

said present lieutenants and sub-lieutenants or other proper officers are hereby authorized required and enjoined to collect or cause to be collected all [such] fines and forfeitures as have been or shall be incurred during the continuance of their respective commissions and pay in the same agreeable to this law, or the late laws aforesaid on or before the first day of July next. But in case the president or vice-president and council shall approve of the discontinuing to act or resignation of the said present lieutenants and sub-lieutenants or any of them and not otherwise it shall be lawful for such officer and he is hereby required to deliver to his successor in office an account on oath of all the moneys uncollected and outstanding on account of fines and forfeitures aforesaid, who is in such case empowered and required to collect the same.

Passed March 20, 1780. See the Acts of Assembly passed May 26, 1780, Chapter 908; September 22, 1780, Chapter 916; March 21, 1783, Chapter 1022; September 22, 1783, Chapter 1038; December 9, 1783, Chapter 1061; September 29, 1787, Chapter 1319; March 22, 1788, Chapter 1339; November 19, 1788, Chapter 1383; March 27, 1789; Chapter 1416; March 3, 1790, Chapter 1483; March 27, 1790, Chapter 1493; April 5, 1790, Chapter 1513 (repealed by the Act of Assembly passed) April 11, 1793, Chapter 1696. Recorded L. B. No. 1, p. 374, &c.

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## CHAPTER CMIII.

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AN ACT TO DISCONTINUE A ROAD CALLED PALMER'S LANE IN THE TOWNSHIP OF THE NORTHERN LIBERTIES IN THE COUNTY OF PHILADELPHIA AND NEAR TO THE LOWER FALLS OF SCHUYLKILL.

(Section I, P. L.) Whereas it has been represented to us on the petition of John Redman of the city of Philadelphia, practitioner in physic, and Nathaniel Falconer, of the same place, mariner, that in the year one thousand seven hundred and twenty-three, four, a road was laid out from the market place in Germantown, in the county of Philadelphia, to Robert Roberts' ferry, on the river Schuylkill, which entered the lands then owned by William Palmer, and since by the said John Redman and Nathaniel Falconer, at the northwest end of the same, and

from thence running south and by east fifty-two perches, then south twelve degrees west, twelve perches, then south thirty-six degrees west, twenty perches, then south sixty-one degrees west twenty perches, then south thirty-two degrees west, twenty-eight perches, making in the whole one hundred and thirty-two perches in length:

(Section II, P. L.) And whereas another road was laid out in the year one thousand seven hundred and sixty, on the petition of divers inhabitants of Germantown and Blockley township, in the said county of Philadelphia, forty feet wide, extending from the place where the aforesaid road enters the lands then owned by William Palmer and since by John Redman and Nathaniel Falconer aforesaid, running by several courses one hundred and thirty-three perches and an half in length, at which distance it enters the Wissahickon road, leading either to the city of Philadelphia or to the falls of Schuylkill:

(Section III, P. L.) And whereas, it has been further represented to us by the aforesaid John Redman and Nathaniel Falconer that the supervisors of the highways neglect or refuse to keep the first mentioned of the above said two roads in repair, alleging that it is but of little public use, whereby the owners of the lands through which it passes are frequently obliged to repair it at their own expense to prevent their lands being cut and injured by such carriages as may at times pass through the same:

(Section IV, P. L.) And whereas, the unnecessary multiplying of roads not only tends to increase the expenses of the highways, but is likewise a waste of land which might otherwise be employed to the raising of produce:

[Section I.] (Section V, P. L.) Be it therefore enacted and it is hereby enacted by the Representatives of the Freemen of the Commonwealth of Pennsylvania in General Assembly met, and by the authority of the same, That from and after the publication of this act the first mentioned of the two above said roads be discontinued and abolished.

Passed March 20, 1780.