

with a petition, for the petition of sundry inhabitants of Baltimore Town, though it is not at hand, may be presumed to have concerned the market (p. 61). The building had already been erected, on land leased from Thomas Harrison at the north-west corner of Baltimore and Gay Streets, and by another act also passed this session (pp. 207-208), the lease had been confirmed to them as such commissioners. The provisions for the regulation of the market are practically identical with those for the market in Frederick Town, set up in 1770 and renewed now in 1773 (*Archives*, LXII, 438-441; *post*, p. 218). The building was established as the market of Baltimore Town, and with a few exceptions, no victuals or provisions could be offered for sale except at the market and on market days. Fish and oysters, breadstuffs, large amounts of butter, cheese and beef and pork, and live animals were specifically excluded. The market was to be run by a bonded clerk appointed by the town commissioners and given large, definite powers. He had to inspect the quality of all goods, and the accuracy of the weights and measures used by the merchants. He let out the stalls and the butcher shops and even the rooms over the market.

There is in this market act, one incredible provision that does not appear in the Frederick Town market act: "if any Butcher or other Person shall sell or offer for Sale any Meat within the said Market which shall be blown in such Case it shall and may be Lawful for the Clerk of the said Market to seize all such Meat sold or offered for sale in the said Market and the same to Condemn to and *for the Use of the Prisoners confined in Baltimore County Jail* and the Butcher or other Person for every such Offence shall forfeit and pay the Sum of forty Shillings Current Money." The italics are the editor's: any other comment is superfluous.

One of the subjects recommended to the attention of the Assembly in the Governor's opening speech was the "State and condition of the Publick Roads . . . and the general Advantage which will result from opening a communication between our Merchants and distant settlers (pp. 4, 16). As long as the attention of planters was so firmly fixed on tobacco that they grew corn only because the law declared that they must, so long the lack of good roads was not strongly felt. Tobacco went, not up to the towns over roads, but out to England in vessels. But when people began to find the growing of wheat profitable, and when the western part of the Province, which was better adapted to other crops than to tobacco, began to be opened up, especially by the German settlers, then the need of roads became evident. Men on horseback cannot carry much produce over Indian trails. Baltimore County and Frederick County tried to do something toward improving the few poor roads there were. The Governor began to speak of road-building, and the Assembly gave thought to good roads. Numerous petitions were offered, to have roads repaired or altered and new ones laid out (pp. 283, 290, 312, 321, 338, 341). In response to the Governor's speech, the Lower House voted to spend £3000 in repairing, extending and keeping in good order a road from Wills Creek to the nearest point on the Ohio River, and substantially what the Lower House wanted became law (pp. 120-121, 252-253). More attention—and more money—was devoted