

tioners an account on oath of the said expenses, including an allowance of two dollars per day, to the commissioners for their services, to levy the same in proportion before stated, on the assessable property of said counties, to be collected as other county charges are now collected. CHAP. 124.

Levies.

Sec. 3. *And be it enacted*, That the commissioners or a majority of them, shall value and ascertain the damages that may be sustained by any person or persons, through whose land the said road may be made to pass, taking into consideration the advantages and disadvantages if any, and the damages so ascertained shall be levied, and assessed as other county charges in said counties are, and shall be paid by the county, wherein such damages may be sustained. Damages.

Sec. 4. *And be it enacted*, That the said commissioners, before they proceed to act, shall take an oath or affirmation before some justice of the peace, that they will, without favor, partiality or prejudice, assess the damages sustained by the persons through whose land, the said road may pass. Oath.

CHAPTER 124.

A further supplement to the act, entitled An act, to Incorporate Frederick Town, in Frederick County. Passed Feb. 20, 1831

Section 1. *Be it enacted by the General Assembly of Maryland*, That the Mayor, Aldermen and Common Council of Frederick; be, and they are hereby authorised and empowered to levy and collect a sufficient tax upon the property holders of any street, part of a street, or streets in Frederick, for the purpose of extending the Baltimore and Ohio Rail Road, from the depot to any such street in Frederick, and through said street or any part thereof; *Provided*, five sixths of the property holders on said street, or part of a street or streets, shall assent to such extension of said Rail-road. Authority granted

Proviso.

Sec. 2. *And be it enacted*, That any tax which may be imposed by virtue of this act, for the extension of the said Rail-road, through any street, part of a street, or streets in Frederick, shall be apportioned among the property holders on said street, according to the number of feet fronting the line of the Rail-road thus extended and on no other part of the property holders on said street. method of apportioning.