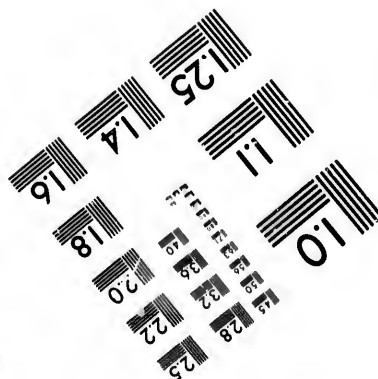
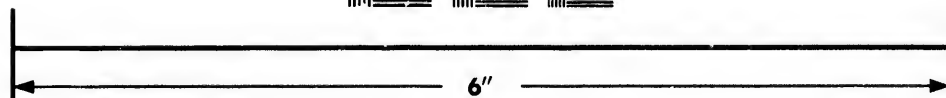


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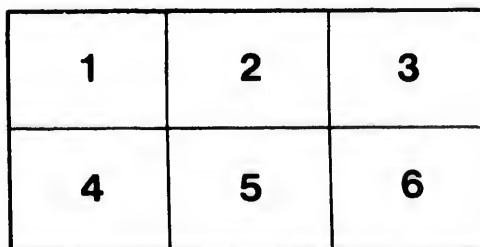
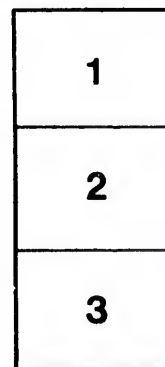
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THE
CONSOLIDATED BY-LAWS
OF THE
MUNICIPAL COUNCIL
OF THE UNITED COUNTIES OF
PETERBOROUGH AND VICTORIA.

COMPILED BY ORDER OF THE COUNTIES COUNCIL BY
THOMAS WHITE, JR.



PRINTED AT THE OFFICE OF THE PETERBOROUGH REVIEW.

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CONSOLIDATED BY-LAWS
OF THE UNITED COUNTIES OF
PETERBOROUGH AND VICTORIA.

BY-LAW No. 1.

**A By-law respecting the Consolidated By-laws
of the United Counties of Peterborough and
Victoria.**

WHEREAS it has been found expedient to revise, classify, and consolidate the General By-laws of the United Counties of Peterborough and Victoria, including both those passed by the District Council of the late District of Colborne, and those passed by the Municipal Corporation of the said United Counties of Peterborough and Victoria: And whereas such revision, classification, and consolidation has been made accordingly, and it is desirable to give to such Consolidated By-laws the force of Law:

Therefore the Municipal Council of the United Counties of Peterborough and Victoria enacts as follows:

1. That from and after the present session of the said Municipal Council, the printed roll of the Consolidated By-laws, deposited with the Clerk of the Municipality, shall come into force and have effect as law by the designation of "The Consolidated By-laws of the Municipal Council of the United Counties of Peterborough and Victoria." Effect of Law
given to Printed
Roll.

2. That all By-laws or parts of By-laws inconsistent with the provisions of the said Consolidated By-laws, shall be and the same are hereby repealed. Inconsistent
By-laws re-
pealed.

(Signed) M. S. DEAN,
Warden.

(Signed) WALTER SHERIDAN,
Counties Clerk.

Counties Council Chamber, }
Peterborough, June 19th, 1862. }

BY-LAW

BY-LAW No. II.**A By-law to provide Standing Rules for regulating the Proceedings of the Municipal Council of the United Counties of Peterborough and Victoria.**

THE Municipal Council of the United Counties of Peterborough and Victoria, enacts as follows :

THAT the following Rules shall be, and are hereby declared, to be the Standing Rules of Order, to regulate all proceedings of the said Municipal Council of the United Counties of Peterborough and Victoria ; and all Rules and Orders heretofore adopted are hereby declared to be repealed.

Meetings of Council.

1. There shall be in each and every year, two ordinary meetings or sessions of this Council ; the first to commence on the **FOURTH TUESDAY IN JANUARY**, and the other on the **THIRD TUESDAY IN JUNE**, at the hour of Twelve of the Clock, noon ; but nothing in this Rule shall restrict or prevent the Warden from calling such and so many special meetings of this Council as he may deem necessary, according to law ; of all which special meetings the Wardens shall give at least eight days notice in writing to each of the Reeves and Deputy Town-reeves.

Duties of Warden and Meeting of Council.

2. At all meetings of this Council, as soon after the hour appointed for the meeting as there shall be a quorum present, the Warden shall take the Chair, and call the Council to order ; should there not be a quorum present at the expiration of half-an-hour after the time appointed for meeting, the Warden may adjourn and name the next time of meeting. Adjournments in all other cases shall be by motion, naming the time for next meeting.

Reading Minutes.

3. At every meeting, immediately after the Chair is taken, the Clerk shall read over the minutes of the next previous meeting, when errors, if any exist, shall be corrected, and the Warden shall then sign the minutes.

Warden to preside.

4. It shall be the duty of the Warden to preside at all meetings of the Council, to preserve order and decorum, and to decide all questions of order, subject to an appeal to the Council stating the Rule or Practice on which his decision is founded.

Not to take part in debate.

5. The Warden shall not take part in debate, except in Committee ; but in case of a tie, he may state facts, and give his reasons for voting.

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6.

6. The Warden shall be *ex-officio* a member of all Committees of the Council.

Warden member of Committees.

7. In the absence of the Warden, the Clerk shall call the Council to order until a Chairman be chosen, which Chairman shall preside, subject to the same rules as are applicable to the Warden.

Chairman to be chosen in absence of Warden.

8. Every Councillor, before beginning to speak, shall rise from his seat uncovered, and shall address himself to the question or motion under discussion, shall avoid all personalities and improper language, and shall sit down as soon as he has done speaking.

Mode of speaking.

9. No Councillor shall interrupt another while speaking to the question, excepting on a point of order.

Not to interrupt.

10. When two or more Councillors rise to speak at the same time, the Warden shall name which is to speak first and the others shall sit down.

When two rise to speak.

11. Every Councillor present shall vote on all questions and motions, unless the Council excuse him, or unless he be personally interested in the result; and no Councillor shall leave his place during the sitting of the Council without turning towards the chair as he retires, and making a bow, in such a manner as that any member present may have an opportunity to object to the absence of such retiring member.

Every Councillor to vote.

12. A Councillor called to order, shall sit down, unless he be permitted by the Warden or Chairman to explain, and the Council, if appealed to, shall decide the question of order.

When called to order.

13. No Councillor shall speak disrespectfully of the Queen, or any of the Royal Family, or of the Governor or person administering the Government of this Province; nor shall any member use improper language in speaking of the proceedings of the Council, or of any individual Councillor.

Disrespectful language forbidden.

14. Any Councillor may require the question or motion under discussion to be read for his information, at any time during the debate, but not so as to interrupt a member speaking.

Councillor may require motion to be read.

15. No Councillor shall speak more than twice to the same question, except the mover, who shall have the right of reply when all other speakers shall have finished; provided that any Councillor conceiving himself misunderstood, may explain, but so that no new matter be introduced by him.

Not to speak more than twice.

16. A motion to adjourn shall be always in order, provided such motion be so made as not to interrupt a member while

Motion to adjourn.

A*

addressing

addressing the Chair, and confining himself to the question in debate.

Motions to be
in writing.

17. Every motion shall be presented to the Chair in writing, with the names of the mover and seconder written thereon, excepting only—motions for adjournment; for the adoption of reports; for reference of petitions or other documents to Standing Committees, for the Council to go into Committee of the Whole, or for a Committee to rise.

Withdrawal
of motions.

18. Every motion read by the Warden or the Chairman, shall be deemed to be in the possession of the Council, and can only be withdrawn before decision or amendment by permission of the Council.

Re-considera-
tion of motions

19. No motion for the re-consideration of a question previously decided shall be considered as carried, unless a majority of the whole Council vote in favor of such re-consideration, and such motions if made on the same day during which the first vote was taken shall be decided without debate.

Motion to be
read before
debated.

20. No member except the mover shall speak upon any motion, until it shall have been read from the Chair; and the motion if debated shall again be read from the Chair before the question be put.

Motion to
commit.

21. A motion for commitment shall until it be decided preclude all amendments of the main question.

When under
debate.

22. While a motion is under debate, no other motion shall be received, unless 1st, to amend; 2nd, to commit; 3rd, to lay on the table; 4th, to postpone it; or 5th, to adjourn.

Amendments.

23. When an amendment is offered, the amendment shall be put before the original motion, and when more than one amendment, the last shall be put first, the one next before the last second, and so on of the rest, excepting amendments, naming sums or times, in which case, that naming the largest sum or longest time, shall be put first.

Committees.

24. All Committees not specially named in a motion, shall be nominated by the Council, and each Committee shall appoint its own Chairman.

Quorum of
Committees.

25. A majority of the whole number of any Committee shall be a quorum, competent to proceed to business.

Reports of
Committees.

26. Every Committee appointed to report upon any subject referred to it by the Council, shall report a statement of facts, with

with its opinion thereon, in writing, and no report shall be presented to the Council, as the report of any Committee, unless agreed to by a majority of the Committee actually assembled, and signed by the Chairman. Provided that the minority of any Committee may present a written report on the matter referred to it, but so that such report shall be specially designated as a "Minority Report."

Majority must concur.

27. As soon as possible after the Council shall have been legally organized at its first session in each year, Standing Committees for the following purposes shall be appointed for the year, viz :—1st, County Property ; 2nd, Roads and Bridges ; 3rd, Schools ; 4th, Finance and Assessment ; 5th, Petitions ; 6th, Printing ; 7th, Appointments to Office.

Standing Committees.

28. When a motion to go into Committee of the Whole is carried, the Warden shall leave the Chair and nominate a Chairman of Committee, who shall immediately take the Chair without comment ; and when the Committee rises, shall report its proceedings to the Warden.

Committee of the Whole.

29. All Standing Rules of the Council shall be observed in Committee of the Whole, so far as they may be applicable, excepting the Rule limiting the number of times a member may address the Council.

Rules observable in Committee of the Whole.

30. Every By-law, Memorial, or Address of the Council, shall be read three times before being finally passed by the Council, and signed by the Warden or temporary Chairman,—the first time in Council, when the general objects of the measure may be discussed ; the second time in Committee of the Whole Council, when clauses shall be read and put separately, and the third time, after being engrossed in Council, without amendment—excepting that it may at any time be recommitted.

By-laws, &c.—proceedings thereupon.

31. No By-law, Memorial or Address, shall pass through more than two readings on any one day ; but this rule may be temporarily suspended for a specific purpose, by a legal vote of the Council.

Not more than two readings on same day.

32. All By-laws passed by this Council shall be designated by Roman numerals only, beginning with number I. for the first By-law passed by this Council, and numbering all others progressively.

Designation of By-laws.

33. In all By-laws introduced into this Council, each separate enactment shall form a separate Section, and shall be numbered progressively by Arabic numerals, beginning with number 1, for the first section of each By-law.

Form of By-laws.

34.

- Title of By-laws.** **34.** No By-law, Bill or Draught of any By-law, shall be introduced into this Council, unless the Title of such Bill or proposed By-law shall contain some express allusion to each and every important matter or thing contained in such Bill.
- Petitions.** **35.** No Petition or Memorial shall be read before the Council until after it has been referred to the Standing Committee on Petitions, whose duty it shall be to suppress such as contain indecent, libellous or seditious matter, when practicable and expedient.
- Who may read them.** **36.** Every Petition on being presented, may be read by the member who presents it, or by the Clerk.
- Corporate seal** **37.** The Corporate Seal of this Council shall be in the custody of the Warden, and it shall not be affixed to any document, excepting by him or in his presence, or that of the temporary Chairman, when authorized by this Council.
- Special Committees.** **38.** When a Special Committee shall be appointed for any purpose, it shall be the duty of the Clerk of this Council to furnish the first named member of the Committee, with a copy of the resolution appointing the Committee, and such member shall notify the other member of the time and place for such Committee to meet.
- Accounts to be audited.** **39.** All accounts and claims against the Council shall be audited and reported upon by the Auditors of the Council before being finally approved and ordered to be paid.
- Accounts when to be presented.** **40.** All accounts and claims against the Council must be presented on or before the first day of the session thereof.

BY-LAW No. III.

A By-law to provide for the payment of a Sessional Allowance to the Members of the Municipal Council of the United Counties of Peterborough and Victoria.

THE Municipal Council of the United Counties of Peterborough and Victoria enacts as follows :

- Allowance to members.** **1.** THAT the sum of One Dollar and Fifty Cents be allowed to Reeves for every day they shall sit in Council.—*By-law number Ninety, 1855.*
- Warden to give certificate.** **2.** That at the close of each Session the Warden shall give a certificate under his hand to the Treasurer of said United Counties

Counties, stating the number of days, for which each member is entitled to receive payment, which certificate shall be sufficient authority for the Treasurer to pay the allowance thereupon.—*By-law Number Ninety, 1855.*

BY-LAW No. IV.

A By-law regulating the appointment and defining the duties of certain County Officers, therein named.

THE Municipal Council of the United Counties of Peterborough and Victoria enacts as follows :

1. THAT so much of By-law number Forty-eight of this Council as enacts that the offices of County Treasurer and County Clerk be consolidated, and the duties thereof performed by one person, shall be and the same is hereby declared to be in force.

By-law 48,
continued.

2. That the said Officer, so appointed, as Clerk and Treasurer, shall in virtue of his said office of Clerk, truly record in a Book, without note or comment, all resolutions, decisions and other proceedings of the Council, and, if required by any member present, shall record the name and vote of every member voting on any matter submitted, and shall keep the books, records and accounts of the Council; and shall preserve and file all acted upon by the Council, and also the originals or certified copies of all By-laws, and of all minutes of the proceedings of the Council, all of which he shall so keep in his office, or in the place appointed by By-law of the Council; And any person may inspect any of the particulars aforesaid at all reasonable times; and the Clerk shall within a reasonable time furnish copies thereof to any applicant at the rate of Ten Cents per Hundred Words, and shall on payment of his fee therefor, furnish within a reasonable time to any elector of the Municipality, or to any other person interested in any By-law, Order or Resolution, or to his Attorney, a copy of such By-law, Order or Resolution, certified under his hand and under the Corporate Seal.—*Con. Stat. U. C. 22nd Vic. cap. 54, sects. 150, 151.*

Clerk to keep
Minutes.

Minutes, &c.,
to be open for
Inspection.
Copies to be
furnished and
charges there-
for.

3. And the said officer, shall in virtue of his office as Treasurer before entering upon the duties of his office, give security as follows, that is to say : himself in the sum of \$12,000, and two sureties, who shall be acceptable to the Council, in the sum of \$4,000 each, for the due performance of his duties, and especially for duly accounting for and paying over all moneys which may come into his hands. He shall receive and safely keep all moneys belonging to the Corporation, and shall pay out the same to such persons and in such manner as the laws of the Province

Treasurer to
give security.

To receive,
take care of,
and disburse
moneys.

and the lawful By-laws or resolutions of the Council direct.—
Ibid sects. 159, 160.

General duties
of Clerk and
Treasurer.

4 That all and singular the several duties, liabilities, and obligations, of any nature whatsoever, which now do, or hereafter may, by any Law of this Province, or by any By-law or Resolution of this Council, appertain and belong to, or are imposed upon either the Treasurer or the Clerk of the said County, respectively, shall devolve, rest, and be obligatory upon the person filling the joint office of Clerk and Treasurer of the said United Counties of Peterborough and Victoria, as fully and completely as if the said offices were separate and distinct.—
By-law No. 48, County of Peterborough, 1851.

Salary of
Clerk and
Treasurer,

5. That the salary of the Clerk and Treasurer shall be fixed at the sum of Twelve Hundred Dollars, which said sum the Treasurer and Clerk is hereby authorized to retain out of any unappropriated funds in his hands belonging to these Counties, and which salary shall be, and be taken, as payment for all services required to be performed in both the said joint offices of Treasurer and Clerk of the said United Counties.—*By-law No. 166, U. C. P. & V., 1860.*

Duties of Au-
ditor.

6. *The Auditors, to be appointed at the first meeting thereof, of this Council in every year, shall examine and report upon all accounts affecting the Corporation, or relating to any matter under its control or within its jurisdiction, for the year ending on the Thirty-first day of December, preceding their appointment; they shall prepare an abstract of the receipts and expenditures, and liabilities of the Corporation, and also a detailed statement of said particulars, in such form as the Council directs, and report in duplicate on all the accounts audited by them; and shall file the same in the office of the Clerk of the Council within one month after their appointment, and thereafter any inhabitant or ratepayer of the municipality may inspect one of such duplicate reports at all seasonable hours; and may by himself or his agent, at his own expense, take a copy thereof or extracts therefrom.—*Con. Stat. 22 Vic. cap. 54, sects. 168, 169.*

Auditor's Sala-
ry.

7. That the salary of the Auditors shall be Forty Dollars per annum, payable quarterly by the Treasurer of the United Counties.—*By-law No. 3, 1850.*

Salary of
Jailor.

8. That the salary of the Keeper of the Jail in the Town of Peterborough, shall be Five Hundred Dollars per annum; which

*By the 167th Section of Consolidated Statutes, 22nd Victoria, cap. 54, it is declared that no one, who, at such time or during the preceding year, is or was a member, or is or was a Clerk or Treasurer of the Council, or, who has or during such preceding year had, directly or indirectly, alone or in conjunction with any other person, a share or contract in any interest or employment with or on behalf of the Corporation, except as Auditor, shall be appointed as Auditor.

sum

sum shall be paid by the Treasurer of the United Counties of Peterborough and Victoria, in quarterly instalments; and shall be received by the said Jailor as compensation for such services as he may be called on to perform, in keeping the Court House and premises clean, and in good order, and for making fires in and cleaning the Council Chamber, Court House, Court Room, and other public offices, in the said Court House, as well as all his ordinary duties as such Jailor.—*By-law No. 108, 1856.*

His duties.

