved:
JAMES MONROE.

AN ACT

Authorising the transfer of certain certificates of the funded debt of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the certificates of the funded debt of the United States, which, upon the assumption of the debts of the several creditor states, were issued in their favor, respectively, be and are hereby made transferable according to the rules and forms instituted for the purpose of transfers of the public debt.

PHILIP P. BARBOUR,
Speaker of the House of Representatives.
JOHN GAILLARD,
President of the Senate pro tempore.
Washington, Feb. 19, 1822.
Approved:
JAMES MONROE.

INTERNAL IMPROVEMENT.

SENATE OF MARYLAND.

Report of the Committee on Internal Improvement, to which was referred so much of the Executive Communication as relates to that subject.

The Committee to whom was referred so much of the Governor's Message as relates to Internal Improvement, beg leave to report:

That whatever difference of opinion may heretofore have existed as to the expediency of Internal Improvements, the time appears now to have arrived, when every citizen of the state of Maryland is solicitous that all proper means should be adopted to bring into life and activity every Internal Improvement of which the state is susceptible. That fully aware of this feeling, your committee would respectfully suggest some distinct objects of Internal Improvement, which they cannot but regard as of the very first importance to the welfare of the state—that is: The improvement of the navigation of the rivers Potomac and Susquehanna—the cross-cut Canal (as it is usually called) to unite the Bays of Chesapeake and Delaware—and the making of a turnpike road from Boonsborough to Hagerstown, with a view to join the great national road lately completed by the U. States, from Cumberland to Wheeling in the state of Virginia.

With respect to the improvement of the navigation of the river Potomac, your committee are of opinion that every reasonable aid should be afforded by the state to effect that desirable object; but when they find that the state of Maryland has already advanced one hundred and fifty thousand dollars for that purpose, without deriving the slightest benefit from it, they cannot but think that it is time to pause before advancing further sums of money, except so far as to complete the surveys already made, or undertaken, to procure correct estimates of the expenses of effecting the proposed object, and the extent to which the improvement of the navigation of that river is intended to be carried.

And here your committee would remark, that some doubts of the value of this improvement have been suggested to their minds by a perusal of the following extract from the report of the late Mr. Latrobe, dated March 16th, 1808, to Mr. Gallatin, then Secretary of the Treasury of the U. States: "The trade of this canal, especially during the year 1807, has been so great, that there appears every prospect of its becoming a productive work, in those years in which there is a considerable and equal quantity of water in the river, BUT ON THIS CIRCUMSTANCE IT MUST ALWAYS DEPEND. The information respecting it which can be obtained from the company on the spot, renders it unnecessary for me to say more upon it."

Mr. Latrobe's opinion upon a subject of this nature, being in the estimation of your committee entitled to the greatest respect, they conceive that before any further advances should be made for the improvement of the navigation of the Potomac, the doubts suggested by this extract from his report, should be fully and accurately examined into, in order to enable the general assembly to form a more correct opinion upon the subject, than the information which they now possess will enable them to do. It appears from a report of the Potomac company, that the total amount of tolls received by them from the 1st day of August 1799, to the 1st of August 1817, was $162,879 95 cents, or $9021 per annum, all of which amount, except the sum of $3890 55 cents, was applied to the further improvement of the river. The amount of property brought down the river during the same period of time is estimated at $7,002,370 62 cts. equal to $289,000 annually.

As it regards the improvement of the navigation of the river Susquehanna, your committee, viewing it as a subject of great and boundless importance to the state of Maryland, have given to it their fullest and most attentive consideration. The attention of the citizens of Maryland has recently been directed towards it, and all, convinced of the vast utility and benefit to be derived from it, seem anxiously solicitous that some legislative aid should be extended towards it. Under these circumstances your committee cannot but recommend it as a subject worthy of the deepest reflection, and fraught with considerations of vital importance to the state of Maryland.

That particular district of country to which the benefit of the turnpike roads in Maryland are most immediately extended, lying between the Susquehanna on the one side, and the Potomac on the other, and extending north westward from Baltimore, to the north mountain, comprehending the Connococheague valley, has been accurately measured on a map of the country, and found to contain 5000 square miles.—These portions of the country bordering upon the various tributary streams of the Potomac, westward of the south mountain in Maryland and the blue ridge in Virginia, have been also measured and found to contain 10,000 square miles. But when your committee direct their attention to that portion of the country through which the Susquehanna flows, they embrace within their view a field of greater and more enlarged dimensions. By an accurate measurement of those expanded regions situated upon the Susquehanna, and its numerous wide spreading branches, they have been found to contain about 20,000 square miles, exclusive of 10,000 square miles more of adjacent country lying upon other waters in the states of Pennsylvania and New-York for the produce of which country, should the navigation of the Susquehanna be improved to the extent contemplated, Baltimore must inevitably become the most convenient market.

