

Kingston to Point Frederick, and authorizing them to collect tolls as soon as the justice in General Sessions certified that the bridge was complete. The Act provided that there must be a "draw" of at least 18 feet in length in this bridge. The number of shares was not to exceed 240, of £25 each. In 1827 £100 was granted in aid of a bridge over the Otonabee, in the district of Newcastle.

In 1829 the first Act to incorporate a private company for the purpose of making a turnpike road was passed. This road was to be built in the county of Halton, and the company was to be known as the Dundas and Waterloo Turnpike Company. The capital was to be £25,000. The company was clothed with all necessary powers, including that of erecting gates not less than nine miles apart, and charging tolls at or under the rates fixed by the Act.

The Government afterwards adopted another mode of promoting the construction and improvement of roads and bridges. In 1833 an Act passed authorizing the Government to borrow £1,500 on debentures, expend that amount through commissioners in building a bridge at Brantford, and through commissioners to levy tolls which should be applied after payment of expenses to the liquidation of the debt. In the same year the Government were authorized to borrow four thousand pounds, and expend it in building a bridge across the Trent, near its mouth, in the like manner and on the same conditions. In the same year twenty thousand pounds to be raised on debentures was appropriated for the improvement of roads and bridges throughout the Province, the amount to be expended in each of the eleven districts and by each of the commissioners named on each road section being fixed by the Act.

In this year also trustees were appointed to take charge of the improvement of Dundas street, Yonge street and the Kingston road within the Home District. The Receiver-General was authorized to raise a loan of ten thousand pounds from such persons or body corporate as may be willing to advance the same on the credit of the tolls to be levied under authority of this Act, and to pay over the amount when received to the trustees named, who were to expend four thousand pounds on Yonge street, commencing at the northern limit of the town of York, fifteen hundred on Dundas street and two thousand on the Kingston road. The remaining five hundred was to be used in paying the first year's interest. The trustees were authorized to erect gates and collect tolls. The toll gate system then introduced continues to the present day.

In 1834 twenty-five thousand pounds to be raised on Provincial debentures was appropriated for the improvement of roads and bridges, and Acts were passed making further provision for the expenditure of the money voted in 1833. In 1836 an Act was passed authorizing the Receiver-General to raise thirty-five thousand pounds on the security of the tolls, to be levied on the roads named. Of this fifteen thousand was to be expended by commissioners on Yonge street, ten thousand on the Kingston road, and ten thousand on Dundas street. In 1836 fifty thousand pounds was granted, to be expended on the roads and bridges in all the districts of the Province, then numbering twelve, as the Act directed. In 1836 commissioners were authorized to expend on the West Gwillimbury road and bridge one thousand pounds, raised on credit of the tolls, to erect toll gates and collect tolls. In 1837 the Receiver-General was authorized to raise one hundred thousand pounds on the security of the tolls collected on the roads of the Home District, of which sixty thousand was to be expended for completing Yonge street to Holland Landing, or such other point as the trustees may determine, twenty thousand in continuing the improvement of the Eastern road to the eastern limit of the Home District, and twenty thousand for the improvement of the western road to the western limit of the Home District. Of the money granted for the west road three thousand pounds was to be used in

macadamizing the Front road, from the mouth of the Hunley, and of the money for the east road five thousand was to be expended in making a road to Resorville, five hundred more was to be advanced for repairing the West Gwillimbury road, and if the tolls were not sufficient to pay the interest and sinking fund the deficit would be raised by assessment of the district. In the same year twenty-five hundred pounds was raised on security of tolls for improving Hurontario street, and trustees were appointed to expend the money and collect tolls. Authority was given to raise thirty-five thousand pounds on security of the tolls to be expended on the main road from Hamilton to Brantford, and to appoint trustees. Authority was given to raise and expend twenty-five thousand pounds on the same conditions and in the same manner, in the construction of a macadamized road from Dundas to Waterloo in the Gore District; thirty thousand for macadamizing the road from Brockville to St. Francis, Charleston, Lyndhurst, Beverly and Perth, in the district of Johnstown; thirty thousand for macadamizing the road from Kingston to Napanee; thirty thousand for macadamizing the main road from Queenston to the west boundary line of Grimsby in the Niagara district. In all these cases the credit of the Province was pledged to the creditors to make good the deficiency. If this had not been done the sale of the debentures would have been difficult in more than one case. The extraordinary growth of this system of making and repairing roads at that time is very remarkable. In all the Acts of 1836-7 the preamble declares that "the Act to raise a sum of money (on this system) to improve certain roads in the vicinity of the town of York had fully realized the advantages anticipated." The evils of the toll gate system were then either not understood or not dreaded. Only the advantage of getting some of the greater roads made passable was thought of, and the terms seemed easy.

About the same time a number of bridges were built with money raised in a similar manner. A loan of £1,250 to build a bridge over the Grand river, at Dunville, and a loan of £1,500 for a bridge over the same river at Paris were authorized. A company was incorporated in 1836 to build a bridge over the Grand river at Cayuga. One provision of the charter was that the amount collected as tolls in any year should not exceed 20 per cent. of the cost of the structure. In 1837 an Act was passed authorizing a loan of £1,500, on Provincial security, the amount to be expended by commissioners in building a bridge over the Thames at Chatham. The commissioners were to levy tolls and pay the receipts over to the Receiver-General. The bridge over the Cataract, erected by a company chartered in 1827, appears to have been for some years the only toll bridge in the Province.

In 1834 a company was incorporated to build a tramway from Rice Lake to Lake Ontario, near Cobourg, capital forty thousand pounds, and a company to construct a railway "on and over any part of the country lying between the town of London and Burlington Bay, and to the navigable waters of the River Thames, and also to Lake Huron," capital not to exceed one hundred thousand pounds, with a right to increase to two hundred thousand. In 1835 a company was incorporated to build a tramway "on and over any part of the country lying between the town of Hamilton in the District of Gore and Port Dover in the District of London, capital forty thousand pounds, with a right to increase to one hundred thousand if the work was extended. The Erie and Ontario R. R. Company was incorporated in 1835, nominal capital seventy-five thousand pounds; the Toronto and Lake Huron R. R. Company in 1836, nominal capital five hundred thousand; the Burlington Bay and Lake Huron R. R. Company, nominal capital three hundred and fifty thousand; and the Niagara and Detroit R. R. Company.

To be Continued.