rangement. A suitable fire proof building is therefore also recommended. This building, the committee well suggest, should be such as to become an object of national pride. And it will be seen by the following extract from their report that it is thus as practicable as it is desirable for the American people to have a *National Museum of the Arts and Sciences.*

The Patent Office, with such accommodations, containing the records of this age of inventions, displaying in its halls and galleries numberless models of ingenious and useful mechanism, and contrivances of almost infinite variety, adapted to the mechanic arts, to manufactures, to husbandry, to navigation, steam power, horse power, water power, rail-road transportation, and, in fine, to all the common trades and mechanical pursuits of life, as well as to our rapidly multiplying and magnificent public works, would present an object of great interest, and tend not a little to elevate our national character. It has been justly remarked that we can go into no mechanic shop, into no manufactory of any description, upon no farm or plantation, or travel a mile on our rail roads, or in steamboats, without seeing the evidence of our originality, and witnessing the fruits and effects of our ingenuity and enterprise. All the inventions and improvements in mechanism which have done so much good towards advancing the useful arts and manufactures, should, as far as practicable, be exhibited in one view in the halls of the Patent Office. Such a display would attract the attention of the many thousands who annually visit the capital of the Union from all quarters of the country, and all parts of the world. No other nation has as yet any thing to be compared with it; neither England nor France has ever required models to be deposited of patent machinery.

In addition to the models of machinery, it is proposed to embrace an exhibition of specimens of useful and elegant fabrics, and of works of art, which manufacturers and artificers may place there for that purpose. It might, too, embrace a cabinet of interesting minerals which may be seen from time to time in various parts of our widely extended country, with polished specimens of its beautiful marbles from their different locations, illustrating the geology and many of the natural resources of the country; and also a collection of Indian curiosities and antiquities, many of which are now in the possession of one of the Departments, boxed up for want of some suitable place for exhibition.

In short, the halls of the Patent Office should present a *National Museum of the Arts*, and be a general repository of all the inventions and improvements in machinery and manufactures, of which our country can claim the honor; together with such other objects of interest as might conveniently and properly be placed under the superintendence of the Commissioner. Such an institution, while it would be an object of just pride to every American, would have scarcely less in advancing and accelerating the progress of the useful arts and the improvement of our manufactures than would even the encouragement afforded by granting patents for inventions or establishing high tariffs of protection.

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## INTERNAL IMPROVEMENT BILL.

*A Bill entitled an act for the promotion of Internal Improvement.*

Sec. 1. *Be it enacted by the General Assembly of Maryland*, That if the Chesapeake and Ohio Canal Company, and the Baltimore and Ohio Rail Road Company, in general meeting of said corporations respectively assembled, shall approve, assent, and agree to the several provisions of this act, so far as they are applicable to said corporations respectively, and shall severally communicate said approval, assent and agreement under their corporate seals and the signatures of their Presidents, to the Governor of this State, on or before the first day of August next, the Treasurer of the Western Shore shall subscribe to the capital stock of each of said corporations the sum of three millions of dollars, and pay for the same in the manner and upon the conditions hereinafter mentioned, and from the date of said subscription the stipulation heretofore made by the Baltimore and Ohio Rail Road Company, and so much of the act of Assembly heretofore passed, restricting the said company from proceeding with the constructing of its rail road in the valley of the Potomac river, above Harper's Ferry, until after the Chesapeake and Ohio Canal Company shall have finished its canal to Cumberland, or otherwise, or the time limited by law for its being completed to said town shall have elapsed, as imposes said restrictions or is inconsistent with the provisions of this act, shall be null and void, and the said rail road company may thenceforth proceed with the construction of its work *pari passu* with, but without preceding, the construction of the said canal or its works in the said valley where the said rail road and canal or their works will be in juxta position: and at all the passes of said river where the said canal and rail road must, from the nature of the ground, be brought in contact, the construction of said canal and rail road shall proceed jointly upon such a plan and for such a distance as the commissioner whose appointment is hereinafter provided for, shall determine; *Provided*, that if either of said companies shall neglect or refuse to proceed with its portion of said joint construction, for the space of sixty days after the plan thereof shall be so determined, and notice thereof given to them by said commissioners, it shall be lawful for the other of said companies to proceed independently to construct its work upon the site designated by said commissioners: *Provided*, that in no instance shall the plan adopted by said commissioners for the joint construction of the two works, require a reduction of the width of the canal below the minimum width required by the charter of said Chesapeake and Ohio Canal Company.