From these estimates, it is abundantly evident that the trade of the Susquehanna, (flowing as it does through a country of vast extent and inferior in point of fertility to no portion of the U. States,) is a trade involving in its nature a very extensive, permanent and growing interest.

Were the navigation of the Potomac improved to the utmost possible extent, its trade must be considered but of minor importance when compared with that of the Susquehanna: the Potomac flowing as it does through a country of comparatively small extent, and by no means celebrated for its richness and fertility. In addition to this it may be remarked that to however great an extent the productions of the soil may find their way into the Potomac; however extensive the demand for foreign commodities at Georgetown and Washington, the state of Maryland can derive but little benefit from it. The advantages secured flow into a different channel, they go to fill other coffers—not those of the state of Maryland. But improve the navigation of the Susquehanna to the extent proposed, and you bring to the city of Baltimore a trade of incalculable extent and value, the benefits of which must be imparted to every section of the state, and which cannot fail richly to remunerate us for whatever aid may be extended to it.

The obstructions to the free navigation of the river Susquehanna, exist near tide water, that is to say, below Columbia. Above that town the difficulties are removed by Pennsylvania, and a boat navigation at present exists to near the New York line. The distance from Columbia to Port Deposit is thirty-five miles, twenty miles of which may be considered as tolerably good navigation, either in ascending or descending.

From Turkey Hill to Nelson's Falls, near Muddy Creek, a distance of 15 miles, the navigation is bad; and it is here that the principal obstructions exist, the removal of which are so anxiously desired.

Your committee have taken considerable pains to ascertain the value of the produce which has come down the Susquehanna for several years past; they have however only been able to procure an estimate of what has come down from last spring to December past: and they find it to be valued at $1,121,250. The number of rafts and boats that came down the river to Port Deposit, during the same time, was 925 rafts of lumber, averaging 25,000 feet each, and 535 arks loaded with flour, whiskey, pork, &c.

The Susquehanna canal, commencing at the Maryland and Pennsylvania line, and ending at the head of tide water, is now completed and in good order for the passage of rafts. It appears to have full supply of water at those seasons of the year when the river is not high, and insures a safe passage for all produce that may come down the river to the mouth of the canal.

It is certainly of great importance to the state of Maryland, that this canal should be kept in perfect condition, and that the proprietors be protected in all their just rights.

The committee have only to state in conclusion on this subject, that when the water of the Susquehanna is high, boats and rafts frequently pass to the head of the tide water without entering the canal.

The committee now come to the third object of Internal Improvement, to which they are desirous of directing the attention of the legislature, that is, the Canal to unite the bays of Chesapeake and Delaware.

In the year 1799, the legislature of Maryland passed a law, which in the year 1801 was followed by similar laws on the part of the legislatures of the states of Delaware and Pennsylvania, incorporating a company with a capital stock of $400,000, for the purpose of opening a canal between the Bays of Chesapeake and Delaware. In pursuance of these laws, subscriptions were received for nearly the whole amount of the two thousand shares at $200 each. Surveys were made—engineers and workmen employed—a route selected for the canal through the isthmus which separates the two bays, and some material progress made in the execution of the work. But unfortunately, after having gone thus far in the execution of this important object, and after having expended upwards of $100,000 in the purchase of water rights, and in the construction of a feeder and reservoir, the work was suspended in the year 1803, in consequence of the non-payment of the subscriptions—and it appearing daily more evident, that the whole amount of the capital stock, even if subscribed for and collected, was a sum totally inadequate to the completion of so extensive a work. At this period also, the energy and spirit of the company began to subside, unaided as it was by further support and encouragement, or by that individual enterprise and activity which had enabled them up to that period to continue their operations.

By connecting the waters of the Chesapeake and Delaware, the contemplated canal will throw open an internal navigation of great extent, from the north west part of the state of N. York to the southern extremities of the state of Virginia.

The particular advantages which the state of Maryland would derive from this improvement, need scarcely be detailed by the committee.—They will suggest themselves to the understanding of every reflecting man. In a national point of view, all will concur in the opinion of its importance, and looking to an event which your committee is by no means anxious should soon occur, but which in the opinion of the committee may reasonably be expected to take place at some distant period, it may be regarded as an object of peculiar interest, as productive of the means of national defence, affording as it no doubt will, a facility of transportation of troops, ordnance and military stores from one part of the country to another, the want of which was materially felt during our late war with G. Britain.

