also, without extra compensation, to act as the historiographer of the State.

A department of labor and agriculture has been provided, to the chief of which are committed, with enlarged sphere of operations, the duties now devolving by law upon the commissioner of immigration and the immigration agent, both of which offices are abolished.

The office of State pension commissioner is abolished, and the Legislature is prohibited from ever thereafter enacting any general pension law. It is understood that this was done in consequence of the great complaints which have come from all quarters of the immense avenues to fraud and corruption opened to the unprincipled by the operations of the present pension system.

With regard to the public works of the State, the board of public works is constituted, as now, of the governor, comptroller and treasurer.

Concerning the Chesapeake and Ohio canal, that corporation will remain virtually in the same relation towards the State as now, and the provision of the late act of Assembly requiring the board of public works to cast the vote of the State for the nominees of the preferred bondholders for directors was declared null and void. Power is given to the president and directors to regulate the toll rates. The board is also authorized to exchange the State's interest, as stockholder and creditor, in the Baltimore and Ohio Railroad for an equal amount of the bonds or registered debt of the State, provided such exchange shall not be made at less than par, nor less than the market value of said stock, and it has authority also to dispose of the State's interest in other internal improvements, excepting the Washington Branch railroad.

The entire body of the present State officeholders, with the single exception of the Governor, who will serve until the end of the term for which he was elected, will be displaced on the adoption of the constitution, and the election and qualification of their successors as provided for therein.

The article relating to the city of Baltimore