

S. V. c. 64. abolition of the tolls, and upon the Committee's recommendation, the government allowed a bill to be brought in and passed, reducing the tolls by one half, and thereby submitting the Trust, for the space of ten years, to an annual loan of at least £1600.

1843.
Roads extended.

The first £25000, with the revenues of tolls, having proved insufficient to complete the above mentioned 34½ miles of roads, the same Act required the Trustees to raise for that purpose by the issue of Debentures, on the same terms as the former ones, the sum of £3482, but imposed at the same time on the Trust, the Champigny Hill and Red Bridge road, which added £3000 to their indebtedness.

Trustees re-nominates.

The reduction of the tolls, in virtue of the S. V. c. 55, had affected so materially the revenues of the Trust, that the Trustees, through their Secretary, informed the government of the fact, in the months of July and December of that year, with a request that they would pay the interest due on their Debentures. The interest was accordingly paid by Government.

Original roads completed.

Notwithstanding their financial embarrassments, the Trustees had pushed their works forward so vigorously, that by the end of 1846, they had completed all the roads placed under their control, excepting however the Champigny Hill and Red Bridge road, which could not be made for want of funds. This inability on their part to go on with the road caused complaints to be brought before Parliament, urging the Legislature to direct the Trustees to build it without further delay, and petitions, in great number, were presented, asking for a reduction of the tolls which had already been lowered by one half. Government, no doubt with the intention of coming forward in time of need to relieve the Trust from its embarrassment, acceded to the prayer of the petitioners.

1846.

S. V. c. 68.
Tolls again reduced.
Govt. contributes revenue.

These petitions were therefore referred to a Select Committee and a bill was brought in with the sanction of the Executive, substituting a lower schedule of tolls for the one in force, without any regard to the representations of the Trustees that the former reductions had already affected very materially the revenues of the Trust. The £3000 required for building the Champigny Hill road were not even authorized to be borrowed, but an order was transmitted to the Trustees by the Hon. Mr. Attorney General Smith, the leader of the Lower Canada section of the Ministry, to apply the revenues of the toll bars towards macadamizing that very expensive road. In obedience to the Attorney General's order the road was commenced some months later.

Members of Govt. on Committee.

In 1847, numerous petitions were again brought in praying for a further extension of the macadamized roads and were referred to a Select Committee on motion of Mr. Chauveau. There were three members of the Government on the Committee, viz, the Hon. Messrs. Daly, Morin and Aylwin. In their report, the Committee expressed a hope that at the next session, the Government would take the subject into consideration, and would bring in a bill for the improvement of the existing system.

1849.

12 V. c. 115.

Dorchester Bridge.

It was not however until 1849 that the Government brought in the bill recommended by the Committee. The subject was not referred to a Select Committee, but on motion of the Hon. Mr. Blake, a member of the Cabinet and Solicitor General for Upper Canada, the House resolved itself into a Committee on the subject and reported certain resolutions. Mr. Blake brought in a bill founded on the resolutions, whereby the Trustees were authorized and required to resume the property of the Dorchester Bridge, to be held like all other property acquired by them, in *Her Majesty's name*, for the public uses of the Province.

The bill next imposed on the Trust the obligation of Macadamizing the following extensions of their roads.

1. The Charlesbourg road to the Church 3 m. ½