Sec. 2. *And be it enacted*, That in the joint construction of said two works at the difficult passes aforesaid, the commissioners shall provide that the said canal and its works shall be constructed securely, and in no case at any more expense to said company than such part or parts of its works would have cost if the same had been separately or independently constructed; and such cost shall be determined by the estimates of said commissioners.

Sec. 3. *And be it enacted*, That there shall be a Board of Commissioners appointed immediately upon said companies assenting as aforesaid to the provisions of this act, to consist of two engineers, one to be appointed by each of said companies; and in any case of disagreement of said engineers, they shall have power to select and appoint a third person or engineer, and in the event of their not concurring in a selection, they shall report the fact to their respective companies, and such third person shall then be appointed by the Governor of Maryland, at the request of said companies, or one of them, if the other shall neglect or refuse to unite in such request, and the majority of said three persons shall, in the matter of disagreement aforesaid, have all the power and authority by this act given to said two engineers; and said commissioners shall perform the duties hereinbefore indicated, and shall act as arbitrators, under oath or affirmation, truly and impartially to decide between the parties in all differences that may arise between the said companies, in carrying into operation the plan here contemplated for the construction of said canal and rail road and their respective appurtenances, and the decision of said commissioners upon all points submitted to them, shall be final between the said companies; and in the case of the death, resignation, disqualification or refusal to act of any one or more of such commissioners, the vacancy so occurring shall be filled by the authority by whom the appointment was originally made; and it shall be the duty of said commissioners, as soon after their appointment and qualification as practicable, to ascertain all the passes of said river where the canal and rail road must, from the nature of the grounds, be brought into contact, and the length of such contact at such passes, respectively and forthwith to determine upon the plan and mode of the joint construction of said works at said passes, of which plan and mode they shall give notice to the said companies respectively; and if the said commissioners shall determine that it would be best to have said two works constructed at such passes or any of them, exclusive of the laying of the rails on said rail road, by the same contractor or contractors, and under the same contract, the said commissioners shall have the power and are hereby required to determine the proportions of the contract price or prices to be paid by the said companies respectively under such contracts, and their decision, after notice thereof given to said companies, shall bind them respectively; and whenever it shall become necessary in construction of the said rail road to erect permanent bridges across the said canal, and the said companies cannot agree upon the height and mode of construction thereof, the said commissioners are hereby authorized and required to determine the same, and their decision shall be binding on said companies respectively.

Sec. 4. *And be it enacted*, That the Baltimore and Ohio Rail Road Company be and hereby is discharged from all obligation to erect and keep in repair at any place or places within or upon the margin of the said rail road next to the canal aforesaid, a fence of boards or other materials: *Provided, however*, that the said rail road company shall pay or tender to the said canal company such sum of money as in the opinion of the said commissioners or a majority of them will fully provide for the erection and maintenance of good and sufficient post and rail fence along the river line of the tow-path where its side may be precipitous, and the said rail road be so near to the said canal that horses and mules when tracting canal boats might be alarmed by the use of locomotive engines on such parts of the said rail road, and that the said rail road company shall give such convenient and appropriate notice of the approach of its locomotive engines, on each of such parts of the said rail road, as may be agreed upon by the president and directors of the said companies, or in default of such agreement, then such notice as shall be prescribed by the commissioners aforesaid, or by a majority of them; or for any damage or injury which may result or happen to any person by reason of any neglect to give the notice which may be agreed upon, or be prescribed as aforementioned, the said rail road company shall be responsible, to the full extent of the damage or injury that may be done to the person or property of any one sustaining the same.