9. That the salary of the Matron of the Jail shall be Twenty Dollars per annum, which shall be accepted by her as compensation for the performance of all her duties as such Matron.

Salary of Matron.

10. That the Salary of the Turnkey of the Jail shall be \$150 per annum, which said sum shall be paid by the Treasurer in quarterly instalments, and shall be accepted by such Turnkey as full compensation for his services.—*By-law 194, 1861.*

Salary of Turnkey.

BY-LAW No. V.

A By-Law to provide for the payment of Grand and Petit Jurors.

BE IT ENACTED by the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,—

1. THAT from and after the passing of this By-law, Grand and Petit Jurors shall be entitled to the sum of Five Shillings per day for attendance, and the sum of Three Pence per mile each way travelled to attend to such duties: and that the Treasurer of the said United Counties be and he is hereby authorized and required to pay such sum or sums of money on the certificate of the Sheriff of said United Counties at the termination of each Court held, which certificate shall state the number of miles travelled each way, and the number of days in attendance at such Court, and shall be the voucher of the Treasurer for the payment of such moneys.—*U. C. P. & V. By-law No. 129, June, 1858.*

Jurors to receive 5s. per day, and 3d per mile.

BY-LAW No. VI.

A By-law to provide for the protection and preservation of any Timber, Stone, Sand or Gravel, growing or being upon any allowance or appropriation for any of the County Roads in the United Counties of Peterborough and Victoria, and directing the trees to be cleared on each side of the Highways.

WHEREAS by the 5th Sub-section of the 331st section of the Municipal Corporation Act for Upper Canada, County Councils are empowered to make By-laws for preserving or selling Timber, Trees, Stone, Sand or Gravel, upon any allowance or appropriation for Public Roads.

Therefore the Municipal Council of the United Counties of Peterborough and Victoria, enacts as follows :

Timber, &c.,
on County
Roads to be
under control
of Reeves.

1. THAT the Timber, Gravel, Stone or Sand, being upon any County Road in the United Counties of Peterborough and Victoria, shall be under the control and supervision of the Reeves of the Townships adjoining such County Roads, and the said Reeves shall, and they are empowered to sell or dispose of such Timber, Stone, Sand or Gravel in such way as they may deem expedient, and to expend the money so obtained for the repair of such County Roads.

Penalty for
contravention
of By-law.

2. And be it enacted, that any person or persons cutting or carrying away any Timber, Gravel, Stone or Sand, growing or being as aforesaid upon any of the said County Roads, shall be liable to a penalty of not more than Two Pounds Ten Shillings, nor less than Five Shillings, for each and every offence, to be recovered before any Justice of the Peace having jurisdiction in the said United Counties.—*U. C. P. & V. By-law No. 100, February, 1856.*

Trees on each
side of road to
be cut down.

3. *And be it enacted, that on each and every side of a Highway passing through a wood, the trees, unless they form part of an orchard or shrubbery, or have been planted expressly for ornament or shelter, shall for a space not exceeding twenty-five feet on each side of the Highway, be cut down and removed by the proprietor, within one month, after the passing of this By-law. And in default of said proprietor cutting down and removing the trees as aforesaid, the Overseer of Highways in whose Division the land lies, or the County Surveyor, shall cut them down and Remove them, in which case said trees may be used

Proceedings
in default.

* Authority for this clause, in 4th sub-section, of section 342, of the Consolidated Municipal Corporation Act of Upper Canada.

by the said Overseer of Highways, or County Surveyor, for any purposes connected with the Highways or Bridges in his division, or shall be sold by him to defray the expense of said cutting and removal.—*U. C. P. & V. By-law No. 150, June, 1859.*

BY-LAW No. VII.

A By-law to authorize the appointment of an Inspector of Weights and Measures for the United Counties of Peterborough and Victoria,

WHEREAS by the Act 22nd Vict. cap. 53, authority is given to Municipal Councils to appoint Inspectors of Weights and Measures,—

Therefore the Municipal Council of the United Counties of Peterborough and Victoria enacts as follows :

1. That it shall be the duty of the Council once in each year, at the meeting held in the month of January to appoint one Inspector for the County of Peterborough, and one for the County of Victoria, which said Inspectors shall hold office during the pleasure of the Council or until their successors are appointed.

Council to appoint Inspectors each year.

2. That the said Inspectors shall make two inspections of their respective Divisions in each year, and shall during such inspection attend in at least two places in each of the Municipalities comprised within their Divisions for the purpose of examining and comparing with the Standard Weights and Measures, all Weights and Measures that may be presented to them for that purpose.

Inspectors to make two tours of inspection, &c.

3. That where any Weights or Measures so presented shall be heavier or larger than the Standard, the Inspectors may proceed to alter the same so as to conform them to the Standard, and shall be at liberty to charge for each such alteration the sum of Ten Cents.

Inspectors may alter certain Weights and Measures.

4. That in all other respects the Inspectors shall be governed by the Act 22nd Vict. cap. 58, Consolidated Statutes, with which they are required to make themselves familiar before entering upon their duties.

Inspectors to be governed by statute.

5. That the Inspectors, so appointed, shall be entitled to receive a salary of Sixty Dollars, in addition to all fees to which they are entitled under the said last recited Act, and under the third section of this By-law, which said salary the County Treasurer is hereby authorized to pay out of any unappropriated monies

Allowance to Inspectors by way of salary.

monies in his hands ; and they shall in addition to such fees and salary, be entitled to one half of all fines imposed for a violation of the law relating to the Inspection of Weights and Measures.

BY-LAW No. VIII.

A By-law to divide the Counties of Peterborough and Victoria, into Grammar School Circuits, and provide for the establishment of Boards of Education for the examination of Common School Teachers, &c., therein.

WHEREAS by Consolidated Statutes of Upper Canada, 22nd Victoria, cap. 64, provision is made that County Councils, shall, when more than one Grammar School exists or is in operation in any County or Union of Counties, divide the same into Grammar School Circuits.

Be it therefore enacted, by the authority of the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,—

Counties divided into four Grammar School Circuits.

1. THAT the said United Counties shall be divided into four Grammar School Circuits, to be known as the Lindsay County Grammar School Circuit; the Peterborough Grammar School Circuit; the Norwood Grammar School Circuit, and the Oakwood Grammar School Circuit.

Lindsay Grammar School Trustees, Circuit No. One.

2. And be it further enacted, that the Board of Trustees of the Lindsay Grammar School, with the Local Superintendent of Ops, Fencelon, Verulam and Emily, shall constitute a Board of Examiners for Common School Teachers, and shall have all the powers granted to them that are granted to such Boards by the several Statutes of the Province now in force, and shall be known as Board Number One of these United Counties.

Peterborough Grammar School Trustees, Circuit Number Two.

3. And be it further enacted, that the Board of Trustees of the Peterborough Counties Grammar School, with the Local Superintendents of Smith, Monaghan, Otonabee, Peterborough and Douro, shall constitute a Board of Examiners for Common School Teachers, and shall have all the powers granted to them that are granted to similar Boards by the several Statutes of the Province now in force, and shall be known as Board Number Two of these United Counties.

Norwood Grammar School Trustees, Circuit No. Three.

4. And be it further enacted, that the Board of Trustees of the Norwood Counties Grammar School, with the Local Superintendents of Asphodel, Dummer, and Belmont, shall constitute a Board of Examiners for Common School Teachers, and shall have

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have all the powers granted to them that are granted to similar boards by the several Statutes of the Province in force, and shall be known as Board Number Three, of these United Counties.—*U. C. P. & V. By-law No. 75, June, 1854.*

5. And be it enacted that the Board of Trustees of the Oakwood Grammar School, with the Superintendents of Mariposa and Eldon, shall constitute a Board of Examiners for Common School Teachers, and shall have all the powers granted to them that are granted to similar Boards by the several Statutes of the Province in force, and shall be known as Board Number Four, of these United Counties.—*U. C. P. & V. By-law No. 125 ; January, 1858.*

Oakwood
Grammar
School Trus-
tees. Circuit
No. Four.

6. And be it enacted that the Board of Trustees of the Omamee Grammar School, with the Local Superintendent of the Township of Emily, shall constitute a Board of Examiners for Common School Teachers, and shall have all the powers granted to them that are granted to similar Boards by the several statutes of the Province in force, and shall be known as Board Number Five of these United Counties.

Omamee
County Gram-
mar School
Trustees Cir-
cuit Number
Five.

BY-LAW No. IX.

A By-law to declare Grammar School Trustees for the Several Grammar Schools, in the United Counties of Peterborough and Victoria, and to determine their retirement from Office.

BE IT ENACTED by the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,

1. THAT the following persons be and they are hereby declared to be the Trustees of the several County Grammar Schools in the United Counties of Peterborough and Victoria, respectively; And that the said Trustees shall retire from office in the order in which they are herein set down, that is to say:—

Trustees of
Grammar
Schools.

Order of their
retirement
from office.

FOR THE PETERBOROUGH COUNTY GRAMMAR SCHOOL.

First Year.—Rev. M. Burnham.
Dr. Burnham.

Peterborough
County Gram-
mar School.

Second Year.—Jas. Stevenson, Esq.
Rev. J. M. Rogers.

Third Year.—James Hall, Esquire.
William Hall, Esquire.

Fourth Year.—Rev. John Carrol.
Rev. John Cameron.

FOR

FOR THE LINDSAY COUNTY GRAMMAR SCHOOL.

Lindsay
County Gram-
mar School.

First Year.—Rev. James Farley.

George Kempt, Esquire,

Second Year—Rev. John Vickars,

Rev. Wm. Johnston.

Third Year—Robert Lang Esquire.

Rev. Mr. Phelps.

Fourth Year—J. H. Hopkins, Esquire.

James Dunsford, Esquire.

FOR THE NORWOOD COUNTY GRAMMAR SCHOOL.

Norwood
County Gram-
mar School.

First Year.—P. M. Grover, Esquire.

William Scott, Esquire,

Second Year—Dr. T. W. Poole.

Rev. Wm. Briden.

Third Year—Rev. Mr. Bowie,

Peter Pearee, Esquire.

Fourth Year—James Foley, Esquire.

James Becket, Esquire.

FOR THE OAKWOOD COUNTY GRAMMAR SCHOOL.

Oakwood
County Gram-
mar School.

First Year.—Dr. Martin,

A. A. McLaughlan, Esquire.

Second Year—George A. Pyper, Esquire.

R. F. Whitesides, Esquire.

Third Year—Obadiah Rogers, Esquire,

J. R. Lytle, Esquire.

Fourth Year—W. H. McLaughlan, Esquire.

David King, Esquire,

FOR THE OMEMEE COUNTY GRAMMAR SCHOOL.

Omemee
County Gram-
mar School.

First Year.—Wm. Cottingham, Esquire,

Thomas Matchett, Esquire.

Second Year—Wm. Curry, Esquire,

Rev. Wm. McDowell.

Third Year—Rev. N. Desborough,

Rev. W. Ewing.

Fourth Year.—Rev Mr. Coyle,

Isaac McGoely, Esquire.

A BY-LAW

BY-LAW No. X.**A By-law to appoint County Officers, and for other purposes.**

BE IT ENACTED by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,

1. THAT the following persons be appointed Local Superintendents of Schools, according to law :—

For the Townships of Asphodel, Dummer and Burleigh.....	T. W. Poole, M. D.	Local Superintendents of Schools.
For the Township of Belmont.....	Rev James Bowie.	
For the Township of Otonabee.....	Rev. F. Andrews.	
For the Townships of Smith & Monaghan	Rev. E. R. Roberts.	
For the Townships of Verulam and Sommerville, Galway, Snowden, Anson, Harvey, Minden, Lutterworth, and Stanhope.....	Rev. John Vickars.	
For the Township of Fenelon.....	Rev. Mr. Patterson.	
For the Township of Ops.....	A. LaCourse, Esq.	
For the Township of Mariposa.....	Thomas Beall, Esq.	
For the Townships of Eldon and Carden.	Dr. Clarke.	
For the Township of Emily.....	Rev. N. Desbrow.	
For the Township of Douro.....	Mich. Walsh, Sen., Esq.	
For the Townships of Bexley, Laxton and Digby.....	Mr. Robt. Johnston.	
For the Township of Ennismore.....	Daniel Donoghue.	

2. That James Foley and Christopher Burton be Auditors. Auditors.

3. That the following persons be appointed Sub-Treasurers of School Moneys :

For Verulam and Sommerville.....	Mr. James Junkin.	Sub-Treasurers of School Moneys
For Fenelon.....	Mr. James Fitzgerald.	
For Asphodel.....	J. Foley.	
For Belmont and Methuen.....	Wm. E. Roxburg.	
For Dummer and Burleigh.....	John Rose.	
For Otonabee.....	George Read.	
For Douro, Smith and Monaghan.....	Walter Sheridan.	
For Eldon and Carden.....	Dr. Clarke.	
For Galway, Snowden, Minden, Stanhope, Lutterworth, Anson and Harvey....	Rev. J. Vickars.	
For Bexley, Digby and Laxton.....	Robt. Johnston.	
For Ops.....	Michael O'Neill.	
For Mariposa.....	Thomas Marks.	
For Emily.....	Thomas Matchett.	
For Ennismore.....	Mr. James Brennan.	

4. That the following persons be appointed Inspectors of Weights and Measures : Inspectors of Weights and Measures.

For the County of Peterborough..Wm. Sargent.
 " " Victoria.....W. H. McLaughlan.

—Passed January 31st, 1862.

A BY-LAW

BY-LAW No. XI.

A By-law to authorize the taking down and removal of the old Bridge at Bobcaygeon.

Passed January 31st, 1862.

BE IT ENACTED by the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,—

Bobcaygeon
Bridge to be
removed.

1. That Marcus S. Dean and Jabez Thurston, Esquires, Commissioners appointed under By-law number 192, for the payment and expenditure of \$400 for the building of a Bridge at Bobcaygeon, be and they are hereby authorised to take, cut down and remove the Old Bridge at present known as Bobcaygeon Bridge.

BY-LAW No. XII.

A By-law to impose a duty on, and grant Licenses to Hawkers, Pedlars and Auctioneers, exercising their respective callings in the United Counties of Peterborough and Victoria.

BE IT ENACTED by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,—

Hawkers, Ped-
lars, &c., not
residents of
Counties to
take out licen-
ses,

1. THAT every Hawker, Pedlar, or Petty Chapman, or other persons carrying on petty trades, or who go from place to place, or to other men's houses on foot or with any animal bearing or drawing any Goods, Wares or Merchandize for sale, or in or with any boat, vessel or other craft, or otherwise carrying Goods, Wares or Merchandize for sale within said United Counties, shall, before it be lawful for him or them to exercise any such calling as aforesaid, to take out and obtain from the Clerks of the several Municipalities in the said United Counties, who are hereby authorised to issue the same, a License to exercise such a calling within said United Counties, which License shall be signed by the Counties Clerk, and countersigned by the Clerk of the Municipality issuing the same, and shall be in force until the first day of January in the year next following that in which it was issued : And for which License there shall be paid by such persons respectively to the Municipal Clerk who shall issue the same, the several sums hereinafter mentioned, which sums shall go to and form part of the General Funds of the Municipal Council of the said United Counties.

1. By

1. By every such person travelling on foot, the sum of Four Dollars. Price of License.

2. By every such person travelling with one horse or other beast bearing or drawing burthen, the sum of Twelve Dollars.

3. By every such person travelling with two horses or other beasts bearing or drawing burthen, the sum of Twenty Dollars.

But no duty shall be imposed for Hawking or Peddling any Goods, Wares or Merchandize, the growth, produce or manufacture of this Province, except Liquors, mentioned in the 246th section of the Act 22 Victoria Cap. 54. Nor shall any person distributing or selling religious books or tracts only, be required to take out License, or be subject to any fine imposed by this By-law. Exceptions.

4. By every person carrying Goods, Wares, or Merchandize for sale in or with any boat, vessel or other craft, the sum of Twenty Dollars. Carrying goods for sale in boats &c.

2. And be it enacted by the authority aforesaid,—That every person exercising the calling of Auctioneer or other persons selling or putting up for sale, Goods, Wares, Merchandize or effects by public auction, shall, before it be lawful for him or them to exercise any such calling as aforesaid within the said United Counties, obtain from the Clerks of the several Municipalities of the United Counties, who are hereby authorised to issue the same, a License in the same manner as Hawkers and Pedlars, mentioned in the first section of this By-law, and for which License there shall be paid by such person to the Clerks the sum of Ten Dollars: Provided always, that whenever a person, being a resident of said United Counties, and paying Assessment therein, shall desire by himself to sell his own stock, goods or effects, at his residence or place of business, such person shall be exempted from taking out a License for the purpose of such sale. Auctioneers to take out License.

Price of License.
Proviso.

3. And be it enacted,—That the Clerk of the said United Counties be, and he is hereby authorized to procure the necessary Licenses required by the first and second sections of this By-law, and transmit copies of the same, signed by him, to the several Clerks of the Municipalities, and said Clerks shall make a monthly return to the Counties Clerk of the number of Licenses issued by them in their several Municipalities, verified by their several Reeves. And the funds so received, after deducting Fifty Cents, as his fees on each License issued by him, shall be paid over by said Clerks to the Counties Clerk, and shall form part of the General Funds of the Municipal Council of the said United Counties. County Clerk to procure form of Licenses.

Constables
may seize
Hawkers, &c.

