

**430.** The said Board of Examining Engineers shall receive an annual salary of fifteen hundred dollars each, and shall have power to employ a clerk or secretary at a salary not exceeding the sum of one thousand dollars per annum, and such expense shall be allowed said board as shall be incurred in traveling expense, office rent, stationery and printing, and for which they shall produce to the Comptroller of the State Treasury, proper vouchers; *provided*, however, that no appropriation shall be made and no moneys paid by the State Treasurer to said board for or on account of said salaries and expenses, but that the same shall be paid to them by and from the fees received for the examination and certificates hereinbefore provided for; and *provided* further, that the said board shall keep a strict account of all fees received for such purposes, and quarterly, under oath or affirmation, return said statement to the Comptroller of the State Treasury; and whenever the amount is in excess of the salaries and expenses hereinbefore provided for they shall forward such excess to said Comptroller, and they shall keep a certificate book with the certificates therein duly numbered and of which to each certificate there is a corresponding stub to be filled in to correspond in all respects to the certificate issued, and subject to the inspection of the Comptroller, when he may deem the same necessary.

#### FERRIES.

**431.** The Broadway and Locust Point Steam Ferry Company of Maryland is created to establish a steam ferry, suitable to transport passengers, goods, wagons, carriages, live-stock or any other transportable article, across, over and within the harbor of Baltimore; and the said corporation is made capable of erecting wharves, buildings, or any other contrivances necessary or convenient for the conduct of the business of the ferry, for which purpose the said corporation is authorized to purchase, hold, sell, rent or lease land. And the said company is authorized and empowered to hold and use as a wharf or landing, for the use of said ferry, the end of the wharf commonly known as the County wharf, together with a right of way in common with others, through the centre of said wharf, of the width of ten feet, as a thoroughfare for travel to and from the