Sec. 5. *And be it enacted*, That the said Treasurer shall be and he is hereby authorized and directed to pay from time to time upon the requisition of the president and directors of said companies respectively, after six months notice, not exceeding one million of dollars to each of said companies in any year, and in the whole not more than three millions of dollars to each of them, out of the money which he shall receive as the par or sum of the State's stocks or bonds that may be issued or disposed of, for the purpose of providing the amount of subscriptions aforesaid to the stocks of said companies; and that the said several subscriptions and payments for the said stock of each of the said companies are hereby authorised and directed only upon the condition that none of the rights and remedies of this state under any contract now subsisting between the state and either of said companies shall be in any wise impaired, waived, relinquished or affected by reason of this act or any thing that may be done by either of said companies in consequence thereof; and the said Treasurer shall not make any payment aforesaid for subscription to the stock of the Baltimore and Ohio rail road company, until after a majority of the directors appointed therein on behalf of this State shall have certified to the Treasurer, in writing, supported by the oath or affirmation of a majority of said directors, that they sincerely believe in their certificate and statement that, with the subscription by this act authorised to be made to said company's stock, and with the subscriptions which the city of Baltimore may have made by virtue of an act passed at December session of the year 1835 of this assembly, or that independently of any subscription by any other public authority than the city of Baltimore as aforesaid, and of the cities of Pittsburg and Wheeling, and exclusive of any loan on interest, the said rail road company in their opinion have funds sufficient secured to it exclusive of all future profits and debts due by the company, to complete the said rail road from the Ohio River by way of and through Cumberland, Hagerstown and Boonsborough to its present track near Harper's Ferry, and it is hereby declared to be and made the duty of said company to, and they shall, so locate and construct the said road as to pass through each of said places; which certificate of said directors shall be accompanied by an estimate or estimates of one or more skillful and competent engineers, made out after a particular and minute survey of the route of said road by him or them, and verified by his or their affidavit, showing that the whole cost of said work will not be greater than the amount of funds the said directors shall certify to have been secured by said company, and applicable to the construction of the said road: *Provided*, that if the said Baltimore and Ohio rail road company shall not locate the said road in the manner provided for in this act, then and in that case, they shall forfeit one million of dollars to the State of Maryland for the use of Washington county.

Sec. 6. *And be it enacted*, That for each five thousand shares of the stock of said rail road company for which, under this act, the said treasurer shall subscribe and which the state may continue to own, at the time of making any annual election or appointment of directors of said company, this state shall be entitled to have and appoint one director, over and above the number of those who may be appointed by reason of the interest which she now has, in the property or capital stock of said company.

Sec. 7. *And be it enacted*, That before any subscription shall be made to the capital stock of the Chesapeake and Ohio Canal Company, under and by virtue of this act, the stockholders of the said company shall, in general meeting assembled, stipulate, agree and bind the said company by a proper instrument of writing, signed by the president, and under the corporate seal thereof, lodged with the Treasurer of the Western Shore, to guarantee the State of Maryland the payment, out of the profits of the work, of six per centum per annum, payable semi-annually, on the whole amount of money which shall be paid to the said company, under and by virtue of this act, until the clear annual profits of the said canal shall be more than sufficient to discharge the sums of money which it shall be liable annually to pay to the State of Maryland, and shall be adequate to a dividend of six per centum per annum among its stockholders, except the holders of stock subscribed in virtue of the stock and debt of the Potomac Company; and thereafter the State shall in reference to the stock subscribed for on its behalf, be entitled to have and receive a proportional dividend upon the profits of the work as declared from time to time, and no more.