Proceedings
thereupon.

When By-law
shall take ef-
fect.

Form of Li-
censes.

Former By-
laws repealed.

4. And be it enacted,—That it shall and may be lawful for any Constable, Peace Officer, or other person to seize and detain any such Hawker, Pedlar, Petty Chapman, or other person as aforesaid, who shall be found trading or exercising such calling without a License, contrary to this By-law, or who, being so found, shall refuse or neglect to produce a License according to this By-law, after being required so to do, in order to his being taken, and they are hereby required to take every such person so seized and detained, before any one or more Justices of the Peace, having jurisdiction in the locality where such offence shall be committed, and said Justice or Justices are required and authorised, either upon the confession of the party offending, or upon due proof of such offence by the oath or affirmation of any competent witness, other than the prosecutor or informer, to award a penalty on such offender, if he travels as a foot Pedlar, the sum of Four Dollars and costs; if he travel with one horse or other beast bearing or drawing burthen, the sum of Twelve Dollars and costs; if he travel with two horses or other beasts, bearing or drawing burthen, the sum of Twenty Dollars and costs; if travelling with a boat, vessel or other craft, the sum of Twenty Dollars and costs; and for exercising the calling of Auctioneer without License, except as hereinbefore provided, the sum of Ten Dollars and costs; and, in default of payment of the same, forthwith to cause the same to be levied by distress and sale of the goods and chattels of such offender, by warrant under the hand and seal of such Justice or Justices, or one of them, before whom such conviction shall be had; which penalty shall be applied in the manner provided by the 207th section of the Municipal Act.

5. And be it enacted,—That this By-law shall come into force, and take effect upon, from and after the Fifteenth day of February, One Thousand Eight Hundred and Fifty-nine, and not before.

6. And the Licenses to be issued by the Clerk of the said United Counties to the Clerks of the several Municipalities shall be in the forms annexed to this By-law marked respectively Schedules A. and B.

7. And be it enacted,—That all previous By-laws passed by the Council of the said Municipality of Peterborough and Victoria, relating to Hawkens, Pedlars and Auctioneers, be and the same are hereby repealed.—*By-law Number 144, 1859.*

SCHEDULE A.

United Counties of } This is to certify that A. B. of
Peterborough & Victoria, } the of has
To wit: } paid me the sum of \$
in accordance with the provisions of By-law Number Twelve,
of the Consolidated By-laws of the Municipal Council of said
c* United

United Counties, for a License to travel with _____ in these United Counties, for the purpose of trading and peddling, until the first day of January next, and no longer, and this License whereof, is marked and described Number _____ lettered A.

In Witness Whereof, I have hereunto set my hand and affixed the Corporate Seal of the said United Counties, this day of _____ 186

C. D.

Countersigned by

Counties Clerk.

E. F.

Clerk of the Municipality of

SCHEDULE B.

United Counties of _____ } This is to certify that A. B. of the
Peterborough and Victoria, } of _____ has paid
To wit: _____ } me the sum of Ten Dollars, in accordance with the provisions of By-law Number Twelve, of the Consolidated By-laws of the Municipal Council of the United Counties of Peterborough and Victoria, for an AUCTIONEER'S LICENSE, in these United Counties, to remain and be in force until the First day of January next, and no longer, and this License whereof is marked and number _____ lettered B.

In Witness Whereof, I have hereunto set my hand and affixed the Corporate Seal of the said United Counties, this day of _____ 186

C. D.

Countersigned by

Counties Clerk.

E. F.

Clerk of the Municipality of

BY-LAW No. XIII.

A By-law for the Preservation of Public Morals.

BE IT ENACTED by the Municipal Council of the United Counties of Peterborough and Victoria,—

1. THAT from and after the passing of this By-law, it will be unlawful in these United Counties for any person to sell or expose for sale, or to purchase Wares, Merchandize, Goods, Chattels, or Personal Property, or any Real Estate on Sunday. Selling, &c., on Sunday forbidden.

2. It will be unlawful for any person to do any worldly labor business on Sunday, works of necessity, charity, conveying Labour on Sunday forbidden.
c* travellers

travellers and the mails, and selling drugs and medicines, excepted.

Profane language.

3. It will be unlawful for any person to use improper or profane language in any tavern, inn, grocery, or house of public entertainment, or on any street or public place, or any other place.

Sunday amusements.

4. It will be unlawful for any person to play at marbles, cricket, ball, skittles, rackets, or any noisy game, or to gamble with dice or otherwise, in any public place, on Sunday.

Racing on Sunday.

5. It will be unlawful for any person to run races on foot or on horseback, or in carriages, or in vehicles, on Sunday.

Dancing, &c., on Sunday.

6. It will be unlawful for any person to dance or play profane music in any public place, on Sunday.

Sporting on Sunday.

7. It will be unlawful for any person to go out fishing, hunting, or shooting, or in quest of, or to take, kill, or destroy any deer, or other game, or any wild animal, or any wild fowl, or bird, or fish, or use any dog, or use or carry any gun, or rifle, or other engine, or any fishing rod, nets or trap, for above mentioned purposes, on Sunday, excepting in defence of his, or her life or property from any wolf, ravenous beasts, or birds of prey.

Selling liquor to apprentices &c.

8. That it will be unlawful on any day, to sell or give "intoxicating drinks" of any sort to any apprentice, idiot, insane person, or child, without the consent of the master, legal protector, physician, or parent of such person, or child.

Posting indecent writings.

9. That it will be unlawful on any day for any person to post or circulate any indecent placards, writings, or pictures, or write any indecent words, or to make any indecent pictures, or drawings on any walls, or fences, or any other place whatsoever, or to circulate the same.

Profanity, &c.

10. That it will be unlawful on any day for any person to utter any profane oath, or any obscene, indecent, blasphemous, or grossly insulting language, in any of the streets or public places, or highways.

Drunkenness.

11. That it will be unlawful on any day for any person to be drunk, or guilty of any drunkenness, or disorderly conduct in any of the public streets, highways or public places.

Exposure of person.

12. That it will be unlawful on any day for any person indecently to expose his or her person, or to be guilty of any indecent,

indecent, immoral or scandalous behavior, in any street, highway or public place.

13. That it will be unlawful on any day for any person to bathe, or indecently to expose his or her person, by washing in any waters lying or running near any public highway, or dwelling house, between the hours of six o'clock, morning, and eight o'clock, evening, unless provided and clothed in a proper bathing dress, sufficient to prevent any indecent exposure. Bathing at certain hours.

14. That it will be unlawful on any day for the owner or person in charge of any stud horse, to allow or permit the trying or covering of any mare, or mares, in any offensively exposed place. Stud-horses.

15. That it will be unlawful on any day for any person to disturb or annoy meetings held for divine worship, or for the improvement or social and intellectual entertainment of the inhabitants, by making a noise in or near said meetings, or in any other way disturbing the same. Annoying Meetings.

16. That it will be unlawful on any day for a house designated as a "tippling house" to be permitted to exist and to be within the Counties. Tippling Houses.

17. That it will be unlawful on any day for any person or persons to keep, support or maintain, any place or house of "ill fame" nor shall such house be permitted to exist within these Counties. Houses of ill-fame.

18. That it will be unlawful on any day for any gambling place or house to be within these Counties. Gambling Houses.

19. That it shall be lawful for any Constable of these Counties to seize and destroy all firo banks, rouge et noir, roulette tables, and other devices for gambling, found within such place or house. Constables may seize Faro Banks.

20. And be it enacted,—That for any contravention of this By-law, or any clause thereof, or any person or persons guilty of violation of any of the provisions thereof, shall on conviction, on the oath of one credible witness, before one or more Justices of the Peace, for these United Counties, be liable to a fine of not more than Fifty Dollars, payable to County Treasurer with costs, to be collected by distress and sale of the goods and chattels of the offender or offenders, and if they have no goods and chattels to levy upon, then the offender or offenders shall be committed to gaol for a period of twenty days with or without hard labour. Penalty for contravention of By-law.

BY-LAW

BY-LAW No. XIV.

A By-law to authorise the Warden to subscribe for Stock in the proposed Road from Peterborough to the Boundary Line between Cavan and Monaghan, and to direct the payment of the same.

Company formed to construct Gravel Road in North Monaghan.

WHEREAS certain person have petitioned this Council and have determined to form a Road Company for the purpose of making a Plank or Gravel Road from the Town of Peterborough to the Boundary Line between the Townships of Cavan and Monaghan, along the present travelled road, according to the provisions of an Act of the Provincial Parliament passed in the 12th year of the Reign of Her present Majesty, cap. 84, and intituled "An Act to authorise the formation of Joint Stock Companies for the construction of Roads and other Works in Upper Canada." And whereas it is permitted to the County Councils for any County, to take stock in any such Company, if it shall appear that the proposed Road is for the interest of the inhabitants of the said County.

Be it therefore enacted by the authority of the Municipal Council for the County of Peterborough, and it is hereby enacted,

Warden authorized to subscribe £300

1. THAT the Warden of the said County be, and he is hereby authorised to subscribe, in the name of the said Municipal Council, for the sum of Three Hundred Pounds of the Stock of the said proposed Company.

Warden to give orders on Treasurer.

2. And be it enacted,—That so soon as the said Company shall be legally formed, and become incorporated according to the provisions of the before mentioned Act, the Warden shall give an order on the Treasurer of the County for such instalments, on the said subscribed stock as may be required, and shall be called upon from time to time by the Directors of the said proposed Company, and the Treasurer is hereby authorised and required to pay such orders out of any moneys he may then have in his hands, not otherwise specially appropriated.

Warden to act as a stockholder.

3. And be it enacted,—That the Warden shall act for and in behalf of the said Municipal Council, in all matters relative to such stock, as aforesaid, and the exercise of the rights of the said Municipal Council, as a Stockholder, and shall vote and act as if he the said Warden was a Stockholder to the amount of the said subscribed Stock; subject, however, to any such rules and orders in relation thereto, as may be made by the said Municipal Council, by their By-laws or otherwise.—*U. C. P. & V. By-law No. 21, August 1850.*

BY-LAW

BY-LAW No. XV.

A By-law to subscribe for additional Stock in the Peterborough and Monaghan Road Company.

WHEREAS the amount fixed upon as the Capital Stock of the Peterborough and Monaghan Road Company, has been found inadequate to the completion of said Road; and it has been found necessary to increase the Capital Stock of the said Road; and whereas the said Company have been unable hitherto to obtain subscribers for the additional Stock, and it is necessary to ensure the completion of the said Road, to prevent the forfeiture of the charter of the said Company, and the consequent loss of the amount already subscribed by this Council.

Capital stock found insufficient.

Be it therefore enacted, by the authority of the Municipal Council of the County of Peterborough, and it is hereby enacted by the authority of the same,—

1. That the Warden is hereby authorised to subscribe in the name of the said Council, for the further sum of Two Hundred Pounds of the Stock of the said Company, on condition that no instalment upon the said last subscribed stock shall be called for until it shall be made to appear to the Warden that the whole of the remainder of the additional Stock required to complete the said Road, computed to amount to Four Hundred Pounds, shall have been subscribed.

Additional £200 subscribed.

2. And be it enacted,—That so soon as the Warden shall be satisfied that the whole of the said additional stock has been subscribed, it shall be lawful for the Warden to grant his orders on the County Treasurer, for such calls on the said additional Stock as the Directors of the said Company may, from time to time make; Provided the first of such calls shall not be payable before First May, One Thousand Eight Hundred and Fifty-two, and the said Treasurer is hereby authorised and required to pay such orders out of any County funds remaining in his hands unappropriated.

Warden may grant orders on Treasurer.

3. And be it enacted,—That the Warden shall act for and on behalf of this Council, on all matters relating to the said additional Stock, in the same manner and under the same authority as is conferred upon him by any By-law or By-laws of this Council, relating to the Stock heretofore subscribed by this Council, in the said Company.—*U. C. P. & V. By-law Number 45, October, 1851.*

Authority of Warden continued.

BY-LAW

BY-LAW No. XVI.

A By-law to assign two School Lots in the Town of Peterborough, to the Board of Common School Trustees.*

WHEREAS the Common School Act confers upon the Board of Trustees of Common Schools of any incorporated Town, the right to hold and manage all School Property in such Towns.

Be it therefore enacted, by the Municipal Council of the County of Peterborough, and it is hereby enacted by the authority of the same,

Lots 5, South London and West George, and 10 North King and West George Streets transferred to Common School Trustees.

1. THAT the Warden be, and he is hereby authorised and empowered to execute a transfer deed in trust for Common School purposes, to the Board of Trustees of Common Schools for the said Town of Peterborough, of Lot Number Five on the South side of London Street, West of George Street, and Lot Number Ten on the North side of King Street, West of George Street, both in the said Town of Peterborough, and to attach thereto the corporate seal of the County, and to do all other lawful and needful things to assure to the said parties, respectively, the control and ownership of the said Several Lots, for the purposes for which they were originally granted to the said late District Council of the Colborne District.—*U. C. P. & V. By-law No. 47, October 1851.*

BY-LAW No. XVII.

A By-law to authorise the Warden of the United Counties of Peterborough and Victoria, to issue Debentures for and to raise by way of Loan, the sum of Six Thousand Pounds, for the purposes therein mentioned.†

£6,000 required for Roads and Bridges.

WHEREAS it is desirable to raise by Loan on the credit of this Municipality, the sum of six Thousand Pounds, for

*This By-law, No. 47, also transferred to the Town Council of Peterborough, the General Protestant Burial Ground in said Town; but this part of the By-law was repealed by By-law No. 26, passed in January, 1856, the repealing By-law having this proviso:—"Provided nevertheless, that it is not the intention of this By-law in any way to interfere with the control heretofore exercised by the said Town Council in regulating or preventing any further interment in the said Burial Ground, or to prevent the said Town Council to maintain the fence and ornament the said Ground, in any manner they may deem advisable, and not at variance with its character as a Burial Ground."

†This By-law was confirmed by a special act, 27 Victoria cap. 78, in consequence of an informality in its passage, the full period of three months not having elapsed between its introduction and final reading.

constructing

constructing and repairing the Roads and Bridges in the said United Counties,

And whereas it will require the sum of Seven Thousand Nine Hundred and Eighty Pounds to be raised by a Special Rate for the payment of such loan and interest for the space of ten years, to be computed from the Fifth day of October now next ensuing, until the Fifth day of October, A. D., One Thousand Eight Hundred and Sixty-eight, exclusive of the first and last days, by annual amounts as follows, that is to say : For the first year, Nine Hundred and Sixty Pounds ; for the second year, Nine Hundred and Twenty-four Pounds ; for the third year Eight Hundred and Eighty-eight Pounds ; for the fourth year, Eight Hundred and Fifty-two Pounds ; for the fifth year, Eight Hundred and Sixteen Pounds ; for the sixth year, Seven Hundred and Eighty Pounds ; for the seventh year, Seven Hundred and Forty-four Pounds ; for the eighth year, Seven Hundred and Eight Pounds ; for the ninth year, Six Hundred and Seventy-two Pounds ; and for the tenth year, the sum of Six Hundred and Thirty-six Pounds—according to the one hundredth and seventy-seventh clause of the Upper Canada Municipal Corporation Act of One Thousand Eight Hundred and Forty-nine.

Amount re-
quired to pay
loan.

And whereas the value of the whole ratable property of the said United Counties of Peterborough and Victoria, according to the Assessment Returns of the last financial year, amounts to the sum of One Million Five Hundred and Seventy-eight Thousand Six Hundred and Ten Pounds.

Value of Rata-
ble Property.

And whereas it is necessary for the payment of the interest aforesaid, and for the creation of a sinking fund for the payment of the principal of such loan, to raise Ten Annual Special Rates in the pound upon the total value of the whole ratable property as hereafter described, that is to say,

Special rates
fixed.

For the year 1859 $\frac{52}{667}$ of a penny in the pound.

"	"	1860	$\frac{52}{667}$	"	"
"	"	1861	$\frac{52}{667}$	"	"
"	"	1862	$\frac{52}{667}$	"	"
"	"	1863	$\frac{52}{667}$	"	"
"	"	1864	$\frac{52}{667}$	"	"
"	"	1865	$\frac{52}{667}$	"	"
"	"	1866	$\frac{52}{667}$	"	"
"	"	1867	$\frac{52}{667}$	"	"
"	"	1868	$\frac{52}{667}$	"	"

Be

Be it therefore enacted by the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,

Warden may
effect Loan.

1. THAT it shall and may be lawful for the Warden of the said United Counties, to raise by way of Loan and at a rate of interest not exceeding Six per cent. per annum, from any person or persons, body corporate or politic, who may be willing to advance the same upon the credit of the Debentures hereafter mentioned, a sum of money not exceeding in the whole the sum of Six Thousand Pounds, and cause the same to be paid into the hands of the Treasurer of the said United Counties.

May issue De-
bentures for
that purpose.

2. And be it enacted, that it shall and may be lawful for the Warden aforesaid, to issue any number of Debentures for such sum or sums of money not exceeding in the whole the sum of Six Thousand Pounds, to as many person or persons, body, corporate or politic, as shall agree to advance on the credit of the said United Counties: such Debentures to be under the Common Seal of the said United Counties, signed by the Warden and countersigned by the Treasurer thereof, and made out in such manner and form, and payable at such periods not exceeding ten years from and after the day when this By-law shall come into operation as said Warden shall see fit.

Interest pay-
able half-
yearly.

3. And be it enacted, that the interest on such Debentures, shall be payable half-yearly, at the office of the Treasurer aforesaid, and the sum of Six Hundred Pounds being the Tenth part of the said sum of Six Thousand Pounds, shall also be made payable yearly at the office of the said Treasurer.

