

REPORT OF COMMISSION ON MUNICIPAL INSTITUTIONS.

(EXTRACTS CONTINUED.)

In 1887 an Act was passed authorizing the Government to borrow £100,000 and pay it over to the Toronto and Lake Huron R. R. Company in aid of their work, thirty-seven thousand five hundred to be paid when it was known that the company had paid in and expended twelve thousand five hundred, and afterwards three thousand seven hundred and fifty to be paid so often as the company proved that £1,250 had been paid in by the stockholders and expended until the whole loan was exhausted. An Act passed the same year authorized the London and Gore R. R. Company to increase its capital stock to five hundred thousand pounds, and provided that when the company had received from its stockholders and expended £1,250 it should receive Government debentures to the amount of £3,750, and as often afterwards as the company had expended £250 paid by the stockholders it should receive debentures to three times the amount until the whole amount of the debentures equalled £200,000. Another Act provided that if the railroad failed to pay the interest on the debentures in full, any amount necessary to make up the whole interest accruing should be raised by assessments in the districts of Gore and London and in the Western district. By an Act a loan of ten thousand pounds to the Cobourg R. R. Company in Provincial debentures was authorized. In this case no debentures were to issue until fifteen thousand pounds stock had been subscribed and five thousand had been paid in and expended. If default were made in payment of interest the Government were authorized to take possession of the road.

These roads were to be all tramways with a single or double track of wood or iron. The companies were authorized to erect toll houses and to collect tolls and dues from passengers and for merchandise.

HARBOR IMPROVEMENTS.

The construction of harbors on the great lakes was found to be so necessary, that in 1827 the Government constructed a harbor at the mouth of the Kettle Creek in the London district. The estimated cost was £3,000, and authority was given to raise that amount by Debentures, expend it through commissioners, and levy tolls to cover interest on cost, repairs, and expenses. In 1828 authority was given to William Chisholm "to erect a harbor at Sixteen Mile Creek," on Lake Ontario, with piers, wharves and other structures, and to charge tolls on all merchandise shipped or landed there. In 1829 a joint stock company was chartered to construct a harbor at Cobourg. As in the preceding case the maximum rate of toll were fixed by the Act. In the same year a company was chartered to construct a harbor at Port Hope. In 1831 the Niagara Harbor and Dock Company was incorporated. In 1831 £2,500 was lent to W. Chisholm on security of the harbor works and tolls to enable him to complete the construction and £3,500 was voted for the completion of the harbor at Kettle

Creek, which was a government work. Port Dover Harbor Company and Port Burwell Harbor Company, were incorporated in 1835. £3,000 was lent to the Cobourg Harbor Company, and £2,000 to Port Hope Harbor Company in that year. Twenty Mile Creek Harbor Company was incorporated in 1833, and £2,000 was granted "for the construction of works to improve and preserve the harbor of York. In 1834 a company was incorporated to construct a harbor at the mouth of the River Credit. In 1837, £1,500 borrowed on Provincial credit was lent to this company. Acts were passed in 1835 to incorporate the Stoney Creek Harbor Company, and the Grimsby Breakwater, Pier, and Harbor Company; in 1837, to incorporate the Grafton Harbor Company, the Colborne Harbor Company, and the Port Darlington Harbor Company, and power was given to the Canada Company to erect a harbor at Goderich on Lake Huron. A company was incorporated to construct a railroad (tramway) from London to Davenport, and to construct a harbor at the mouth of Cat Fish Creek. A loan of £1,000 raised on Provincial debentures was given to the Louth or Twenty Mile Creek Harbor Company, and a loan of £3,500 to the Port Dover Harbor Company.

The construction and improvements of harbors have not always been regarded as works of a municipal character. The construction and maintenance of court houses and gaols have in most cases been so regarded. In Upper Canada, as we have seen, the duty of erecting such buildings and providing for their cost and maintenance was imposed upon the justices of each district in Quarter Sessions assembled. The amount which they were authorized to raise by the tax not exceeding a penny in the pound, according to the assessment law already described, was not in most cases sufficient to meet those and other necessary expenditures. In 1815 the Legislature voted £6,000 to provide for the rebuilding and repair of certain gaols and court houses. Of this £2,000 went to the Western district, £2,000 to the London District, £2,000 to the Niagara district, and £500 to the district of Newcastle. As the act does not appear in the statute book we cannot tell whether any conditions were attached to those grants. In 1816, an Act was passed to authorize and provide for the building of a gaol and court house in the town of York. Only the title appears in the statute book. An Act passed in the same year authorized the erection of a gaol and court house in the district of then cut off as a new district, but no special provision was made for the purpose so when the erection of a gaol and court house in the Bathurst district was authorized in 1823 only the ordinary assessments were authorized. In the same year the Justices of the London district in Quarter Sessions were authorized to borrow £1,000 in aid of the funds to finish the gaol and court house, and the Treasurer was required to set £150 apart each year for interest and sinking fund. The magistrates of the Home district were authorized to borrow £4,000 on the credit of the district for a like purpose. The Justices of the Midland district found the amount they had been empowered to borrow insufficient, and they were authorized to borrow £1,000 more on the like terms. In 1824 the Justices of the district of Johnstown wanted to erect a new gaol and court house or repair the old one, and to erect new bridges over Yonge and Fish Creeks, and they were authorized to levy for not more than five years an additional rate not exceeding one penny in the pound, to be applied for those purposes. The Justices of the Home district were authorized to borrow £2,500 in 1825, but no special assessment was authorized. The court house and gaol of the London district having been destroyed by fire, an Act was