Sec. 8. *And be it enacted*, That as soon as it shall appear to the Governor, by estimates to be severally and respectively prepared and adopted by the Eastern Shore rail road company, and the Maryland canal company, and the Annapolis and Potomac canal company, or either of them, and approved by the Governor of this state, that subscriptions to the capital stock of all or either of said companies, including the subscription hereby authorized on the part of the state to the stock of such company or companies respectively, at the value thereof, will be adequate to the construction of the rail road or canals respectively, or either of them, as the case may be, which said company or companies may be respectively authorized to make, the said treasurer shall be and he is hereby, on the governor's certificate to him in the premises, authorized and directed in the name and behalf of the state of Maryland, in the case of the Eastern Shore rail road company, to subscribe for ten thousand shares or one million of dollars of the capital stock of said company, and in the case of the Annapolis and Potomac canal company, five thousand shares or five hundred thousand dollars of the capital stock of said company; and in the case of the Maryland canal company, five thousand shares or five hundred thousand dollars of the capital stock of said company: *Provided*, that no subscription shall be made by the said treasurer to either of the said companies last mentioned, until such company shall have been organized agreeably to law, and the said treasurer shall pay the instalments on each share of the capital stock of either or each of the said companies herein mentioned, for which he may subscribe as aforesaid as the same shall be called for, agreeably to the provisions of the acts incorporating the said companies and the supplements thereto respectively: *Provided*, that no instalment on any of the stock of the companies mentioned in this act, shall be paid by him, until after an equal proportional payment shall have been made by the stockholders on their shares of the capital stock of such company, and the said treasurer shall make said payments on the stock so subscribed by him, out of the money which he shall receive as the par or sum of the stock or bonds of the state, that may be isued or disposed of under this act, for the purposes thereof; and as to said subscription to the stock of the Maryland canal company, it is provided, that before the subscription shall be made, it shall upon reports and estimates to be submitted to the Governor and Council, after an actual survey of the said routes by engineers to be appointed as is hereinafter prescribed, be by their judgment ascertained, whether and at what expense the construction of said company's canal, with due supply of water, be practicable, from the Chesapeake and Ohio canal to the city of Baltimore, by the valleys of the Monocacy and Patapsco, or by a route diverging from the said Chesapeake and Ohio canal at the mouth of the Seneca river, exclusively within the limits of this State, and that if the construction of such canal be decided by the Governor and Council to be practicable by either of said routes, and if in that case the said company, by certificate to the Governor and Council, under its corporate seal, and signed by its president, shall, after such decision, testify its agreement to locate and construct its canal upon the most northern and practicable route of these routes, said subscription shall be and is hereby authorised to be made, and in order to said decision, the Governor and Council may act upon any report and estimates of any engineer or engineers of said company, and of the Mayor and City Council of Baltimore, and upon those of any, that, by the Governor and Council, may for the purpose, at the expense of the said company, be appointed, who are hereby authorized and directed to appoint an engineer for that purpose, and it is hereby further declared, that it shall be the duty of the Governor and Council within sixty days after a report and estimate, or reports and estimates, by an engineer or engineers as aforesaid, shall have been submitted by them to the Governor and Council, or filed with the Clerk of the Council, to decide upon the practicability of said route, and in case the Governor and Council shall not decide upon the practicability of said route within sixty days after a report and estimates shall have been submitted to them, as aforesaid, then the president and directors of said Maryland canal company shall have power to make the said decision, and their decision shall have the same effect as if such decision had been made by the Governor and Council as aforesaid. *And be it further enacted*, That the subscription hereby authorised to the Chesapeake and Ohio canal company, and to the Baltimore and Ohio rail road company, shall not be made until the Maryland canal company shall, by their president and directors, have certified to the treasurer of the Western Shore, that a sufficient amount has been subscribed to the stock of said company to justify the commencement of the construction of their canal, and to insure its completion by the most northern practicable route. *And be it further provided*, That in the event that the said stock of the Eastern Shore rail road shall not be subscribed to an amount sufficient to commence the said road, by individuals or corporations, as is provided for by this act, then and in that case the million of dollars set apart for, and intended to be applied to said work shall be held sacred, and the faith of the state is hereby pledged, that the said million of dollars shall be applied to the exclusive purpose of internal improvements on the Eastern Shore, and for no other purpose whatever, and shall be subject to disposition by any future legislature for this purpose, after the time shall have expired for commencing the work, as proposed in the charter for the Eastern Shore rail road company.