Special rates
to be levied
over and above
ordinary rates.

4. And be it enacted that the special rates enumerated and above defined, shall be raised, levied and collected, over and above all other rates for the years above mentioned, upon all the ratable property according to law as above specified and defined, in the said United Counties of Peterborough and Victoria, for the purpose of paying the said sum of Six Thousand Pounds with interest thereon, and the proceeds of such special rate, so to be raised, levied and collected, shall be applied solely to the payment and satisfaction of such Debentures and the interest thereof, until the same are fully paid and satisfied.

Appropriation

5. And be it enacted, that the said sum of Six Thousand Pounds, when so loaned by the issuing of said Debentures, and paid by the said Warden into the hands of the said Treasurer, shall be appropriated as above mentioned.

By-law to take
effect on 5th
October.

6. And be it enacted, that this By-law shall take effect and come into operation on the Fifth day of October, in the year of our Lord One Thousand Eight Hundred and Fifty-eight.—*U. C. P. & V. Bylaw No. 137, October, 1858.*

BY-LAW

BY-LAW No. XVIII.

A By-law confirming certain By-laws of local Municipalities therein named, for the disposal of Original Allowances for Roads.

WHEREAS by the Consolidated Statutes of Upper Canada, chapter 54, the Municipality of each of the Townships of Upper Canada is authorised to stop up Original Allowances for Roads, and to sell and dispose of the same in certain cases therein mentioned.

And whereas the Municipal Council of the United Townships of Verulam and Sommerville, did on the Twenty-ninth day of May, A. D. One Thousand Eight Hundred and Fifty-eight, pass a By-law, to stop up the Original Allowance for Road between Lots Numbers Five and Six in the First Concession of the Township of Verulam, and to authorise the conveyance of the same to John Bell, in compensation for the site or ground for a Road established in lieu of such Original Allowance along the south side of said Lot number five.

By-law of Verulam and Sommerville, to dispose of Allowance for Road between Lots five and six in the first concession of Verulam, and vest same in John Bell, confirmed.

And whereas by the said recited Consolidated Statutes of Upper Canada, chapter 54, it is provided that such By-law or By-laws of a Township Council before they have any force, shall be confirmed by a By-law of the County Council, of the County within which such Township is situate.

Be it therefore enacted by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,—

1. THAT a By-law of the United Townships of Verulam and Sommerville, numbered XLIII, passed the Twenty-ninth day of May, One Thousand Eight Hundred and Fifty-eight, and intituled a "By-law to close up the Allowance for Roads between lots five and six in the first concession of Verulam, and to vest the same in John Bell," be and the same is hereby confirmed, and such By-law shall have force and take effect immediately from and after the passing of this By-law.—*U. C. P. & V. By-law No. 133, July, 1858.*

2. And whereas, the Municipal Council of the United Townships of Fenelon and Bexley did, on the Sixth day of December, A. D. One Thousand Eight Hundred and Fifty-eight, pass a By-law to make appropriations of Original Allowances for Road, as hereinafter mentioned and described, namely:—

By-law of Fenelon and Bexley to dispose of certain Allowances for Road, and vest in parties named, confirmed.

3. That the Original Allowance for Road, between the west halves of Lots fifteen and sixteen, in the eighth concession of Fenelon,

Wm. Powles. Fenelon, be vested in the owner of the west half of Lot fifteen, namely, William Powles.

Henry Bowerman and Walter Young. 4. And that the Original Allowance for Road between the west halves of Lots five and six, in the first concession of Fenelon, be vested in the owners of west half of Lot five, namely, Henry Bowerman and Walter Young.

William Brokenshire. 5. And the Original Allowance for Road, eighth concession line of Fenelon, as much as joins to the east half of Lot twenty-four, until it intersects a Road surveyed in lieu thereof, shall be vested in the owner of said east half, Lot twenty-four, in the seventh concession, namely, William Brokenshire.

Isaac G. Moynes. 6. And that two rods wide of the Original Allowance for Road between Lots twenty and twenty-one, in the fifth concession of Fenelon, thirty-two chains in length from the concession line, be vested in the owner of east half, lot twenty-one, namely, John Chambers; and that the balance of the said Road Allowance be vested in the owner of north half of Lot twenty, namely, Isaac G. Moynes.

7. The aforesaid Allowances being no longer required, shall belong to the above mentioned owners (in lieu of more recent surveyed Roads), and shall hereafter become parts of said Lots.

Be it therefore enacted by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,—

By-law confirmed. 8. That a By-law of the United Townships of Fenelon and Bexley, passed the Sixth day of December, One Thousand Eight Hundred and Fifty-eight, and intituled, "A By-law for Disposing of Original Road Allowances in the Township of Fenelon," be and the same is hereby confirmed; and such By-law shall have force and take effect immediately from and after the passing of this By-law.—*U. C. P. & V. By-law No. 140, December, 1858.*

By-law of the Township of Douro to dispose of Allowance for Road, and vest same in John Carnegie, confirmed. And whereas, the Municipal Council of the Township of Douro, did on the first day of October, One Thousand Eight Hundred and Sixty, pass a By-law, to make appropriations of an Original Road Allowance as hereinafter mentioned and described, namely:

9. That the Original Allowance for Road between the tenth and eleventh Lots, in the ninth concession of Douro, be vested in the owner of the said lots, namely, John Carnegie, Junior.—The aforesaid allowance being no longer required, shall belong to the above mentioned owner, and shall hereafter become part of said lots.

Be

Be it therefore enacted, by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,—

10. That a By-law of the Township of Douro, passed the First day of October, One Thousand Eight Hundred and Sixty, and intituled a "By-law for disposing of an Original Road Allowance in the said Township of Douro," be and the same is hereby confirmed, and such By-law shall have force and take effect immediately from and after the passing of this By-law. *U. C. P. & V. By-law No. 181, June, 1861.*

And whereas, the Municipal Council of the Township of Otonabee, did on the Fifteenth day of July, One Thousand Eight Hundred and Sixty, pass a By-law to stop up all that portion of the Allowance for Road, on the line between the fourth and fifth concessions, opposite lot number twenty-five, except one chain and twenty-two links on the south end of said road, is hereby vested in the owner of the land adjoining the same, namely:—William Armstrong, reserving the right of any person on behalf of the Corporation of Otonabee, to enter upon said described Road Allowance, for the purpose of removing clay, stone, gravel, or other material therefrom, for the purpose of improving the roads of the Township. And also that the said Municipal Corporation of Otonabee, did on the fifteenth day of July, One Thousand Eight Hundred and Sixty, pass a By-law to stop up the Original Allowance for Road between the fourth and fifth concessions of Otonabee, opposite lot number twenty-six, and that the same is hereby vested in the owner of the land adjoining the same, namely: Thomas Fife, provided that the said Thomas Fife do well and truly pay to the Treasurer of the Corporation of Otonabee, the sum of Thirty Dollars for the same.

By-law of the Township of Otonabee to dispose of Road Allowance, and vest same in Thos. Fife, confirmed.

Be it therefore enacted, by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,—

11. That a By-law of the Municipal Council of the Township of Otonabee, No. CCIV, passed the fifteenth day of July, One Thousand Eight Hundred and Sixty, and intituled, a "By-law for disposing of Original Allowances for Roads in the Township of Otonabee," be, and the same is hereby confirmed, and that such By-law shall have force and take effect immediately from and after the passing of this By-law.—*U. C. P. & V. By-law No. 182, June, 1862.*

By-law confirmed.

And whereas the Municipal Council of the Township of Dummer, did on the twentieth day of December, One Thousand Eight Hundred and Sixty-one, pass a By-law to make appropriations of an Original Road Allowance as hereinafter mentioned and described, namely:

By-law Township Dummer.

Road vested in
James Finlay.

12. "That the Original Allowance for Road between the east halves of Lots fourteen and fifteen in the fourth concession of the Township of Dummer, be vested in the owner of the land adjoining the same, namely: James Finlay, his heirs and assigns for ever, provided the said James Finlay shall well and truly pay to the Treasurer of the Municipality of Dummer and Burleigh, the sum of Ten Dollars for the same," the said Allowance being no longer required, shall belong to the above mentioned James Finlay, and shall hereafter become part of his land.

Be it therefore enacted, by the Municipal Council of the United Counties of Peterborough and Victoria,—

By-law con-
firmed.

13. That a By-law of the Townships of Dummer and Burleigh, passed the Twentieth day of December, One Thousand Eight Hundred and Sixty-one, and intituled "a By-law for disposing of an Original Road Allowance in the Township of Dummer," be, and the same is hereby confirmed; and such By-law shall have force and effect immediately from and after the passing of this By-law.—*U. C. P. & V. By-law No. 205, June, 1862.*

BY-LAW No. XIX.

A By-law to vest in George Barker Hall, of Peterborough, Esquire, certain portions of Murray Street, McDonell Street, and of the unnamed Street east of Water Street, in the Town of Peterborough, in exchange for Land in the said Town of Peterborough, to be given by the said George Barker Hall, for the purpose of being opened and used as streets in lieu thereof.

Passed by District Council, October 8, 1847.

Certain Roads
declared to be
useless.

WHEREAS part of the said unnamed Street lying east of Water Street and running from Murray Street to McDonell Street, and all that part of Murray Street lying east of the said unnamed Street, and all that part of McDonell Street east of Waterford Street, are from the nature and situation thereof impracticable and useless to this District and the inhabitants thereof for Roads,

Proposal of
George Barker
Hall to
Exchange.

And whereas the said George Barker Hall in consideration of the District Council of this District giving, granting, and surrendering to him such parts of the said Streets as aforesaid, hath agreed to give and grant unto the said District Council certain
other

other Roads in the immediate neighbourhood thereof, in lieu of, and in exchange for, the said parts of the said Roads or Streets to be by this By-law given, granted and surrendered to the said George Barker Hall, as aforesaid.

Be it therefore enacted by the Municipal Council of the Colborne District, and it is hereby enacted by the authority of the same,—

1. THAT from and immediately after the passing of this By-law, all and singular such parts of the said unnamed Street lying east of Water Street as aforesaid, and also all such parts of Murray Street and McDonell Street as are hereinbefore mentioned and described, shall be, and the same are hereby given, granted and surrendered to, and absolutely vested in, the said George Barker Hall, his heirs and assigns for ever, and the same and every part thereof, shall and may be from henceforth held, occupied, possessed and enjoyed by the said George Barker Hall, his heirs and assigns, in as free, ample, and beneficial a manner as the said Municipal Council has power or authority to give, grant, or surrender the same.—*D. C. By-law No. 21, 1847.*

Exchange of Roads.

BY-LAW No. XX.

A By-law to grant Temporary Occupation of a Road in Dummer to James McDonald.

Passed by District Council, October 11, 1848.

WHEREAS some years since James McDonald, of the Township of Dummer, in the District of Colborne, erected a Saw Mill upon the concession line between the fourth and fifth concessions of the Township of Dummer, believing at the time that the place where he so erected the said Mill was within the boundary of his own Lot, and the creek upon which the said Mill is situate runs along the said concession line, thereby rendering the Road entirely useless for any purpose of travelling thereon.

Erection of Mill by John McDonald. recited.

And whereas this Council at a former session, established a Road in lieu of the said concession line, and have paid the compensation therefor.

Another Road established.

And whereas the above named James McDonald, is desirous of obtaining permission to occupy that part of the said concession line necessary for his Milling purposes, and not travelled on by the public, and it has seemed advisable to grant him such privilege.

Occupation of Concession line asked for by James McDonald.

Therefore be it enacted by the authority of the Municipal Council of the Colborne District,—

Temporary
occupation
granted.

1. THAT permission be, and it is hereby given to James McDonald, of the Township of Dummer, to use and occupy for Milling and other purposes, the concession line between the fourth and fifth concessions of the Township of Dummer, from the line dividing lots numbers two and three northerly, to the Bridge over the River Ouse upon the said concession line, and opposite the said Lot, to be occupied by him, his heirs and assigns, until this Council shall see fit to resume possession of the same.

And be it further enacted by the authority aforesaid,—

Inconsistent
By-laws and
Resolutions
repealed.

2. That any By-law, Order or Resolution of this Council contrary to the Provisions of this By-law, shall be, and the same is hereby repealed, so far as relates to the provisions of this By-law and no further.—*D. C. By-law No. 31, 1848.*

BY-LAW No. XXI.

A By-law to authorise the Warden to execute a conveyance of a Lot of Land in the Township of Eldon to William Proudfoot.

Passed January 10, 1852.

WHEREAS Twenty-five acres of the south part of Lot number Thirteen, north of the Portage Road in the Township of Eldon, in the County of Peterborough, was conveyed to the Municipal Council of the County of Peterborough, the same having been sold for arrears of Taxes, and it having been shewn to the satisfaction of the said Council, that the original owner thereof has paid the said arrears of Taxes, and also Twenty per cent. as redemption money, and whereas, it is just the said Lot should be conveyed to the assignee of the owner on his written request.

Be it therefore enacted, by the Municipal Council of the County of Peterborough, and it is hereby enacted by the authority of the same,—

Twenty-five
acres of South
part of Lot
No. 13 North
of Portage
Road to Eldon
conveyed to
Wm. Proud-
foot.

1. THAT the Warden be, and he is hereby authorized and empowered to execute, in favor of, and deliver to, William Proudfoot, of the City of Toronto, in the Province of Canada, Esquire, and his heirs and assigns, a quit claim deed of twenty-five acres of the south part of Lot number Thirteen, North of Portage

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Portage Road in the Township of Eldon, in the County of Peterborough, according to the provisions and conditions of the first section of By-law number Four of this Council.

2. And be it enacted,—That the words “County of Peterborough,” wherever they occur in this By-law, shall be taken to mean the United Counties of Peterborough and Victoria.—*U. C. P. & V. By-law No. 49, 1852.*

Interpretation clause.

BY-LAW No. XXII.

A By-law to authorise the Warden to re-convey to the Original Owners, on certain conditions, Lands purchased for the County of Peterborough, at Public Sales for Taxes.

Passed May 5th, 1852.

WHEREAS it was the intention of the late Municipal Council of the Colborne District, in authorising the purchase of lands sold for Taxes for and on account of the District, that facilities should be thereby afforded for the restoring of such Lands to the Original Owners thereof; and whereas it is expedient to provide more convenient and expeditious means than now exist to re-convey such Lands to the Original Owners thereof.

Be it therefore enacted by the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,—

1. THAT the Warden be, and he is hereby authorised and empowered on receiving satisfactory assurance from the County Treasurer, that the original *bona fide* owner of any lot or parcel of land purchased for or on account of the County at any public sale for Taxes, has paid, or caused to be paid, to the said Treasurer all arrears of Taxes due upon such lot or parcel of land, together with the purchase money, costs of sale, conveyance, registry, and all other expenses necessarily incurred, and interest thereon, to execute and deliver a quit claim deed of any such lot or parcel of land, re-conveying the same to such Original Owner thereof or his or her legal representative, and to affix thereto the corporate seal of the said United Counties of Peterborough and Victoria.—*U. C. P. & V. By-law No. 55, 1852.*

Warden may reconvey land bought for taxes to original owners on certain conditions.

BY-LAW No. XXIII.

A By-law to appoint certain Councillors and the Treasurer of the United Counties of Peterborough and Victoria, a Committee.

BE IT ENACTED, by the authority of the Municipal Council of the United Counties of Peterborough and Victoria,—

Standing
Committee
established.

1. THAT the Warden and Treasurer, with such other members as may from time to time be named, be, and they are hereby appointed a Committee, and that they be allowed the same wages for time spent in the discharge of their duties as such Committee, as Councillors are while in session.

Duties of Com-
mittee defined.

2. And be it further enacted,—That it shall be the duty of said Committee to carry out such instructions as may from time to time be given by a resolution of this Council, in the repair of Roads and Bridges requiring immediate repair, to make such improvements in the Court House as are necessary, and to act in such other cases of emergency as may require immediate action, and that in all cases the Warden and Treasurer, shall be authorised, and they are hereby authorised to act upon the resolutions of said Committee in accordance with this By-law. —*U. C. P. & V. By-law No. 174, January, 1861.*

BY-LAW No. XXIV.

A By-law to establish Lock-up Houses in the United Counties of Peterborough and Victoria.

Passed 23rd June, 1855.

Lock up
Houses neces-
sary.

WHEREAS it is desirable to establish Lock-up Houses in the Town of Lindsay, in the Township of Ops, and in the Village of Omemee, in the Township of Emily, and in the Village of Norwood, in the Township of Asphodel,

Be it therefore enacted by the Municipal Council of the United Counties of Peterborough and Victoria, and it is hereby enacted by the authority of the same,—

Where estab-
lished.

1. THAT a Lock-up House be established in each of the following places, that is to say :—In the said Town of Lindsay, in the Township of Ops; in the Village of Omemee, in the said Township of Emily; and in the Village of Norwood, in the said Township of Asphodel: Providing the Municipalities interested construct and keep in repair the said buildings at their expense. —*U. C. P. & V. By-law No. 95, 1855.*

BY-LAW

BY-LAW No. XXV.

A By-law to provide for the Separation of certain Townships therein named, from the Municipalities to which they have been attached, and for other purposes.

WHEREAS by the twenty-eighth section of the Consolidated Statutes of Upper Canada, chapter 54, it is provided, that when a Township of an incorporated union of Townships, has one hundred resident householders and freeholders on the last revised Assessment Roll, such Township shall become separated.

1. Be it therefore enacted,—That the Township of Sommerville shall be separated from the Municipality of Verulam and Sommerville, and that such separation shall take effect from and after the first day of January next, according to law.

Sommerville separated from Verulam.