Beneficial as it certainly will be to the state of Maryland, the committee have thought it proper to direct the attention of the Legislature towards it;—but viewing it as an object of national concern, and not alone productive of local advantage, the committee would remark, that it is a subject to which the attention of the national legislature should be drawn.

The canal begins at Welch Point on the Elk river, an arm of the Chesapeake, and is to terminate at a distance of twenty-two miles on Christiana river, a branch of the Delaware. At low water the depth of water in Christiana river is 9 feet, and in Elk river 12 feet within 100 feet from the shore. The tide rises four feet in both rivers. No expensive aqueducts or bridges are to be made, and the principal obstacles have been already overcome. The supply of water drawn from Elk river by a feeder which is now completed six miles in length and three and a half feet in depth, and which is itself a boat canal, united by a lock of ten feet high to the main canal, is calculated to fill daily one hundred and forty locks, a quantity sufficient on an average for the daily passage of 24 vessels. The canal is 26 feet wide at the bottom, and 50 feet at the water's edge. It is intended for vessels of from 40 to 70 tons, drawing 7½ feet. The banks being intended for towing paths, are twenty feet wide, one of which may be converted into a turnpike road, being raised three feet above the level of the water, and will, by increasing the height of the lock gates one foot, admit a depth of nine feet water in the canal. The expense of digging one mile through rocky ground was 15,000 dollars, and that of digging the same distance thro' a level country free from obstructions, $2,300, which gives an average of $7,650 per mile.—The whole length of the canal is about twenty-two miles, and the whole cost is computed to be about $850,000. These estimates were made at a time when labor was comparatively high—it is presumed they would be much less at the present time.

This information of facts the committee have thought proper to furnish, in order to enable the legislature to form a correct opinion upon the subject.

The fourth and last object to which the committee have directed their attention, and which they have thought it proper to direct the consideration of the legislature, is the making of a turnpike road from Boonsborough to Hagerstown, to join the great national road leading from the latter place to Wheeling in the state of Virginia. Upon this subject the committee would remark, that this important object is now likely to be accomplished, in conformity with the law passed at the present session, and which your committee trusts will be carried into full and complete effect.

By order.
THOS. W. LOOCKERMAN, Com. Clk.

LIST OF LAWS OF MARYLAND,

PASSED AT DECEMBER SESSION, 1821.

Concluded.

140. An act for the benefit of Marcellus Keene, of the city of Baltimore.

141. An act to authorise the establishment of an additional warehouse in the city of Baltimore for the inspection of tobacco.

142. A supplement to the act, entitled, an act for the distribution of a certain fund for the purposes of establishing free schools, in the several counties therein named.

143. An act to incorporate the President and commissioners of the town of Elkton and declare their powers.

144. An act to regulate the pay of the justices of the orphan's court of the several counties therein named.

145. An act to provide for the widening of East-street in the city of Baltimore.

146. An act for the revaluation of real and personal property in Kent county.

147. An act to incorporate the grand lodge of Free and Accepted masons of Maryland.

148. A supplement to the act, entitled, an act to establish a patrol in Saint Mary's, Anne Arundel, Prince George's and Charles counties, passed December session 1820, chapter 200.

149. An act to authorise Richard B. Lee, to bring into this state, a certain negro therein mentioned.

150. An act relating to the Maryland Penitentiary.

151. A supplement to the act, entitled, an act to authorise the levy court of Cecil county to levy a sum of money for the purposes therein mentioned, passed the sixteenth day of February eighteen hundred and twenty-one.

152. An act relating to Public Roads in the several counties therein mentioned.

153. An act for the relief of Ann Key, administratrix of P. B. Key.

154. An act for the relief of the poor of Worcester county, being supplementary to the act, entitled, an act for the relief of the poor of the several counties of this state.

155. A supplement to an act entitled, an act to incorporate a company to make a turnpike road from the market space in Hager's Town, to the west bank of Conococheague.

156. An act to authorise the orphans courts in this state to appoint trustees in cases therein mentioned.

157. An act for the relief of Michael I. Ford of the city of Baltimore.

158. A supplement to an act entitled, a further supplement to an act entitled, an act to provide for the opening and extension of Pratt street, in the city of Baltimore.

159. An act to ascertain and to establish in the third district of Somerset county, a proper place for holding elections.

