

C H A P.
XXX.
Inspectors to be
appointed, &c.

VI. AND BE IT ENACTED, That the said two inspectors at the centre new George-town warehouse shall be appointed at the time and manner, as inspectors are by the said last mentioned act; and shall be subject to the same rules and regulations; and the said inspectors shall have salaries, to be paid and ascertained in the same manner as inspectors salaries are to be ascertained and paid by law; and in the stamping of the hogheads of tobacco passed at the said warehouses at George-town, the words Centre New George-town shall be stamped or marked thereon.

Duration.

VII. This act to continue for the term of the act to regulate the inspection of tobacco, passed at November session, seventeen hundred and eighty-nine.

See the several continuances noted under 1789, ch. 26, which is continued to 30th October, 1805, &c.

Passed 21st of
Dec. 1790.
* 1786, ch. 17.

C H A P. XXXI.

A Supplement to the act, * entitled, An act for the inspection of salted provisions exported and imported from and to the town of Baltimore. Lib. JG. No. 1. fol. 285.

See the note under the original act.

Passed 22d of
Dec. 1790.

C H A P. XXXII.

An ACT to freighten and amend the several public roads in several counties, and for other purposes therein mentioned. Lib. JG. No. 1. fol. 286.

Supplementary and other acts 1791, ch. 82, 1793, ch. 40, 1794, ch. 56, 1795, ch. 28, 1797, ch. 29, 1797, ch. 67, 1798, ch. 32, 1799, ch. 32.

Preamble.

WHEREAS some of the principal market and post-roads in the counties of Cæcil, Baltimore, Montgomery, Frederick and Washington, are very indirect, much out of repair, and require considerable improvements,

Several roads
to be laid out,
&c.

II. BE IT ENACTED, by the General Assembly of Maryland, That the following roads shall be laid out surveyed, marked and bounded, in the manner herein after directed, viz. 1st. One road from Sulquehanna lower ferry to the ford at the furnace, from thence to Charles-town, from thence to the bridge at the head of North-East, and from thence, through Elk-town towards Christiansa, to the Delaware line; one other road from the Head of Elk to Back creek, from Back creek to the Head of Bohemia, from the Head of Bohemia to Warwick, and from thence to the Head of Sassafras; one other road from Baltimore-town, westward of Randall's-town, and by Nicholas Dorsey's and William Buchanan's lands in the barrens of Baltimore county, and in a direction towards Liberty-town to the Frederick county line, near Philemon Barns's plantation, provided, that by carrying the said road by the said Randall's-town, it shall not lengthen the proposed new road one quarter of a mile to Liberty-town; one other road from the termination of the last mentioned road at the line between Baltimore and Frederick counties, near Philemon Barns's plantation, to Liberty-town, and from thence by colonel William Beatty's plantation, thence to cross Monocacy at the ferry next above the mouth of Israel's creek, and to Frederick-town; one other road from Frederick-town, at the end of Patrick-street, to the Washington county line by Peter Bainbridge's; one other road from the Washington county line, by Peter Bainbridge's and by Newcomer's mill, to Elizabeth-town; one other road from Middle-town to the line between Frederick and Washington counties in Turner's Gap; one other road from the line at Turner's Gap (a) to William's Port; one other road from William's Port (b) to Elizabeth-town, (c) and from Elizabeth-town to the county line at Charlton's Gap in the South Mountain; (d) one other road from Elizabeth-town by Jacques's iron-works to Hancock-town; one other road from the county line at Charlton's Gap, in the South Mountain, through Liberty-town to meet the Baltimore road near to Philemon Barns's; one other road from Frederick-town to cross Monocacy at Rice's ford, thence by Hobb's, through a part of Baltimore county to the line of Anne-Arundel county, in a direction to meet the turnpike road to be laid out from Baltimore to Frederick-town under an act, entitled, An act to lay out several turnpike roads in Baltimore county; one other road from Frederick-town to Harper's ferry, on Patowmack; one other road

(a) By 1799, ch. 32, commissioners are to be appointed to examine and review this road, and to make report thereof, &c.

(b) By 1793, ch. 40, the justices of the levy court of Washington are empowered to alter and amend the road leading from William's Port to Elizabeth-town, and the road leading from William's Port to intersect the road from Elizabeth-town to the Green Furnace, at or near Little Conococheague, is to be opened, freightened, &c. as a public road.

(c) By 1794, ch. 56, the justices are directed to appropriate a reasonable part of the money levied to the roads comprehended within the limits of Elizabeth-town.

(d) The part of this act directing the road to be laid out from Elizabeth-town to the county line at Charlton's Gap, in the South Mountain, is repealed by 1798, ch. 32.