2. And be it enacted,—That the first election of Councillors for the Township of Sommerville shall be held at Fell's School House, and that John Fell shall be Returning Officer for holding the said Election.—*U. C. P. & V. By-law No. 200, June, 1862.*

First Election

3. Be it therefore enacted,—That the Township of Snowden shall be separated from the Municipality of Snowden, Minden and Stanhope, and that such separation shall take effect from and after the first day of January next, according to law.

Snowden separated from Minden and Stanhope.

4. And be it enacted,—That the first election of Councillors for the Township of Snowden shall be held at the School House in School Section Number Five, in said Township, and that Francis Peck shall be Returning Officer for holding said election.—*U. C. P. & V. By-law No. 207, June, 1862.*

First Election.

And whereas, by By-law number One Hundred and Sixty-one, the Township of Bexley was united for Municipal purposes with the Township of Laxton, and whereas the inhabitants of said Township of Bexley are separated from the Townships of Laxton and Digby by natural obstructions, but have not a sufficient number of resident householders and freeholders to form a municipality by themselves, and are desirous to attach themselves to the Township of Sommerville for Municipal purposes,

Union of Bexley and Laxton recited.

5. Be it therefore enacted,—That so much of By-law Number One Hundred and Sixty-one as relates to the attachment of Bexley to the Township of Laxton, and so much of any other By-law as would interfere with the working hereof, be, and the same are hereby repealed.

Bexley separated from Laxton.

Attached to
Sommerville.

6. And be it enacted,—That the said Township of Bexley shall be attached to the Township of Sommerville for municipal purposes, and be called the United Townships of Sommerville and Bexley.—*U. C. P. & V. By-law No. 201, June 1862.*

BY-LAW No. XXVI.

A By-law to Consolidate certain By-laws of the District Council of the late Colborne District.

WHEREAS by Resolution passed on the First day of February, in the year of Our Lord One Thousand Eight Hundred and Sixty-two, by the Municipal Council of the United Counties of Peterborough and Victoria, it was declared expedient to Consolidate the By-laws of the said United Counties; and whereas it is proper to include in such Consolidation all By-laws passed by the late District Council of the District of Colborne which are still in force and are binding upon the said United Counties of Peterborough and Victoria.

Therefore be it enacted that the following are, and are hereby declared to be the By-laws in force relative to the opening up of certain roads in the said United Counties, that is to say :

Thomas J.
Denshy, sur-
veyor.
Town of Pe-
terborough,
between Hun-
ter and Brock
Streets, east
of Church lot.

1. THAT a Public Highway or Road be established on lot number five, in the block north of Hunter Street and east of Hunter Street, between Hunter Street and Brook Street, and east of Water Street, the said Road lying and being as follows, that is to say : Commencing at the north east corner of the Church lot, being number four south of Brook Street, then running south to Hunter Street, five chains and eighty links, then east sixty-six feet, then north to Brook Street, then west along Brook Street sixty-six feet to the place of beginning, and that from henceforth the said Road shall be a Public Highway.—*D. C. By-law, No. 8, 1842.*

F. L. S. John
Reid.
From N. E.
angle of Lot
26, 1st con-
cession, to
the Fenelon
Falls Road.

2. That a Public Highway or Road as above mentioned be established running according to, and following the hereinafter mentioned course, that is to say : Commencing at the north-east angle of the twenty-sixth lot in the first concession of Verulam, then south thirty degrees west two chains and nine-eight links, then south of fifty degrees west twenty-one chains and ninety-four links, then south eighteen degrees west thirty-seven chains and ninety-four links, then south forty-five degrees west thirty-three chains and twenty-two links, then south seventy-six degrees west thirty-four chains and ninety-five links, to the Road from Bobcaygeon to Fenelon Falls, the said Road to be forty-feet wide, the marked and posted line to be the centre of the same.—*D. C. By-law 19, 1842.*

3. That a Public Highway or Road be established in the third concession of the Township of Emily according to and following the hereinafter mentioned courses, that is to say: Commencing in the southerly limit of lot number two in the fourth concession at a point distant three chains twenty-eight links eastwardly from the line dividing the east and west halves of the said lot number two in the fourth concession of Emily aforesaid, then south fifty-four degrees east four chains fifty links to a large pine, then north twenty-nine degrees forty-five minutes east four chains eighty links, to north side of concession line; the described and posted line to be the north side of the Road, and the said Road to be sixty-six feet wide.—*D. C. By-law No. 21, 1842.*

Township of
Emily, across
3rd concession
at Lot No. 2.

4. That a Public Highway or Road be established in the fourth concession of the Township of Emily aforesaid, according to and following the hereinafter mentioned courses, that is to say: Commencing in the southerly limit of lot number two, in the fourth concession of Emily aforesaid, at a point distant four chains twenty-five links from the south-east corner of the said lot, then north sixty-nine degrees thirty minutes west six chains thirty links, then north forty-four degrees west eleven chains twenty-eight links, then north sixty-two degrees forty-five minutes west thirty-nine chains forty-five links, more or less, to the division line of the east and west halves of lot number one, then north sixty-one degrees thirty minutes, west twenty-one chains five links, more or less, to the boundary line of Ops; the described and posted line to be the north-easterly side of the Road, and the Road to be sixty-six feet wide.—*Ibid.*

Across the 4th
concession in
Lots 1 and 2.

5. That a Public Highway or Road be established in the fifth concession of the said Township of Emily according to and following the hereinafter mentioned courses, that is to say: Commencing in the rear of the fifth concession on the division line between lots numbers four and five, then southerly along the said division line to the centre of the said concession, then eastwardly along the centre of the said concession to the allowance for Road between lots numbers six and seven; the said Road to be forty feet wide and the described line to be the centre.—*Ibid.*

Across the 5th
concession in
Lots Nos. four
five and six.

6. That a Public Highway or Road be established in the sixth concession of the said Township of Emily running according to and following the hereinafter mentioned courses, that is to say: Commencing in the easterly limit of lot number six in the sixth concession aforesaid, at a point distant three chains and thirty links from the south-east corner of the said lot, thence north fifty-eight degrees west five chains, then north sixteen degrees thirty minutes west five chains, then north one degree east five chains eighty links, then north thirteen degrees thirty minutes east three chains eighty-five links, more or less, to the allowance

Across the 6th
concession in
Lots Nos. five
and six.

allowance of Road between lots six and seven; the said road to be sixty-six feet wide and the described and marked line to be the centre thereof.—*Ibid.*

Across the
12th concess-
ion in Lots
six and seven.

7. That a Public Highway or Road be established in the twelfth concession of the Township of Emily aforesaid, running according to and following the hereinafter mentioned courses, that is to say: Commencing in the westerly limit of lot number seven in the said twelfth concession at a point distant twenty-two chains from the north-west angle of the said lot, thence south fifty-four degrees east five chains twenty-five links, then south ten degrees west two chains fifty links, then south thirty-one degrees west three chains, more or less, to the allowance for Road between the sixth and seventh lots, the said Road to be sixty-six feet wide; and the described and posted line to be the west side of the Road.—*Ibid.*

From Lots 18
1st con. Veru-
lam, across
lots 18 in the
10th and 11th
con. Fenelon
to Sturgeon
Lake.

John Reid, P.
L. S.

8. That a Public Highway or Road be established running according to and following the courses hereinafter mentioned, that is to say: Commencing on the northern limit of the eighteenth lot in the first concession of the said Township of Verulam, then south seventy-six degrees west eight chains, then north fourteen degrees west three chains and ten links, then north eighty degrees west nine chains and eighty-eight links, then north forty-six degrees forty-five minutes west five chains, then west thirty-six chains to the shore of Sturgeon Lake; the said Road to be sixty-six feet wide; and the marked and posted line to be the centre of the same.—*D. C. By-law No. 23, 1842.*

From allow-
ance of Road
between Lots
15 and 16 in
the bound-
ary line be-
tween Veru-
lam and Fen-
elon, to the
shore of Stur-
geon Lake.
John Reid, P.
L. S.

9. That a Public Highway or Road be established in the Township of Fenelon, running according to and following the hereinafter mentioned course, that is to say: Commencing on the allowance for Road between the fifteenth and sixteenth lots on the Boundary Line between the Townships of Fenelon and Verulam, then along the said allowance south seventy-six degrees west thirteen chains and fifty-three links, then north sixty degrees west eleven chains and thirty-three links, then south seventy-three degrees thirty minutes west twelve chains and fifty links to the shore of Sturgeon Lake; the said Road being sixty-six feet wide and the marked and posted line being the centre of the same.—*D. C. By-law No. 24, 1842.*

From S. W.
angle of the
E & 16 in the
2nd concession
Verulam to
Sturgeon Lake
at Sandy point
John Reid, P.
L. S.

10. That a Public Highway or Road be established in the Township of Verulam, running according to and following the hereinafter mentioned course, that is to say: Commencing at the south-west angle of the east half of lot number sixteen in the second concession of the said Township of Verulam, then south ten degrees west thirty-nine chains and eighty links, then south sixty-eight degrees forty-five minutes east seven chains and sixty-eight links, then south eighteen degrees thirty minutes east twenty-six chains and seventy-five links, then south sixteen degrees

degrees west nineteen chains and fifty links, then south seventeen degrees east forty-one chains to the shore of Sturgeon Lake, being two chains west of Sandy Point; the said Road to be sixty-six feet in width, the marked and posted line to be the centre.—*D. C. By-law No. 25, 1842.*

11. That a public Highway or Road be established in the second concession of the Township of Otonabee, according to and following the hereinafter mentioned courses, that is to say :— Commencing at the north-west angle of lot number seventeen in the said second concession, then following the Boundary between lots number seventeen and eighteen to the centre of the said concession, the said Road to be sixty-six feet wide and the described and marked line to be the centre.—*D. C. By-law No. 26, 1842.*

Across 2nd concession, Otonabee, between Lots 17 and 18.

12. That a Public Highway or Road be established in the ninth concession of the said Township of Otonabee, according to and following the hereinafter mentioned course, that is to say : Commencing in the easterly limit of lot number eighteen in the said ninth concession, at a point distant two chains fifty links from the north east angle of the said lot, then south thirty degrees west seventeen chains and fifty links, then south forty-three degrees thirty minutes west fifteen chains, then south seventy-four degrees five minutes west six chains fifty links, more or less, to the centre of the said concession and boundary between lots seventeen and eighteen to the Road on the west side of the said concession; the said Road to be forty feet in width, and the described and marked line to be the centre.—*Ibid.*

Across 9th concession, Otonabee, between Lots 17 and 18.

13. That a Public Highway or Road be established, running according to and following the hereinafter mentioned course, that is to say : Commencing in the southerly limit of lot number one in the third concession of Verulam, at a point distant ten chains from the south-west angle of the said lot, then north sixteen degrees west six chains, then north fifty-seven degrees thirty minutes west ten chains, then north twenty-five degrees thirty minutes west three chains forty-links, more or less, to the concession line in front of the said third concession; the said Road to be sixty-six feet wide, the described and marked line to be the centre.—*D. C. By-law No. 27, 1842.*

Through part of lot No. 1, in 3rd concession of Verulam.

14. That a certain Order of the Quarter Session of the District of Newcastle establishing a Road through the seventh and other concessions of the Township of Smith, shall be and the same is hereby annulled, so far as it relates to that part of the said Road that passes along the boundary line between lots twelve and thirteen in the said concession, but no further.—*D. C. By-law No. 28, 1842.*

Order of Quarter Sessions annulled.

Road on boundary between lots 12 and 13 in 7th concession Smith, closed.
Substituted Road.

15. That that part of the said Road that passes along the said boundary shall be closed, and the same shall be no longer a Public Highway.—*Ibid.*

16. That in lieu thereof a Public Highway or Road be established in the said seventh concession of Smith aforesaid, running according to and following the hereinafter mentioned course, that is to say: Commencing on the Boundary between lots numbers twelve and thirteen in the said seventh concession, at a point distant eight chains, be the same more or less, from the Road in the rear of the said concession where a certain Road as above mentioned, passed at the Quarter Sessions of the Newcastle District intersects the said Boundary, then north two degrees east nine chains, more or less, to the concession line; the described and marked line being the centre, and the Road to be forty-nine and a-half feet wide.—*Ibid.*

Order of Quarter Sessions N. D. annulled.

17. That a certain Order of the Quarter Sessions of the District of Newcastle establishing a Road through the ninth and other concessions of the Township of Ops, shall be, and the same is hereby repealed so far as it relates to that part of the said Roads that passes through the said ninth concession on lots five and six, but no further.—*D. C. By-law No. 30, 1842.*

Road on 9th concession Ops, through lots 5 and 6, closed.

18. That so much of the said Road as passes through the said lots five and six or either of them, shall be closed and the same shall be no longer a Highway.—*Ibid.*

On Lots 5 and 6 in the 9th concession.

19. That a Public Highway or Road be established in the said ninth concession of the said Township of Ops, running according to and following the hereinafter mentioned course, that is to say: Commencing on the northerly limit of lot number five in the said ninth concession, at a point distant fifty-one chains fifty links from the north-east angle of the said lot, then south fifty-three degrees west two chains, then south forty-four degrees thirty minutes west three chains fifty links, then south fifteen degrees west three chains, then south sixty-four degrees west three chains twenty links, then south forty-two degrees west three chains thirty-three links, then south forty-six degrees west four chains thirty-one links, more or less, to the concession line between the eighth and ninth concessions; the said Road to be sixty-six feet wide, the described and marked line to be the centre.—*Ibid.*

On Lot 4 in the 7th con.

20. That a Public Highway or Road be established in the seventh concession of the said Township of Ops, according to and following the hereinafter mentioned course, that is to say: Commencing in the westerly limit of lot number four in the said concession, at a point distant two chains fifty links from the north-west angle of the said lot, thence south eighty-three degrees eight chains, then north seventy-one degrees east nine chains fifty links

links, thence south forty-nine degrees east three chains, then south fifteen degrees thirty minutes east eight chains fifty links, to the centre of the said lot, then along the centre of said lot north seventy-four degrees thirty minutes east to the line dividing the seventh and eighth concessions; the described and marked line to be the centre, and the Road to be forty feet wide.—*Ibid.*

21. That a Public Highway or Road be established in the second and third concessions of the said Township of Ops, according to and following the hereinafter mentioned course, that is to say: Commencing at the south-east angle of lot number four in the second concession aforesaid, then south seventy-four degrees thirty minutes west along the boundary of lots three and four eleven chains, then north thirteen degrees west thirty chains to the division between lots numbers four and five, then north eleven chains, then north four degrees thirty minutes west three chains eighty-four links, then north two degrees east six chains, then north fourteen degrees thirty minutes east eleven chains, more or less, to corner between lots five and six, then north twenty-two degrees thirty minutes east ten chains, then north fifty-two degrees east thirteen chains ten links, then north seventeen degrees east six chains forty links, then north nine degrees east eight chains fifty links, more or less, to a Road established by the Quarter Sessions of the Newcastle District; the said Road to be forty-nine and a-half feet wide, and the described and marked line to be the centre.—*Ibid.*

On Lots 4 in
the 2nd and
3rd con.

22. That a Public Highway or Road be established running according to and following the hereinafter mentioned course, that is to say:—Commencing in the easterly limit of lot number seventeen in the third concession of the said Township of Eldon, at a point distant seven chains sixty links northerly from the south east angle of the said lot, then south seventy degrees west four chains seventy links, then south forty-six degrees thirty minutes west sixteen chains, more or less, to the limit between lots sixteen and seventeen, thence westerly along the said limit to the centre of the lot, then southerly on the limit between the east and west halves of lot number sixteen to the allowance for road between lots numbers fifteen and sixteen.—*D. C. By-law No. 31, 1842.*

Through Lots
16 and 17 in
the 3rd con.
of Eldon.

Surveyed by
P. L. S. Thos.
J. Dennehy.

23. That a Public Highway or Road be established in the Township of Fenelon, running according to and following the hereinafter mentioned course, that is to say: Commencing on the northern limits of the twenty-sixth lot in the tenth concession of the said Township, at a point south seventy-six degrees west fifty-four chains fifty links from the south-east angle of the twenty-sixth lot in the eleventh concession of the said Township, then south nine degrees thirty minutes west eleven chains ten links, then south twenty-eight degrees thirty minutes west nine chains and eight links, then south three degrees thirty minutes east

From Fenelon
Falls to the
26th Lot in
the 11th con.

Surveyed by
P. L. S. John
Reid.

east eleven chains and twenty-five links, then south six degrees fifteen minutes east eight chains and forty links, then south four degrees west eight chains and thirty-three links, then south eight degrees east ten chains and forty-two links, then south twelve degrees east fourteen chains and thirty-two links, then south forty-five degrees east six chains twenty-three links, then south thirty degrees west sixteen chains and twenty-five links to the bank of Cameron's Lake, thence along the bank with the stream, to Colborne Street in the Town Plot of Fenelon Falls; the said Road to be forty feet in width.—*D. C. By-law No. 32, 1842.*

On Lot 12 in the 10th and 11th concessions Eldon and Fenelon.

