

City of Toronto, *Yeoman*, and John Roddy of the City of Toronto, *Merchant*, and Thomas Richardson, of the City of Toronto, *Innkeeper*, are jointly and severally held and firmly bound unto William Warren Baldwin, Esq. Francis Logan of the Township of Toronto, George T. Denison, Esq. one of the Aldermen of the City of Toronto, John McFarlane of Etobicoke, *Yeoman*, Jacob Cook, Abijah Lewis, and George Silverthorne, of the Township of Toronto, *Yeomen*, Trustees named in and by a certain Act of the Legislature of this Province, passed the 20th day of April, 1836, entitled, "An Act to continue the improvement of certain Roads in the Home District," their executors and administrators, in the penal sum of Five Hundred Pounds of lawful money of Upper Canada, to be paid to the said Trustees their executors or administrators, for which payment well and truly to be made, we bind ourselves, our heirs, executors, and administrators, firmly by these presents, sealed with our seals and dated this fifth day of July, 1836.

The condition of this obligation is such that if the above bound Leonard Wilcox, Henry Hamilton, John Roddy, and Thomas Richardson, or either of them, their or either of their heirs, executors or administrators, do and shall well and truly take out all the Stumps and Roots over two inches diameter, out of the carriage road, and those on the foot paths to be taken out or cut level with the ground's surface; the width of the foot paths to be eleven feet each, and three feet from the foot paths to the bottom of the drains, leaving thirty-eight feet for the carriage way; the drains on each side of the carriage road to be two feet deep, and slanted back on the outer side to the side of the foot paths, and on the inner side eight feet towards the carriage way; the earth taken out of the side drains to be laid in an uniform manner, in the centre of the carriage way, to give a descent to the side drains; the small mounds to be dug down and put in the hollows, so that no acclivity in the carriage way shall exceed one foot in thirty, from the stake marked No. 1, at Colonel Givins's corner to the stake marked No. 7 & 8, which includes one mile and three quarters on the Dundas Street on the Humber Plains, on or before the fifteenth day of October next ensuing, the date of these presents: for which the said Trustees have agreed to pay to the said Leonard Wilcox, Henry Hamilton, John Roddy, and Thomas Richardson, as aforesaid, the sum of fifteen shillings of lawful money of this Province, for every rod or 16 and a half feet in length of road so improved as above described, to be paid one-eighth of the money when one-quarter of the said road is done, and so on in proportion for the remainder, until the whole is finished to the satisfaction of the Trustees, or such other person as they may appoint as inspector. Then this obligation to be null and void, otherwise to remain in full force and virtue.

LEONARD WILCOX, [L. S.]
HENRY HAMILTON, [L. S.]
JOHN RODDY, [L. S.]
THOMAS RICHARDSON, [L. S.]

Signed, Sealed, and delivered in presence of }
JOHN CAREY.

CONTRACT, No. V.

Know all men by these presents, that we, Amos

Merigold, *Yeoman*, Duncan Merigold, *Yeoman*, Ira Vanvolkenburgh, *Wheelwright*, and Hiram Vanvolkenburgh, *Carpenter*, all of the Township of Toronto, Province of Upper Canada, are jointly and severally held, and firmly bound unto William Warren Baldwin, Esq. Francis Logan, of the Township of Toronto; George Denison, Esq., Alderman of the City of Toronto, John McFarlane, of the Township of Etobicoke, *Yeoman*, Jacob Cook, Abijah Lewis, and George Silverthorne, of Toronto Township, *Yeomen*, Trustees named in and by a certain act of the Legislature of this Province, passed the 20th day of April, 1836, entitled "An Act to continue the improvement of certain roads in the Home District," their heirs, executors, and administrators, in the penal sum of sixteen hundred pounds of lawful money of this Province, to be paid to the said Trustees, their executors and administrators, for which payment well and truly to be made, we bind ourselves, our heirs, executors, and administrators, firmly by these presents, sealed with our seals, and dated this 13th day of July, 1836.

The condition of this obligation is such, that if the above bound Amos Merigold, Duncan Merigold, Ira Vanvolkenburgh, and Hiram Vanvolkenburgh, or either of them, their, or either of their heirs, executors or administrators do, and shall well and truly form and Macadamize such part of the Dundas Street, West of the River Humber, in the Township of Etobicoke, as may be pointed out to them by the Trustees, or such other person as they may appoint, but not to exceed in all one hundred and sixty rods, in the following manner, that is to say—they, the said Amos Merigold, Duncan Merigold, Ira Vanvolkenburgh, and Hiram Vanvolkenburgh, shall reduce the hills on their contract to the same as laid down in the section of the same by David Gibson, Surveyor of Highways, which is from Dr. Phillips' gate, Westward, one in thirty-five, one in four hundred and seventeen, one in thirty-seven and a half horizontal, and one in thirty-nine; these rates of inclination to be strictly adhered to, and it is expressly stipulated that the Contractor is to satisfy himself by his own measurement, or in any way he may think proper as to the heights and depths, or any irregularities of other parts of the surface of the ground, to be cut down or embanked, or where there is to be side cuttings and formings, as no future claim on any pretence whatsoever will be allowed. The breadth of the finished road, where there is no cutting on hills, or embanking is to be sixty-six feet, that is to say—forty-four feet for the carriage way, and eleven on each side for the foot paths, with a drain between each of the foot paths and the carriage way, two feet deep, with a slope of three feet to the foot paths, and eight feet to the carriage road.

Also mitre drains to be placed on an average of sixty yards apart, and in such a manner as one shall be at the lower end of each inclined plane; these drains to be 10 inches deep, 9 inches wide at bottom, and 12 inches wide at top, to be filled in with rubble stones, the upper part of these drains to communicate with the road materials, so as to draw the water from them—that part of the mitre drain which passes through the outer side of the carriage road on which is placed the road materials, must be covered with a sod at least three inches thick with the grass side under.

Upon the level bed prepared for the road mate-