160. An act for the relief of William A. Schoolfield, relating to certain land therein mentioned.

161. A supplement to the act entitled, an act relating to the removal of causes for trial within the sixth district.

162. A supplement to the act entitled, an act incorporating into one the several acts, relating to constables fees.

163. An act to encourage the destruction of crows in Somerset county.

164. An act for the benefit of Ebenezer T. Massy and Emily Ann his wife.

165. An act to alter and change the place of holding the election in the third election district of Dorchester county.

166. A further supplement to an act to incorporate the stockholders in the Union Bank of Maryland.

167. A further supplement to an act entitled, an act to incorporate the stockholders of the Mechanics Bank of Baltimore.

168. A supplement to an act entitled, an act for the distribution of a certain fund for the establishment of free schools in the several counties of this state.

169. A further supplement to the act entitled, an act to incorporate a company to make a turnpike road from the city of Baltimore to Havre de Grace.

170. An act for the relief of Ann Merryman of Baltimore.

171. An act concerning Lower Marlborough academy.

172. An act to incorporate a company to erect a shot tower in or adjacent to the city of Baltimore.

173. An act for the benefit of Wm. West.

174. An act for the relief of the poor of Anne Arundel county, being supplementary to the act entitled, an act for the relief of the poor of the several counties therein mentioned.

175. A supplement to the act entitled, an act relating to constable's bonds.

176. A further supplement to the act entitled, an act for the distribution of a certain fund for the purpose of establishing free schools in the several counties therein mentioned.

177. An act to divorce Thomas Knock and Margaret his wife, of Baltimore county.

178. An act to divorce Wm. Smith and Sarah his wife, of Calvert county.

179. An act for the relief of Jacob Shelhorn of Allegany county.

180. A supplement to an act, entitled, an act to lay out and straighten a certain road in Baltimore county, passed at December session 1803, chapter 14.

181. An act to establish the pay of jurors and witnesses in Saint Mary's county.

182. A further supplement to the act entitled, an act relating to the public roads in the several counties therein mentioned.

183. A further supplement to an act, entitled, an act to prevent the inconveniencies arising from slaves being permitted to act as free.

184. An act for altering and amending the road from Baltimore city to Bell-Air in Harford county.

185. A supplement to an act, entitled, an act to provide for the erection of an additional wharf in the town of Nottingham, in Prince George's county, and for other purposes.

186. An act for building a bridge over Tuckahoe creek, where the old bridge now stands.

187. An act for the relief of sundry persons of Prince George's and Anne Arundel counties and the city of Annapolis.

188. An act to repeal all that part of the constitution and form of government as relates to the division of Dorchester county into five seperate election districts.

189. An act for the relief of Col. Roger Jones, Gracey Ann Blackwell and Catharine Monmouth.

190. An act authorising the appointment of an agent.

191. A further supplement to the act, entitled, an act to regulate lotteries.

192. An act to provide a revenue for the support of the government of this state.

195. A further and additional supplement to the act, entitled, an act concerning crimes and punishments.

196. An act to authorise the Orphans court of Montgomery county, to appoint a trustee to convey the lands of the heirs of John A. Brown, to Joseph Neale.

197. An act to pay the civil list, and other expenses of civil government.

198. An act for the relief of George Womeldorf of Washington county.

199. An act relating to the payment of pensions granted by this state.

200. An act authorising the laying off ground and extending thereon the public wharf, at New Town in Worcester county.

201. An act to incorporate the Savage Manufacturing Company.

202. An act for the benefit of Wm. Harness, of Allegany county.

203. A further supplement to an act, entitled, an act for the appointment of commissioners for the regulation and improvement of Cambridge, in Dorchester county, and to establish and regulate a market in said town.

204. An act authorising a loan of one hundred thousand dollars.

205. An additional supplement to an act, for the better regulation of the Militia of the City of Baltimore.

206. An act supplementary to the act, entitled, an act for the benefit of the infant children of Gerard Briscoe, late of Charles county deceased, passed in the year 1813, Chap. 152.

207. An act to lay out and make public a road leading from Bean town, in Charles county, to Mattowoman Swamp between the plantations of Theodore Dyer, and Elenor Towsend, where the said Swamp divides Charles and Prince George's counties.

208. An act relating to a landing place on Wicomico river.

209. A further supplement to the act entitled, an act for the preservation of the breed of fish.

210. An act for the benefit of the widow & heirs at law of Thomas Worthington, late of Baltimore county, deceased.

211. An act for the benefit of Nathaniel Waters, of the town of Alexandria, District of Columbia.

212. An act for the relief of William Coleman of Montgomery county, and Edward H. C. Wilson, of Somerset county.

213. An act for the benefit of James Simmons, and Mackall Dorsey of Calvert county.

214. An act entitled, an act to alter and change the place of holding the elections at Hall's cross roads, in the second election district in Harford county.