24. That a certain line of Road be established running according to and following the hereinafter mentioned course, that is to say: Commencing at the north west angle of lot number twelve in the tenth concession of the Township of Eldon, then south seventy-five degrees east four chains, then north eighty-eight degrees and thirty minutes east eleven chains and twenty-five links, then south sixty degrees thirty minutes east four chains and twenty links, then south fifty-one degrees east six chains, then south fifty-three degrees east thirteen chains, then south eighty-two degrees east five chains and eighty links, then north sixty-three degrees thirty minutes east five chains, then north fifty-three degrees thirty minutes east eleven chains and fifty links, then north seventy-nine degrees thirty minutes east nine chains and fifty links, then south eighty-five degrees thirty minutes east seven chains, then north eighty-eight degrees thirty minutes east four chains sixty links, then south sixty degrees east four chains and twenty links to the side line of lots number eleven and twelve, and five chains north east of supposed place of posts, then north seventy-four degrees east on the division line of these lots to the Boundary of Fenelon and Eldon; then commencing again on the said Boundary Line at the centre of allowance for Road between lots twenty and twenty-one in the first concession of Fenelon, then along the centre of the said allowance thirty-three chains thirty-three and a half links, then north thirty-eight degrees east seven chains, then north eighty degrees east two chains fifteen links, then south seventy-six degrees thirty minutes east thirty-four chains, more or less, to the allowance for Road in rear of the first concession aforesaid; the said Road to be forty-nine and a half feet wide, and the described and marked line to be the centre—*D. C. By-law No. 33, 1842.*

From Robcaygeon to Fenelon Falls, through the Townships of Verulam and Fenelon.

25. That a Public Highway or Road be established running according to and following the hereinafter mentioned courses, that is to say: Commencing at Robcaygeon at the Bridge and running as the Road now does to the north west angle of lot number seventeen in the ninth concession of Verulam, then south seventy-six degrees west thirty-two chains and seventy-three links, then south forty-one degrees west twenty-one chains and

and eighty links, then south eighty-three degrees thirty minutes west one hundred and fifty-eight chains and eighty links, then south seventy-six degrees west sixty-seven chains sixty-nine links, then south fifty-eight degrees west three chains and eighty-six links, then south thirty degrees west twenty four chains and ten links, then south seventy-six degrees west forty-eight chains and eight links, then north fourteen degrees west seventy-eight chains, then north seventy degrees west one hundred and fifty chains and eighty-six links, then north seventy-nine degrees thirty minutes west forty-one chains and twenty links, then south eighty-two degrees west forty-three chains, then north sixty degrees west thirty-seven chains and ten links, then south forty-two degrees west fourteen chains and seventy-five links to the junction of Head Street and Colborne Street in the Town Plot of Fenelon Falls.—*D. C. By-law No. 34, 1842.*

26. That a Branch Road be established to run according to and following the hereinafter mentioned course, that is to say :— Commencing on the Road above described and at the post between lots numbers eighteen and nineteen on the line between the third and fourth concessions of Verulam, then south fourteen degrees east three chains and ninety-four links along said line, then south forty degrees west thirty-six chains and thirty-eight links, then south forty-nine degrees west forty-six chains and sixty-four links, then south seventy-six degrees west twenty-seven chains and fifty links, then north fourteen degrees west three chains and ten links, then south seventy-six degrees west sixty-one chains and eighty-eight links, then north fourteen degrees west one chain, then south seventy-six degrees west thirty-three chains and eighty-three links, then north fourteen degrees west fifty-four chains and fourteen links, then north nine degrees east five chains and sixty-one links, then north three degrees west nineteen chains and seventy-three links, then north two degrees west eight chains and ninety links, then north three degrees west twenty-eight chains and thirty links, then north twenty degrees west fourteen chains, then north fourteen degrees west twenty-two chains and fifty links, then south seventy-six degrees west twelve chains and sixty-two links, then north fourteen degrees west fifty-eight chains and twelve links, then north forty degrees west thirteen chains, until it strikes the above mentioned Fenelon Falls Road ; and that the said Road be sixty-six feet wide.—*Ibid.*

Branch Road through part of the Townships of Verulam and Fenelon, to Fenelon Falls,

Surveyed by P. L. S. John Reid.

27. That the Order of the Quarter Sessions of the District of Newcastle, establishing a Road from Bobcaygeon to Fenelon Falls, shall be, and the same is hereby annulled, and the said Road shall no longer be a public Highway, excepting so much of the last mentioned road as runs from Bobcaygeon to the north west angle of lot number seventeen in the ninth concession of Verulam as hereinbefore mentioned.—*Ibid.*

Annulling road from Bobcaygeon to Fenelon Falls.

Road through
Lots 20 and
21 5th conces-
sion Emily,
annulled.

28. That a certain Order of the Quarter Sessions of the District of Newcastle, establishing a Road through lots twenty and twenty-one in the fifth concession of the Township of Emily, be, and the same is hereby repealed; and that so much of the said Road as passes through or between the said lots twenty and twenty-one, or either of them, shall be closed, and the same shall be no longer a public Highway.—*D. C. By-law No. 35, 1842.*

Road between
21 and 22, 5th
concession
Emily, estab-
lished in lieu
thereof.

29. That a Public Highway or Road be established in lieu thereof, according to and following the hereinafter mentioned course, that is to say: Running from the Road in front of the fifth concession in Emily aforesaid, to the Road in rear of the said concession on the division line between lots numbers twenty-one and twenty-two; the said Road to be forty-feet wide, and the described line to be the centre, taking half of the Road in width of each of the said lots.—*Ibid.*

From Emily
creek in the
Township of
Verulam to the
Boundary of
Harvey.

30. That a Public Highway or Road be established in the Township of Verulam, running according to and following the hereinafter mentioned course, that is to say: Commencing in the fourth concession of the said Township of Verulam on the allowance for Road between the fifth and sixth lots, at a point south seventy-six degrees west thirteen chains from the concession line between the fourth and fifth, then north seventy-six degrees east seventeen chains and forty links, then north six degrees east nine chains and thirty links, then north twenty-three degrees east twenty-six chains and sixty-seven links, then north four degrees east ten chains and fifty links, then north fifty-six degrees east twelve chains and seventy links, then north thirty-one degrees thirty minutes east seventeen chains, then north sixty-two degrees east ten chains and eighty-five links, more or less, to the concession line between the fifth and sixth concessions, then northerly along the said line eight chains thirty-five links, then north forty degrees east sixty chains, then north five degrees east twenty-four chains, then north twenty-five degrees east twenty chains and seventy-seven links, to the Road between the sixth and seventh concessions, then along the said concession line to the Boundary between lots ten and eleven, then north seventy-six degrees east thirty-three chains and thirty-three links, then north fifty-one degrees east thirty-eight chains and sixty-eight links, more or less, to the Road between the seventh and eighth concessions, then north eighty-five degrees east thirty-seven chains and twenty links, then south seventy-seven degrees east twelve chains and fifty links, then north forty-three degrees and thirty minutes east thirty-two chains and ten links, more or less, to the division line between lots ten and eleven on the concession line dividing the eighth and ninth concessions, then along the said line between lots ten and eleven to the centre of the said ninth concession, then southerly along the centre of the said concession to the south-west angle of the east half of lot number
eleven

Surveyed by
D.P.L.S. John
Reid.

eleven in the said ninth concession, then easterly along the line dividing numbers ten and eleven through the remainder of the ninth, and the whole of the tenth concession to the Boundary Line between Verulam and Harvey; the said Road to be sixty-six feet wide, and the marked and posted line to be the centre.—*D. C. By-law No. 37, 1842.*

31. That a Public Highway or Road be established in the Township of Dummer, according to and following the hereinafter mentioned course, that is to say: Commencing on the Road leading to the Warsaw Mill, through lots numbers eleven and twelve in the first concession of Dummer aforesaid, in the limits between lots numbers eleven and twelve aforesaid, then north seventy-five and a half degrees east twenty-five chains, more or less, along the said limits to the second concession line, thence through the second concession on the limits between lots eleven and twelve aforesaid to the centre of the said concession, then south sixty-four degrees east nine chains, then south seventy-seven degrees east two chains fifty links, then south seventy-four degrees east three chains fifty links, more or less, to the limits between lots ten and eleven, then eastwardly on said limits twenty-three chains fifty links, more or less, to the third concession line, then commencing again on the Road in front of the third concession, at a point distant seven chains and thirty links northerly from the south-west angle of lot number eleven in the third concession aforesaid, then north fifty-eight degrees east seven chains thirteen links, then north sixty-two degrees east nineteen chains, then north seventy-six degrees east four chains ten links, then north sixty-one and a half degrees east six chains, then north fifty-two and a half degrees east two chains and seventy links, then north seventy-five and a half degrees east three chains, then north eighty-eight and a half degrees east six chains and fifty links, then south fifty-seven degrees east three chains thirty-five links, then south eighty-four degrees east two chains and fifty links, then north seventy-two degrees east three chains sixty links, then north sixty-five degrees east five chains, more or less, to the line in front of the fourth concession coming out at the centre of lot number eleven, the above courses being according to the present magnetic bearings; the Road to be forty feet in width, and the described, marked and posted line to be the centre.—*D. C. By-law No. 42, 1842.*

Through lots 11 and 12 in the first four concessions of Dummer.

32. That a Public Highway or Road be established in the Township of Monaghan, according to and following the hereinafter mentioned course, that is to say: Commencing in front of the eleventh concession of the said Township of Monaghan, then running northerly between lots seven and eight in the said concession to the Road in rear of the said concession; the Road to be forty feet in width, and to be all taken off lot number seven, the line dividing lots seven and eight being the easterly limit of the road.—*Ibid.*

Between 7 and 8 in the 11th concession Monaghan.

33.

On the 15th
lot in the 3rd
concession of
Emily.

33. That a Public Highway or Road be established in the Township of Emily, according to and following the hereinafter mentioned course, that is to say: Commencing on the Road in front of the third concession of Emily aforesaid, at a point distant three chains and thirty links from the south-west angle of lot number fifteen in course of north seventy-four degrees east, then north seventy-three degrees west four chains, then south eighty-three and a half degrees west four chains, then south sixty-six degrees west nine chains twenty-five links, then south forty-seven degrees west two chains fifty-six links, more or less, to the Road in front of the said third concession; the road to be sixty-six feet in width, and the marked and described line to be the north side of the road.—*Ibid.*

On the 11th
Lot in the 6th
concession of
Verulam.

34. That a Public Highway or Road be established in the Township of Verulam, in the district aforesaid, according to and following the hereinafter mentioned course, that is to say:—Commencing on the allowance for Road between the fifth and sixth concessions, at a point distant four chains thirty-three links northerly from the south-west angle of lot number eleven in the sixth concession of Verulam aforesaid, then north seventy-five degrees forty-five minutes east thirty-two chains forty-five links, then south thirty-two degrees east five chains ninety-five links, more or less, to the allowance for Road between lots numbers ten and eleven, the above courses in the above mentioned Road being according to the present magnetic bearing; the Road to be sixty-six feet wide, and the posted, marked and described line to be the centre.—*Ibid.*

From Peter-
borough to
Buckhorn
Rapids.

35. That a Public Road or Highway from the Town of Peterborough to Buckhorn Rapids, be allowed and established according to the plan and specification of John Reid, Esquire, Deputy Provincial Surveyor, hereunto annexed, and that the said Road or Highway shall, after the passing of this By-law, be deemed and taken to be, and shall be a Public Road or Highway.*—*D. C. By-law No. 1, 1843.*

On lot 12 in
the 6th con-
cession of
Emily.

36. That a Public Highway or Road be established on lot number twelve in the sixth concession of the Township of Emily, running according to and following the hereinafter mentioned course, that is to say: Commencing at the easterly limit of lot number twelve in the sixth concession of Emily aforesaid, at a point distant twelve chains and fifty links from the north-east angle of the said lot, then south seventy degrees west eighteen chains and ninety links, more or less, till it intersects another road on the said lot, leading to Cowan's Bridge; the said Road to be sixty-six feet wide and the marked and described line to be the centre.—*D. C. By-law No. 9, 1843.*

*The diagram and field notes are attached to the Original By-law and may be found on record in the office of the Counties' Clerk.

37. That certain orders of the Quarter Sessions of the District of Newcastle, establishing a certain line of Road from lot number two in the fourth concession of Emily, to Lindsay, in Ops, be, and the same is hereby annulled, so far as relates to the said line of road from the said fourth concession of Emily, to the line dividing lots fifteen and sixteen in the seventh concession of Ops, and no farther.—*D. C. By-law No. 13, 1843.*

Road from lot 2 in 4th concession Emily to Lindsay, annulled.

38. That a Public Highway or Road be established in lieu thereof, according to and following the hereinafter mentioned course, that is to say: Commencing in the southerly limit of lot number two in the fourth concession of Emily aforesaid, at a point distant four chains twenty-five links from the south-east angle of the said lot, then north sixty-nine degrees thirty minutes west six chains thirty links, then north forty-four degrees west eleven chains twenty-five links, then north sixty-two degrees forty-five minutes west thirty-nine chains forty-five links, more or less, to the division line of the east and west halves of lot number one, then north sixty-one degrees thirty minutes west twenty-one chains five links, more or less, to the boundary line of Ops, seven chains northerly from south-east angle of lot number six in the eleventh concession of the said Township of Ops, then north fifty-seven and a half degrees west from the centre of the said boundary line fifty-one chains twenty links, then north fifty-eight degrees west thirty-one chains ninety-seven links, then north forty-nine degrees west thirty-nine chains fifty links, then north thirty-five degrees west thirty-six chains, then north forty-eight degrees west eleven chains fifty links, then north thirty-six and a half degrees west eight chains, then north twenty-nine degrees west twenty chains fifty links, then north fifty-nine degrees west ten chains, more or less, to the line between the ninth and tenth concessions, and eight chains southerly from the north-west angle of lot number eleven in the tenth concession, then north seventy-six degrees west eighteen chains fifty links, then north seventy-seven and three quarter degrees west thirty-five chains to the west side of the ninth concession and at the angle of lots numbers twelve and thirteen in the eighth concession, then north seventy-two degrees west twenty-six chains fifty links, then north fifty-eight degrees west one hundred and two chains and fifty-eight links, more or less, to the allowance for Road between lots fifteen and sixteen in the seventh concession, then westerly on said allowance thirty-four chains fifty-links to within five chains of centre of concession line dividing the sixth and seventh concessions, then north twenty degrees west three chains eighty links, then north forty-eight degrees west twelve chains seventy links, then north sixty degrees west thirty-six chains and fifty links, more or less, to a creek, then north sixty-seven degrees west forty chains, more or less, to the road running through lot number eighteen in the sixth concession of the said Township of Ops.—*Ibid.*

From lot 2 in the 4th con. of Emily to the Road on the 18th lot, 6th con. Ops, established instead.

Occupants to resume site of old Road.

39. That such person or persons through whose land the said old Road hereby annulled has passed, are hereby authorised and entitled to resume, use, and occupy, the same for his, her or their own use or uses, and that no further or other compensation whatsoever shall be granted to any person or persons, through whose land the new line of Road hereby established shall pass, the advantage of such new road being deemed by this Council a full compensation for the same.—*Ibid.*

Road to be sixty six feet wide.

40. That the Road hereby established shall be sixty-six feet wide, and the posted, marked, and described line be the northerly side of the Road.—*Ibid.*

On lots 8 in the 4th and 5th con. Ennismore.

41. That a Public Highway or Road be established in the Township of Ennismore, in the District aforesaid, according to and following the hereinafter mentioned course, that is to say : Commencing at the north-east angle of the eighth lot in the fifth concession of Ennismore, aforesaid, then south fourteen and a half degrees east thirty chains and ninety-four links, along the eastern limits of the said lot to the centre of the fifth concession, then south seventy-five and a half degrees west one chain nineteen links, then south fourteen and a half degrees east sixty-seven chains and sixty-seven links, along the eastern limits of lots numbers eight in the fifth and fourth concessions to the centre of the fourth concession, then north seventy-five and a half degrees east twenty-chains to the eastern limits of the south half of the eighth lot in the fourth concession, then south fourteen and a half degrees east thirty-three chains and thirty-three and a half links, more or less, to the south-east angle of lot number eight, in the fourth concession along said limits ; the said road to be fifty feet wide and the marked and posted line to be the centre.—*D. C. By-law No. 14, 1843.*

From the N. E. angle of lot 4 in the 2nd con. of Verulam, across an angle of Fenelon to the 23rd Lot of the 7th concession of Ops.

42. That a Public Highway or Road be established through part of the Townships of Verulam, Fenelon and Ops, in the District aforesaid, running according to and following the hereinafter mentioned course, that is to say : Commencing at the north east angle of lot number four in the second concession of Verulam, then south seventy-five and three quarter degrees west forty-three chains eighty-five links, then north sixty degrees west twenty chains and sixty-eight links, then south seventy-seven degrees west twenty-two chains twenty-five links, then north forty-two and a half degrees west fifteen chains, then south seventy-five and three quarter degrees west thirty-three chains eighty-three and a half links, more or less, to the boundary line between Fenelon and Verulam and at the centre of the allowance for Road between the fifth and sixth lots, then southerly along the boundary line to the northerly limit of lot number four, westerly eleven chains thirteen links, then south forty seven degrees west forty-seven chains fifty-links, then south forty-two and a half degrees west fifty-eight chains sixty links,

links, then south fifty-three degrees west twenty chains, more or less, to the line dividing the ninth and tenth concessions of Fencelon, then south twenty-five degrees west sixty-four chains, more or less, to the northern boundary line of Ops, then along the said line westerly twenty-seven chains twenty links, then south forty degrees west fifteen chains forty links, more or less, to the line dividing the eighth and ninth concessions of Ops, then along the said concession line southerly forty-three chains fifteen links, more or less, to the northern limits of lot number twenty-seven, then along the northern limits of said lot number twenty-seven westerly four chains fifteen links, then south twenty and three quarter degrees west fifty-five chains, then south thirty-four degrees west twenty-three chains and forty links, then south seventy degrees west three chains and sixty-five links, then south thirty-nine and three quarter degrees west twenty-eight chains and fifty links, then south fourteen degrees west forty chains, then south thirty and a half degrees west fifty-five chains and fifty-six links, to the concession line dividing the sixth and seventh concessions of Ops aforesaid, northerly two chains seventy-five links from the northerly limit of lot number twenty-two; the Road being according to the present magnetic bearing and to be sixty-six feet wide, except that part of it on the northern limits of the east half of lot number four in the second concession of Verulam, which is to be forty feet wide, the marked, posted, and described line to be the centre.—*D. C. By-law No. 15, 1843.*

43. That a Public Highway or Road be established in the Township of Dummer in the Colborne District, running according to and following the hereinafter mentioned course, that is to say: Commencing at the eastern limits of lot number seventeen in the second concession of the said Township of Dummer fourteen chains and twenty-five links from the north-east angle of the said lot, thence south seventy-six degrees west four chains, more or less, to the bridge over the Indian River, six chains leave the River eighteen chains, then south forty-three degrees west four chains and forty-seven links, then south nineteen and a half degrees west seven chains and fifty links, then south fifty-four degrees west fifteen chains, then south forty-one degrees west thirty-nine chains and twenty-five links, to the south west angle of the seventeenth lot in the second concession of Dummer aforesaid; the said Road to be sixty-six feet wide, and the marked and posted line to be the centre, and the line of road laid down and described by Deputy Provincial Surveyor Reid, attached to this By-law, shall be taken and deemed to be the line of Road hereby intended to be established.—*D. C. By-law No. 16, 1843.*

Across lot 17 in
the 2nd con. of
Dummer.