Sec. 9. *And be it enacted*, That before any subscription shall be made to the capital stock of the said Baltimore and Ohio rail road company, under and by virtue of this act, the stockholders of said company shall, in general meeting assembled, stipulate, agree and bind the said company by a proper instrument of writing, signed by the president and under the corporate seal thereof, to be lodged with the Treasurer of the Western Shore, to guarantee to the State of Maryland (after the expiration of three years from the payment by the state of each of the instalments on the stock hereby authorized to be made to the stock of said company) the payment from that time, out of the profits of the work, of six per centum per annum, payable semi annually, on the amount of money which shall be paid to the said company under and by virtue of this act, until the clear annual profits of the said rail road shall be more than sufficient to discharge the interest, which it shall be liable so to pay to the State of Maryland, and shall be adequate to a dividend of six per centum per annum among its stockholders, and thereafter the state shall, in reference to the stock so subscribed for, and on so much thereof as the state may hold, be entitled to have and receive a perpetual dividend of six per cent. per annum out of the profits of the work as declared from time to time, and no more, and all and so much of said annual profits as shall exceed six per centum shall be distributed to the other stockholders according to their several interests in the said companies respectively, and in consideration of the interest so to be secured to the state, the said Baltimore and Ohio rail road company shall be, and they are hereby authorized, in addition to the charge now authorized to be made by said company, for the transportation of passengers, to increase the price or charge for such transportation to any amount not exceeding one cent per mile, for each person passing on said road; and the Eastern Shore rail road company, the Maryland canal company, and the Annapolis and Potomac canal company are hereby respectively required as a condition precedent to the subscriptions by this act authorized to said companies respectively, to enter into covenants with the State of Maryland, under the corporate seal of each of said companies respectively, to pay to the State of Maryland semi-annually, by each of said companies respectively, out of the profits of the said respective works, a sum equal in amount to the sum of six per cent. per annum on the subscription by this act authorized to be made, on certain conditions, to the capital stock of the said respective companies; such payments of interest not to be made to the state, until after the expiration of three years from the payment of each instalment on the subscriptions to the respective companies aforesaid, and any excess of dividends on the capital stock of the state in either of said companies above six per centum per annum, shall be distributed to the other stockholders of the company, declaring such excess of dividend.

Sec. 10. *And be it enacted*, That the Mayor and City Council of Baltimore may subscribe for and acquire such part of the capital stock of the Maryland Canal Company, and the Baltimore and Ohio Rail Road company, as shall not be subscribed by individuals after books shall have been opened for that purpose, as directed by their charters, and also to acquire at any time by purchase from individuals, such stock as may have been taken or subscribed for, or at any time owned by individuals, and to pay for the same by money procured on loan or otherwise, and provide for the payment of the principal and interest on such loans as they shall find necessary, and deem proper: *Provided*, that neither the President and Directors of the said Maryland Canal Company, or stockholders therein, shall so reduce the tolls on said canal as to prevent the payment to the State of Maryland of six per cent. per annum, upon the State's stock in said canal.

Sec. 11. *And be it enacted*, That so soon as the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Rail Road Company shall have respectively communicated to the Governor of Maryland, their assent to the terms of this act in the manner hereinbefore provided, the Governor shall be and he hereby is authorised to nominate, and by and with the advice and consent of the council, to appoint and commission three discreet, competent and suitable persons, who, or a majority (or in case of resignation or death in Europe, the remainder of whom) shall have authority and hereby are directed to proceed to Europe, and there, in the name and on behalf of the State of Maryland, to negociate and agree for a loan or loans for the purposes of this act, upon the best and most favorable terms and conditions that can in their determination be obtained, and for the purposes of the loan or loans aforesaid there shall be issued by the Commissioner of Loans of this State under the seal of the State, and drawn in favor of and delivered to said commissioners as such, and the survivors or survivor of them, in such form as they and the said treasurer shall devise, certificates of stock or bonds of this State or both, transferable for such loan or loans by said commissioners or their survivors or survivor, and in such sums not exceeding in the aggregate of said certificates of stock and bonds eight millions of dollars, as said commissioners shall direct, to be redeemable at the pleasure of the State at any time after the expiration of fifty years from the date thereof, and to bear interest at the rate of six per cent. per annum, payable quarterly, on the first day of January, April, July and October in each year at the loan office of this State, in the city of Baltimore, or at some place or places in Europe, should the Commissioners find it advantageous so to contract: *Provided, however*, that the said commissioners shall not be authorized to sell said bonds or certificates at a rate or price which shall yield or produce to the State less than twenty per cent. nett, above the par or sum of said certificates of stock or bonds when paid to the commissioner of loans or treasurer of the state, which place of payment of interest shall be inserted in said certificates or bonds respectively by said commissioners when they shall agree for the loan or loans aforesaid, and as they may contract as aforesaid; and said commissioners or the survivors or survivor of them shall be, and they are hereby authorised to make such further and effectual arrangements, contracts and agreements, on behalf of the state, as in their judgments shall secure the payment and safe transmission of the money which shall arise from the sale of the stock or bonds aforesaid, to the Treasurer of the Western Shore of Maryland, to meet and be applied to the several purposes of this act, as the same shall be wanted; and upon the whole sum which shall so be negociated and obtained by the said commissioners, they shall be allowed, as a joint compensation, for their expenses, care, skill and diligence, one quarter of one per centum, to the bonus or premium which the State shall receive over and above the par value of the stock or bonds aforesaid, and the Governor and Council shall fill any vacancies in said commission, which may be occasioned by any of said commissioners declining to act, or by dying or resigning before departure for Europe or afterwards, if necessary for the purposes of this act; and the faith of the State is hereby pledged for the payment of the loan or loans hereby authorised to be contracted for, principal and interest, according to the terms of the contract or contracts in that behalf to be made by the said commissioners, and the said commissioners shall be authorized to negociate said loan or any part thereof in this country, if in their judgment the interest of the State will thereby be promoted.