215. An act entitled, an act concerning the school fund in Washington county.

216. An act entitled, a further supplement to the act entitled, an act to incorporate a company to make a turnpike road leading to Cumberland, and for the extension of the charters of the several Banks in the City of Baltimore & for other purposes.

217. An act, entitled a further additional supplement to an act, entitled, an act to establish and incorporate a medical Chirurgical Faculty in the state of Maryland.

218. An act, entitled, an act concerning the Chancery court.

219. An act, entitled, an act relating to minors.

220. An act, entitled, an act relative to the road made by the United States from Cumberland on the Potomac river, to or near Wheeling on the Ohio river.

221. An act entitled a further supplement to the act, entitled, an act to regulate the inspection of salted fish.

222. An act, entitled, an act to relinquish the right of the state to certain lands therein mentioned.

223. An act, entitled, an act authorising commissioners to make alterations in the election districts of Montgomery county.

224. An act entitled a further supplement to an act, entitled, an act to authorise a Lottery or Lotteries to raise a sum of money for the purpose of repairing and raising a fund for the use of the Washington College.

225. An act, entitled, an act concerning the Shepherd's Town bridge company.

226. An act, entitled, an act relating to the acknowledgements and effect of deeds made by corporate bodies.

227. An act, entitled, an act for the relief of Robert H. Goldsborough and Edward N. Hambleton, as securities of Allen Bowe, late sheriff of Talbot county.

228. An act, entitled, an act for the benefit of the town of Havre de Grace.

229. An act, entitled, an act relating to crimes and punishments in the city of Baltimore.

230. An act relating to the paving of certain streets in the city of Baltimore.

231. An act for the relief of the deaf and dumb child of Theophilus Davis, of Saint Mary's county.

232. An act taxing or licensing certain dealers in lottery tickets, and others.

233. An act for the benefit of John Hill, of Montgomery county.

234. An act for the benefit of the rector of Saint John's Parish, in Harford and Baltimore counties.

235. An act for the relief of Samuel Simmons, of the city of Baltimore.

236. An act for the payment of the journal of accounts.

237. An act to repeal an act entitled, an act for the relief of Edward Godman, of Montgomery county.

238. A further supplement to an act entitled, an act for licensing and regulating ordinary keepers.

239. A supplement to an act entitled, an act to provide a revenue for the support of the government of this state.

240. An act to repeal part of an act therein mentioned.

241. An act to provide for appointing a commissioner in Montgomery county, for the purpose therein mentioned.

242. An act authorising and empowering the levy court of Montgomery county, to assess and levy a sum of money for the support and maintenance of the idiot son of John Grant and Virlinda Compton.

243. An act relating to coroners.

244. An act relating to the removal of criminal cases in Baltimore city and county courts.

245. A further supplement to the act entitled, an act to incorporate a company under the name of the Hydrant Company of Port Tobacco.

246. An act entitled, a supplement to the act laying duties on licenses to retailers of dry goods, and for other purposes.

247. An act to lay out and make public a road leading from Bean Town, in Charles county, till it intersects the dividing line between Prince Georges and said county, near Ignatius Gardiner's gate.

248. An act in favor of James Beachan and Sarah his wife.

249. An act relating to the Justices of the Peace in the city of Baltimore.

250. An act entitled a further supplement to the act, entitled, an act relating to insolvent debtors in the city and county of Baltimore.

251. An act, entitled, an act supplementary to the act for the distribution of a certain fund for the purpose of establishing free schools in the several counties therein named.

252. An act, entitled, an act relating to the city of Baltimore and to certain officers and elections herein mentioned.

NEW YORK CONSTITUTION.

The canvass of the votes, in relation to this subject, has been completed; and the result is found to be 33,925 in favor of the New Constitution. The majority for calling the convention was 74,445. The whole number of votes taken on this occasion was 144,247. On the adoption of the Constitution, the whole number of votes was 116,919. The diminution in the number is accounted for, by the anticipated certainty of the result. On the first of March, the authorities are to be qualified under the new system. It is calculated to be a jubilee at the seat of government; and Mr. NOAH recommends that similar testimonials of festivity be adopted in New York.

WIT.

The learned Dr. Mitchell, a few days since, at a large dinner party, was asked what he would be helped to. After a considerable pause, he replied with great gravity—"Why is Dr. M. like the Emperor Alexander?" This singular reply for a moment put the whole board in a state of suspense, when the Doctor proceeded—"Because he wants a slice of *Turkey*," at the same time putting his fork in a large one before him, and taking a wing. *N. Y. Statesman.*

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