44. That a Public Highway or Road be established in the Township of Dummer, in the Colborne District, running according to and following the hereinafter mentioned course, that is to say: Commencing on the northern limits of the twelfth lot in the second concession of Dummer fifteen chains from the

From the 12th
lot in the 2nd to
the 13th in the
7th concession of
Dummer.

E*

north-east

north-east angle of the said lot, then north seventy-three and three quarter degrees east forty seven chains thirty-three and a half links along the northern limit of said lot number twelve in the second and third concessions to the centre of the third concession, then north seventy-five and three quarter degrees east thirty-three chains and eighty-three and a quarter links, along the northern limits of the twelfth lot to the concession line between the third and fourth concessions, then south fourteen and a quarter degrees east fifteen chains along the said concession line, then north eighty-five degrees east nine chains and forty-five links, then north sixty-four and a half degrees east one chain and thirty links, to causeway three chains, leave causeway five chains, then south seventy-six degrees east thirteen chains ninety-three links, then south eighty-one and a quarter degrees east seven chains twenty links to the south west angle of the east half lot thirteen in the fourth concession, then north seventy-five and three quarter degrees east thirty-three chains and eighty-three and a half links to the concession line between the fourth and fifth concession along the southern limits of the east half of lot number thirteen in the fourth concession, then north fifty-six degrees east twenty-six chains, then south sixty-four degrees east seven chains, then north seventy-five and three quarter degrees east five chains and eighty-six links to the south west angle of the east half of the thirteenth lot in the fifth concession, thirty-nine chains and seventy-links along the southern limits of number thirteen to the concession line between the fifth and sixth concessions fifty-nine chains fifty links along the northern limits of lot thirteen in the sixth concession, then north forty-one and a half degrees east three chains and forty links, then north seventy-eight degrees east three chains and fifty links, then north forty-nine degrees east ten chains and twenty links to creek, eleven chains leave creek twenty chains, then north seventy-one degrees east eleven chains and sixty-five links, then north seventy-five degrees east twelve chains, then north sixty degrees east one chain and fifty links, to the concession line between the sixth and seventh concessions, twelve chains southerly from the northern limits of lot number thirteen, eight chains and eighty links, then north thirty-two degrees east seven chains and forty-seven links to a point of ridge running southerly ten chains and forty-five links, then north sixty degrees east six chains and sixty-five links, eight chains and sixty five links, then east eight chains ten links, then north sixty degrees east one chain and eighty links, three chains and eighty links leave swamp eleven chains and eighty links to swamp, then east one chain leave swamp thirteen chains and fifty links, to the concession line between the seventh and eighth concessions, northerly one chain and thirty-one links from the northern limits of the thirteenth lot; the said Road to be forty-five feet wide, and the marked and posted line to be the centre, and the line of Road laid down and described by Deputy Provincial Surveyor

Reid

Reid, attached to this By-law,* shall be taken and deemed to be the line of Road hereby intended to be established.—*Ibid.*

45. That a Public Highway or Road be established in the Townships of Douro and Dummer, in the Colborne District, running according to and following the courses described and mentioned in the survey and report of Deputy Provincial Surveyor Dennehy hereunto attached, and marked number Three; and that the said Road shall be sixty-six feet wide and the marked and posted line to be the centre, and the line of Road laid down and described by Deputy Provincial Surveyor Dennehy, attached to this By-law,* shall be taken and deemed to be the line of Road hereby intended to be established.—*Ibid.*

Through part of
Douro and Dummer.

46. That a Public Highway or Road be, and is hereby established in the Township of Smith, between the twenty-fifth and twenty-sixth lots in the seventh concession of the said Township of Smith, according to the plan* laid down in the report of Deputy Provincial Surveyor Reid, hereunto annexed, and marked Number One.—*D. C. By-law No. 8, 1844.*

Between 25th
and 26th in the
7th con. Smith.

47. That a Public Highway or Road be, and is hereby established in the Township of Otonabee between the twenty-ninth and thirtieth lot in the third concession of the said Township of Otonabee, according to the plan* and description of Deputy Provincial Surveyor Reid hereunto annexed, and marked Number Two.—*Ibid.*

Between 29 and
30 in 3rd con.
Otonabee.

49. That a Public Highway or Road be, and the same is hereby established in the Township of Otonabee in the twenty-seventh lot of the fourth concession of the said Township of Otonabee, according to the plan* of Deputy Provincial Surveyor Reid, hereunto annexed and marked Number Three.—*Ibid.*

On the 27th lot
in the 4th con. of
Otonabee.

50. That a Public Highway or Road be, and the same is hereby established in the Township of Otonabee, across the fifth and sixth concessions of the said Township, and through lots numbers twenty and twenty-one in the seventh concession of the said Township of Otonabee, according to the plan* of Deputy Provincial Surveyor Reid, hereunto annexed, and marked Number Four.—*Ibid.*

Across the 5th
and 6th con. and
through 20 and
21 in the 7th con
Otonabee.

51. That a Public Highway or Road be, and the same is hereby established in the Township of Otonabee, through parts of lots twenty-six and twenty-seven in the third concession of the said Township of Otonabee, according to the plan* of Deputy Provincial Surveyor Reid, hereunto annexed, and marked Number Five.—*Ibid.*

Through 26 and
27 in the 3rd con.
Otonabee.

*For the description of Roads referred to herein, see Appendix.

Between 15 and
16 in the 10th
con. Emily.

52. That a Public Highway or Road be, and the same is hereby established in the Township of Emily, between lots numbers fifteen and sixteen in the tenth concession of the said Township of Emily, according to the plan of Deputy Provincial Surveyor Dennehy, hereunto annexed, and marked Number Six.—*Ibid.*

Through 19 and
20 in the 4th
con. Asphodel.

53. That a Public Highway or Road be, and the same is hereby established in the Township of Asphodel through lots numbers nineteen and twenty in the fourth concession of the said Township of Asphodel, according to the plan of Deputy Provincial Surveyor Dennehy, hereunto annexed, and marked Number Seven.—*Ibid.*

Between 11 and
12 in the 7th and
8th con. Aspho-
del.

54. That a Public Highway or Road be, and the same is hereby established in the Township of Asphodel, between lots numbers eleven and twelve in the seventh and eighth concessions of the said Township of Asphodel, according to the plan of Deputy Provincial Surveyor Dennehy, hereunto annexed, and marked Number Eight.—*Ibid.*

Through 20 in
the 11th con.
Asphodel, and
part 1 in 11th con.
Dummer.

55. That a Public Highway or Road be, and the same is hereby established in the Townships of Asphodel and Dummer, through lot number twenty in the eleventh concession of Asphodel, and a part of lot number one in the eleventh concession of Dummer, to meet the Marmora Road, according to the plan of Deputy Provincial Surveyor Dennehy, hereunto annexed and marked Number Nine.—*Ibid.*

Allowance be-
tween 36 and 37
in the 12th con.
Smith, altered.

56. That a Public Highway or Road be, and the same is hereby established in the Township of Smith, near Young's Mills, in the said Township of Smith, being an alteration of the Allowance of Road between lots numbers thirty-six and thirty-seven in the twelfth concession of the said Township of Smith, on the west side of the pond, according to the plan of Deputy Provincial Surveyor Dennehy, hereunto annexed, and marked Number Ten.—*Ibid.*

Diversion of
River where it
cuts Dalhousie
and George
Streets, in Peter-
borough.

57. That the plan of Deputy Provincial Surveyor Reid, hereunto annexed, and marked Number Eleven, be, and is hereby established respecting the diversion of the River where it cuts in Dalhousie and George Streets, in the Town of Peterborough.—*Ibid.*

Fenelon, ap-
proach to the
bridge.

58. That a Public Highway or Road be established in the Township of Fenelon, according to and following the hereinafter mentioned course, that is to say : Commencing at a point south forty-one and a half degrees west forty-five chains from the

*For the description of Roads referred to herein, see Appendix.

north-west

north-west angle of lot number twenty-three in the tenth concession of Fenelon, being the centre of the south end of Fenelon Falls Bridge, then south three and a half degrees west one chain and thirteen links, then south forty-five degrees west one chain and forty links, then south eighty degrees west twenty-one chains and eighty links, more or less, to the main Road leading to Lindsay.—*D. C. By-law No. 15, 1844.*

59. That another Public Highway or Road be established in the said Township of Fenelon, according to and following the hereinafter mentioned course, that is to say : Commencing on the westerly limit of the Allowance for Road between the seventh and eighth concessions of Fenelon, at a point southerly five chains and forty links from the north-east angle of lot number twenty-four in the seventh concession of the said Township of Fenelon, then south twenty-six degrees west fifty-nine chains, then south twenty-six degrees east nineteen chains and thirty-five links, more or less, to the Lindsay Road.—*Ibid.*

Across lots 22,
23, 24, in 7th and
8th con. Fenelon.

60. That a Public Highway or Road be established in the Township of Otonabee, according to and following the hereinafter mentioned course, that is to say : Commencing on the easterly limit of the Allowance for Road between the twelfth and thirteenth concessions of the said Township of Otonabee, southerly seven chains from the northwest angle of lot number twenty-five in the said twelfth concession, then north twenty-eight and three quarter degrees east two chains and ninety-two links, then north six degrees east three chains and sixty-one links, then north seven degrees east nine chains and ninety-two links, then north forty-two degrees west four chains and forty-three links, then north fifty-four and three quarters degrees west seven chains and ninety-three links, to the easterly limit of the aforesaid Allowance for Road, northerly seventeen chains and forty links from the south-west angle of lot number twenty-six in the twelfth concession of Otonabee.—*Ibid.*

Through lots 25
and 26, in 12th
con. Otonabee.

61. That a Public Highway or Road be established in the Township of Otonabee according to and following the hereinafter mentioned course, that is to say : Commencing on the westerly limit of the Allowance for Road between the twelfth and thirteenth concessions of Otonabee, northerly eleven chains and forty links from the north-east angle of lot number twenty-two in the said thirteenth concession, then south sixty-six degrees west two chains and sixty-six links, then south twenty-five and a half degrees west five chains and fifty links, then south fifty and a half degrees west four chains and sixty-six links, then south seventy-four degrees west twenty-two chains, then south eleven degrees west three chains and sixty-five links to the north-east angle of the west half of lot number twenty-two, then south seventy-six degrees west thirty-three chains thirty-three and

On lot 22 in 13th
con. Otonabee.

a half links, along the northerly limit of the said half lot to the Allowance for Road between the thirteenth and fourteenth concessions of the said Township.—*Ibid.*

Roads to be 66 feet wide.

62. That each and every of the before mentioned Roads shall be sixty-six feet in width, the courses being according to the present magnetic bearings, and the posted, marked and described line to be the centre of the Roads, according to the survey by Deputy Provincial Surveyor John Reid.—*Ibid.*

From lot 20 in 3rd con. to the Grist Mill, Mariposa.

63. That a Public Highway or Road be established in the Township of Mariposa according to and following the hereinafter mentioned course, that is to say: Commencing at the northerly limit of the Allowance for Road between the second and third concessions of the said Township of Mariposa at the centre of the Road Allowance, between lots twenty and twenty-one, then north fifty degrees west ten chains, then north forty-eight and a half degrees west fifteen chains fourteen links, then north seventy-six and a half degrees west eleven chains seventy-six links, then north sixty-three degrees west fourteen chains ninety links, then north thirty-two degrees west six chains twenty-six links, then north seven and a half degrees west five chains, then north two degrees east nineteen chains thirty links, then north sixty-five degrees west ten chains sixty-two links, then north fifty-seven and a half degrees west ten chains fifteen links, then north fourteen degrees west seven chains fifteen links, then north two and a half degrees east thirty three chains, then north forty-two and three quarter degrees west ten chains forty-five links, then nineteen and a quarter degrees west twelve chains fifty links, then north five degrees west seven chains eighty links, then north twenty-nine degrees east eleven chains fourteen links, then north twenty-eight degrees west seven chains twelve links, more or less, to the northeast corner of the Grist Mill; the Road to be as surveyed by Deputy Provincial Surveyor John Reid, to be forty feet in width, the courses being according to the present magnetic bearings, and the posted, marked and described line the centre of the Road.—*Ibid.*

From Colborne Street to the landing in the Town Plot in Fenelon Falls.

64. That a Public Highway or Road be established in the Town Plot of Fenelon Falls, and Township of Fenelon, running according to and following the hereinafter mentioned courses, that is to say: Commencing at a point bearing south thirty degrees west and distant five chains and four links from the south-west angle of Town Plot number one, north of Francis Street and west of Colborne Street in the Town plot of Fenelon Falls, thence south sixty degrees east two chains and fourteen links, then south twenty-one degrees east two chains to the landing; the said Road to be sixty-six feet wide, and the marked and described line to be the centre thereof.—*D. C. By-law No. 1, 1845.*

65. That a certain line of Road be established in the Township of Otonabee, commencing at the south-east angle of the twenty-eighth lot in the tenth concession of the said Township, then south seventy-five and three quarter degrees west thirty-three chains seventy-five links along southern limits of the east half of said lot, then south fourteen and a quarter degrees east one chain and fifty three links along centre of the concession to the southern limits of the west half of said lot, then south seventy-five and three quarter degrees west twenty-one chains fifteen links, along said southern limits, then north four and one quarter degrees west four chains and thirty-seven links, then south seventy-five and three quarter degrees west twelve chains and sixty links, to the Allowance for Road between the tenth and eleventh concessions; that the Road hereby established be forty feet wide, and the posted, marked and described line be the centre of the Road.—*D. C. By-law No. 7, 1845.*

Across 10th con.
between lots 27
and 28, Otonabee.

66. That a Public Highway or Road be established in the Township of Mariposa according to and following the hereinafter mentioned course, that is to say: Commencing on the southern limits of an Allowance for Road in rear of the fifth concession of said Township, easterly three chains and nine links from the northwest angle of the nineteenth lot, then south twenty-seven and a half degrees east forty-four chains and sixty links to a point bearing north sixty-two and a half degrees east distant thirty links from the south-east corner of the Flour Mill on said lot; the said Road to be forty feet wide.—*D. C. By-law No. 8, 1845.*

On lot 19 in the
6th con. Mariposa.

67. That a Public Highway or Road be established in the Township of Monaghan according to and following the hereinafter mentioned courses, that is to say: Commencing at the junction of Ayliner and Townsend Streets, in the Town plot of Peterborough, then south thirty-eight and a half degrees east six chains and fifty-six links, then south fifty-one degrees and sixteen chains fifty links, to the Park Lot Number Eight in the fourteenth lot of the twelfth concession of said Township; the said Road to be sixty-six feet wide.—*E. C. By-law No. 9, 1845.*

Continuation of
Ayliner Street,
Peterborough, to
N. E. corner of
Park Lot 8. in
lot 14. 12th con.
Monaghan.

68. That a Public Highway or Road be established in the Township of Otonabee according to and following the hereinafter mentioned course, that is to say: Commencing at the north-east angle of lot number twenty in the fourth concession, then south seventy-six degrees west along the boundary between lots numbers twenty and twenty-one sixty-six chains sixty-seven links to the eastern limits of an Allowance for Road between the fourth and fifth concessions, then southerly to the north-east post of lot number eighteen in the fifth concession, then south seventy-six degrees west, following boundary between lots eighteen and nineteen in the fifth concession, sixty-six chains sixty-seven links to the Allowance for Road between the fifth

From the N. E.
angle lot 20. in
4th con. to S. W.
angle lot 18. 6th
con., Otonabee.

and

and sixth concessions, then southerly seventeen chains seventy-five links along the Allowance for Road between the fifth and sixth concessions, then south seventy-nine degrees west twenty-four chains fifty links, then north fifty-six and a half degrees west three chains twenty links, then north forty-one degrees west two chains, then north twenty-seven and a half degrees west four chains five links, then north fifty-seven degrees west nine chains, then south thirty-two degrees west six chains ninety links, then south fifty-eight degrees west twenty-eight chains to the eastern limits of Allowance for Road between the sixth and seventh concessions northerly fourteen chains fifty-five links from the south-west angle of lot number eighteen in the sixth concession; the said Road to be sixty-six feet wide, and the marked and described line to be the centre.—*D. C. By-law No. 10, 1845.*

Commencing on Allowance for Road between lots 7 and 8. N. Hunter street E. Water Street, to Hall's Mills, Peterborough.