Sec. 12. *And be it enacted*, That the proper accounting department of the State of Maryland is hereby authorised and directed to receive such evidences of ownership, and be governed by such rules respecting the transfer of stock and obligations of the state, as are received and adopted under the authority of the United States for transferring funded debt of the said United States.

Sec. 13. *And be it enacted*, That so much of the premium which shall accrue to the state on the sale of the certificates of stock or bonds of the state hereby authorised, as will not be required for the payment of the interest upon the loan for the space of three years after the same shall have been negociated, shall be, as well as the increment thereof, from time to time, invested in some safe and profitable stock or public security, and shall constitute a sinking fund, which is hereby inviolably pledged for the redemption of the debt to be incurred under and by virtue of this act, and the amount so to be invested as a sinking fund from time to time as the several instalments on said loan shall be paid into the treasury, shall not be less in the whole and for the whole loan than five hundred thousand dollars, to be made up of the balance of premium not required for the payment of three years interest as aforesaid the dividends that may arise on the state's stock in all or either of said companies during the said three years, and the bonus to be paid by the several banks incorporated within this state, since the first day of January, eighteen hundred and thirty-six, or so much thereof as may be necessary for this purpose.

Sec. 14. *And be it enacted*, That it shall be the duty of the Baltimore and Ohio rail road company to provide carriages suitable and in adequate numbers for the transportation of, and shall promptly transport all the merchandise and commodities and lading of every kind that may be offered for transportation at such of the depots on the route of the said rail road as have been assigned or shall hereafter be assigned for the receiving of property for transportation, upon the main stem of said road, and the several branches thereof, and that it shall be the duty of said company to establish at such convenient and suitable places on said main stem and branches, depots for the reception of property for transportation as the governor and council shall from time to time direct, due regard being had to the interest of all parties, and in case of failure to comply with this provision, the said company shall be liable to damages at the suit of the party aggrieved, to be recovered by action on the case, in which this act and the special matter may be given in evidence.

Sec. 15. *And be it enacted*, That in case it shall become necessary at any time hereafter to levy a direct tax for the support of government, or to sustain the public credit, the same shall be laid according to the thirteenth article of the declaration of rights, including all goods, wares and merchandize belonging to citizens of this state, ships and vessels in or out of port, moneys at interest, on mortgage, bond or any chose in action, stock and public securities of every description, and all income derived from shares of every incorporated institution, or otherwise, as well as every other description of property, real, personal, or mixed which escapes taxation under existing laws; and the faith of the state is hereby pledged to lay the same accordingly in consideration hereof, and to provide for the payment of interest, and the reimbursement of principal of debts to be created in virtue of this act, or of debts which may be created at any subsequent Legislature, and all acts or parts of acts in contravention of the constitution and equitable principles herein contained, shall thenceforward be repealed, abrogated and annulled.

Sec. 16. *And be it enacted*, That the seventh section of this act shall not be construed to require of the Chesapeake and Ohio canal company, payment to this state of interest on the stock by virtue of this act, subscribed for in said company, except such as shall accrue from and after the expiration of three years from the payment to the said company of each instalment on said stock.

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A man died in the New York Alms-House on Sunday last of hydrophobia, who had been bitten about three months before by a fox.