69. That a Public Highway or Road be established in the Town of Peterborough according to and following the hereinafter mentioned courses, that is to say : Commencing on the Allowance for Road between lots numbers seven and eight north of Hunter Street and east of Water Street, thence north one and a half degrees east four chains thirty-four lin' s on said Allowance, thence north forty-six and a half degrees east seven chains eighty-two links, thence north ten and a half degrees east four and a half chains, more or less, to a line produced westerly from the south side of Mr. George Barker Hall's Grist Mill; the Road to be forty feet wide, and to be on the west side of the posted line.—*D. C. By-law No. 12, 1845.*

From S. W. angle lot 3 in 3rd con. to boundary between lots 3 and 4, in 4th con. at the E. limits of Allowance for Road between 4th and 5th con. Douro.

70. That a Public Highway or Road be established in the Township of Douro, according to and following the hereinafter mentioned course, that is to say : Commencing at the south-east angle of lot number three in the third concession, thence south seventy-six degrees west following boundary between lots numbers two and three, twenty-eight chains fifteen links, then north thirty-eight degrees west nine chains, then north twenty-one degrees west seven chains fifty links, then south twenty-six degrees west twenty-four chains ten links, to the eastern limit of Allowance for Road between the fifth and fourth concessions, then from western boundary south seventy-six degrees west following boundary between lots numbers two and three in the fourth concession thirty-three chains thirty-three and a half links to centre of concession, then north fourteen degrees west seventeen chains fifty links along centre of concession, then south seventy-six degrees west thirty-three chains thirty-three and a half links, between boundary of lots numbers three and four in the fourth concession to the eastern limits of Allowance for Road between the fourth and fifth concessions; the said Road to be forty feet wide, and the marked line to be the centre.—*D. C. By-law No. 13, 1845.*

71. That a Public Highway or Road be established in the Township of Dummer according to and following the hereinafter mentioned course, that is to say : Commencing at a point southerly five chains and fifty-five links, of the north-east angle of lot number twenty-six in the second concession, and on the western limits of Allowance for Road between the second and third concessions, thence south forty-eight degrees west forty chains fifty-eight links to centre of concession, then along the Allowance for Road between lots twenty and twenty-one in the second concession, to the eastern limits of Road Allowance between first and second concessions ; the said Road to be forty feet wide and the marked line to be the centre.—*D. C. By-law No. 14, 1845.*

Across lot 30 in 2nd con., Dummer.

72. That the Allowance for Road upon the north and west sides of the east half of the said lot number twenty, be, and the same is hereby surrendered to the owner of the said east half of lot number twenty, in lieu of the Road hereby established.—*Ibid.*

Allowance on N. and W. side of lot 20 surrendered.

73. That a Public Highway or Road be established in the Township of Dummer according to and following the hereinafter mentioned course, that is to say : Commencing at the westerly limit of lot number seventeen in the second concession of Dummer, aforesaid, at the centre of said lot, then easterly along the centre of the said lot till it intersects a Road formerly established by this Council on the said lot ; the said Road to be sixty-six feet wide, and the marked and described line to be the centre thereof.—*D. C. By-law No. 15, 1845.*

Road on lot 17 in 2nd con. Dummer, altered.

74. That as far as relates to the south-west quarter of said lot number seventeen in the second concession aforesaid, the Road formerly established through it shall be, and is hereby abandoned and annulled ; and the Road hereby established shall be taken and made in lieu thereof.—*Ibid.*

Former Road abandoned.

75. That a Public Highway or Road be established in the Township of Douro according to and following the hereinafter mentioned course, that is to say : Commencing at the centre of the sixth concession where a post has been planted at the north-east angle of the west half of lot number seventeen in the sixth concession, thence south seventy-six degrees west thirty-one chains seventy-four links, to the eastern limits of an Allowance for Road between the sixth and seventh concessions following boundary between lots seventeen and eighteen in the sixth concession, thence south seventy-six degrees west thirty-three chains thirty-three and a half links, thence south fourteen degrees west two chains fifty links, thence south seventy-six degrees west twenty-two chains following boundary between lots numbers seventeen and eighteen in the seventh concession of the said Township, to eastern limits of Road leading to Peterborough ;

Commencing at limits between 17 and 18, in centre of 6th con. till it intersects the Road to Peterborough.

the said Road to be forty feet wide, and the marked and described line to be the centre.—*D. C. By-law No. 17, 1845.*

Between lots 29,
29 and 30, in 12th
and 13th con.
Smith.

76. That a Public Highway or Road be established in the Township of Smith according to and following the hereinafter mentioned course, that is to say: Commencing on the Allowance for Road between the twelfth and thirteenth concessions at a point easterly five chains thirty-two links from the south-east angle of lot number thirty in the thirteenth concession, then south thirty-two and a half degrees west fourteen chains ninety links, then north seventy-nine degrees west fourteen chains seventy-five links, then north sixty-eight degrees five chains, then following the Allowance for Road between the twelfth and thirteenth concessions to the southwest angle of lot number twenty-nine in the thirteenth concession, thence north seventy-four degrees west three chains ten links, then south fifty-two degrees west three chains eighty links, to the northern limits of Allowance for Road between the twelfth and thirteenth concessions; the said Road to be forty feet wide, and the marked and described line to be the centre.—*D. C. By-law No. 20, 1845.*

Road between
lots 11 and 12 in
7th and 8th con.
Asphodel, closed

77. That a certain By-law of this Council, chapter eight, passed on the fifteenth day of May, one thousand eight hundred and forty-four, entitled "A By-law to establish certain new Roads in the Colborne District," be, and the same is hereby repealed, so far as the same relates to the establishment of a Road between lots numbers eleven and twelve in the seventh and eighth concessions of the Township of Asphodel, and no farther; and that from and after the passing of this By-law the said Road shall cease to be a Public Highway.—*D. C. By-law No. 22, 1845.*

Certain Roads
in Dunmer and
Douro, repealed.

78. That a By-law establishing certain Roads in the Townships of Dunmer and Douro, be and is hereby repealed, so far as the same relates to that part of the said Roads running from a point south-west of the east half of lot number two in the ninth concession of the Township of Douro, thence northeasterly across to the north-east angle of said east half of lot number two.—*D. C. By-law No. 23, 1845.*

Road running
through E. half
lot 2 in 9th con.
Douro, changed.

79. That a Public Highway or Road be established in lieu thereof, according to and following the hereinafter mentioned course, that is to say: Commencing on the line dividing the ninth and tenth concessions, where the former crossed into lot number two, thence south thirty-seven and three quarter degrees west twenty-two and a half chains, thence south thirty and a half degrees west twenty-one chains forty links, to the limits between the lots numbers one and two, being to the same road again; that the said Road established hereby, shall be sixty-six feet wide, and the marked and described line the centre.—*Ibid.*

80. That a Public Highway or Road be established in the Township of Ops according to and following the hereinafter mentioned course, that is to say : Commencing distant from the north-east angle of lot number twenty in the tenth concession of the said Township of Ops, then west thirty degrees south thirty two chains, then west eighty-two and a half degrees south five chains seventeen links, to the line between lots numbers nineteen and twenty, then along the said line westerly thirty-seven chains to the line that divides the ninth and tenth concessions of the said Township of Ops ; the said Road to be forty feet wide, and the marked and posted line to be the northern boundary of the said Road.—*D. C. By-law No. 24, 1845.*

Through lots 19 and 20, in 10th and 11th con. Ops.

81. That a Public Highway or Road be established in the Township of Verulam according to and following the hereinafter mentioned course, that is to say : Commencing at the north end of the Bridge at Bobcaygeon, and running north forty-eight degrees west thirty chains to the side line between lots sixteen and seventeen in the tenth concession of the said Township, then south seventy-three degrees twenty minutes west twenty-three chains sixty-four links along the said line to post sixteen and seventeen on the ninth concession line, then south seventy-five and a half degrees west twenty-two chains fifty links to the Road running from Bobcaygeon to Fenelon Falls ; the said Road to be forty feet wide, and the marked and described line to be the centre.—*D. C. By-law No. 1, 1846.*

From the Bridge at Bobcaygeon to connect with the Road leading to Fenelon Falls, at post 16 and 17, on 9th con. Verulam.

82. That a Public Highway or Road be established in the Township of Verulam according to and following the hereinafter mentioned course, that is to say : Commencing at post seventeen and eighteen on the line between the eighth and ninth concessions of the said Township, and running south seventy-three degrees twenty minutes west one hundred and eighteen chains and thirty-two links, along the parallel to the side line between lots seventeen and eighteen crossing the eighth concession and three quarters of the seventh concession, then north eighty-one degrees twenty minutes west seventeen chains seventy-five links to the line between the sixth and seventh concessions, then south seventy-three degrees twenty minutes west sixty-nine and a half chains crossing the sixth concession to post sixteen and seventeen on the line between the fifth and sixth concessions ; the said Road to be forty feet wide, and the marked line to be the centre.—*Ibid.*

From line between 8th and 9th con. at post 17 and 18, to the line between 6th and 8th con. at post 16 and 17, Verulam.

83. That a Public Highway or Road be established in the Township of Mariposa, in the District aforesaid, according to and following the hereinafter mentioned course, that is to say : Commencing on the southern boundary line of Mariposa at the south west angle of lot number thirteen in the first concession of Mariposa aforesaid, then through the said lot number thirteen north thirty-three degrees thirty minutes east thirty-five chains fifty-one

From the southern boundary line at the S. W. angle lot 13 in 1st con. to the N. E. angle lot 15, on line between 2nd and 3rd con. Mariposa.

fifty-one links, then north twenty-six degrees forty minutes east ten chains, more or less, to the margin of lot number fourteen in the first concession aforesaid, then through the said lot number fourteen north twenty degrees thirty minutes east thirty-nine chains fifty links, more or less, to the line that divides the first and second concessions, seven chains fifty links distant from the north-east angle of the said lot number fourteen westerly, then across the said line and through part of lot number fourteen in the second concession of Mariposa aforesaid, north twenty degrees thirty minutes east fourteen chains, more or less, then through lot number fifteen in the second concession of the said Township, north twenty degrees thirty minutes east twenty-nine chains, then north eighteen degrees east thirty-six chains, more or less, to the line that divides the second and third concessions of the Township aforesaid, coming out at the north-east angle of the above mentioned lot number fifteen; the said Road to be sixty-six feet in width, and the marked and described line to be the centre.—*D. C. By-law No. 2, 1846.*

Through part of lot 24 in 4th con. to the Old Road leading from Lindsay to Fenelon, in Ops.

84. That a Public Highway or Road be established in the Township of Ops, in the District aforesaid, according to and following the hereinafter mentioned course, that is to say: Commencing on the Allowance for Road in the rear of the fourth concession at a point distant two chains twenty-five links south from the south-east angle of lot number twenty-four in the fourth concession, thence north fifteen degrees thirty minutes west along the said concession line twenty-six chains seven links, thence south seventy-eight degrees west eight chains forty-six links to the old Road leading from Lindsay to Fenelon; the said Road to be sixty-six feet wide, and the marked and described line to be the south-side of the Road.—*D. C. By-law No. 4, 1846.*

Old Road, annulled.

85. That the old Road on lot number twenty-four in the fourth concession of said Township, be annulled, and the land revert back to the owner, Alexander Logie.—*Ibid.*

Through part of lots 10 and 11 in 6th con. Douro.

86. That a certain Public Highway or Road be established in the Township of Douro, running according to and following the hereinafter mentioned courses, that is to say: Commencing at a point thirteen chains fifty-five links southerly from the south-west angle of lot number twelve in the sixth concession, thence south sixty-two degrees east fifteen chains fifty-two links, then south thirty-three degrees west fourteen chains fifty-two links, to the eastern limits of Allowance for Road between the sixth and seventh concessions three chains eighty links southerly from the south west angle of lot number eleven in the sixth concession of said Township of Douro.—*D. C. By-law No. 7, 1846.*

87. That a Public Highway or Road be established in the said Township of Douro, running according to and following the hereinafter mentioned courses, that is to say : Commencing on the Allowance for Road between lots ten and eleven in the fifth concession seventeen chains sixty links from the north-west angle of lot number ten, then north thirty-seven degrees east sixty-two chains twenty-five links, more or less, to the western limits of Allowance for Road between the fourth and fifth concessions, four chains sixty-eight links northerly from the south-east angle of lot number twelve in the fifth concession of said Township of Douro ; and that the said Road shall be forty feet wide, and the marked and described line to be the centre thereof.—*Ibid.*

Through lot 11
and part 12 in
5th con. Douro.

88. That a Public Highway or Road be, and the same is hereby established in the Township of Mariposa, leading across lot number twenty and part of lot number twenty-one in the seventh concession of the said Township : Commencing in the rear of the seventh concession of the said Township at a point distant from the north east angle of lot number twenty-one, twenty-one chains fourteen links westerly, then through the said lot number twenty-one south thirty degrees west twenty-three chains sixty-two links, more or less, to the margin of lot number twenty in the same concession of the aforementioned Township, then through the said lot number twenty west thirty-four degrees thirty minutes south thirty-four chains, more or less, to the Road between lots numbers nineteen and twenty, leading to Mr. Goulding's Mill ; the said Road to be forty feet wide, and the marked and described line the centre thereof.—*D. C. By-law No. 9, 1846.*

Through lot 20
and part 21 in 7th
con. Mariposa.

89. That a Public Highway or Road be established across the fifth and sixth concessions of the Township of Fenelon, and passing through lots twenty-three, twenty-four and twenty-five, be established, and that said Road shall be butted and bounded as follows, that is to say : Commencing at the Allowance of Road between lots twenty-five and twenty-six in the fifth concession at a point distant fourteen chains forty-eight links from the north east angle of the aforesaid lot number twenty-five, then through part of said lot number twenty-five, south ten degrees west seven chains, eighty-five links, then south forty-five degrees thirty minutes east sixteen chains forty links, then south sixty-six degrees thirty minutes east sixteen chains seventy-seven links, more or less, to the line that divides the fifth and sixth concessions, then across the said line at a point distant from the north-west angle of lot number twenty-four in the sixth concession of the Township of Fenelon, aforesaid, eighty-six links, then through said lots numbers twenty-four and part of lot twenty-three in the same concession south thirty-six degrees one half east of fifty-three chains, more or less, to the Fenelon Falls Road ; that the Road shall be sixty-six feet wide, and the marked and described line the centre.—*D. C. By-law No. 12, 1846.*

From Allowance
of Road between
lots 25 and 26 in
5th con. to Fen-
elon Falls Road,
on lot 23 in 6th
con. Fenelon.

Road on lot 6 in
2nd con. Emily,
closed.

90. That a certain Road established on lot number six in the second concession of the Township of Emily, shall, from and after the passing of this By-law, be closed and shut up, and the same shall be no longer a Public Highway.—*D. C. By-law No. 15, 1846.*

New Road es-
tablished on lot
6 in 2nd con.
Emily.

91. That in lieu thereof a Public Highway or Road be established on said lot number six in the said second concession of the Township of Emily, running to and following the herein-after mentioned course, that is to say: Commencing in the centre of the second concession aforesaid, on the easterly limits of the said lot number six, then south seventy-four degrees west along the centre of the said concession twenty-nine chains; the said Road to be forty feet wide, and the marked and described line to be the centre.—*Ibid*

Road through
part lots 17 and
18 in 7th con.
Smith, closed.

92. That certain orders of the Quarter Sessions of the District of Newcastle establishing a certain line of Road through part of lots seventeen and eighteen in the seventh concession of the Township of Smith, be and the same are hereby annulled, so far as relates to the said lots numbers seventeen and eighteen, and no further, and that hereafter the said Road, so far as relates to the said lots numbers seventeen and eighteen, shall be closed and shut up, and shall cease to be a Public Highway, and the land shall revert back to the owner or owners thereof.—*D. C. By-law No. 2, 1847.*

On lot 12 in 1st
con. Emily.

93. That a Public Highway or Road be established on lot number twelve in the first concession of the Township of Emily, running according to and following the hereinafter mentioned course, that is to say: Commencing on the Allowance for Road between lots twelve and thirteen in the first concession of Emily at a point north fourteen degrees west fifteen chains sixty-five links from the south-east angle of the said lot number twelve, then north forty-six degrees fifteen minutes west two chains eighty links, then north eleven degrees forty-five minutes east three chains forty-two links, to the Allowance for Road between lots twelve and thirteen; the said Road to be sixty-six feet wide, and the described line to be the west side of the Road.—*D. C. By-law No. 3, 1847.*

From Smith to
Stewart Streets,
across lot 12 in
Peterborough.

94. That a Public Highway or Road be established in the Town of Peterborough, in the District of Colborne running according to and following the hereinafter mentioned course, that is to say: Commencing at a point bearing south seventy-six degrees west one chain ninety-five links from the north-east angle of lot number twelve west of George Street and south of Smith Street, in the said Town of Peterborough, then south thirty-three degrees east three chains fifty links, be the same more or less, to the western limits of Stewart Street; the said
Road

Road to be sixty-six feet wide, and the marked and described line to be the western boundary of the Road.—*D. C. By-law No. 5, 1847.*

95. That a certain Road established by the Quarter Sessions of the Newcastle District on or over lots twenty-three and twenty-four in the fourth concession of the Township of Otonabee, be, and the same is hereby closed and stopped up, and the same shall, from and after the passing of this By-law, cease to be a Public Highway.—*D. C. By-law No. 22, 1847.*

Road on lots 23 and 24 in 4th con. Otonabee, closed.

96. That in lieu thereof the Road surveyed and laid out by James Bird, one of the District Road Surveyors in the Township of Otonabee, as appears by his Report bearing date October, 1847, across the west half of lot number twenty-four in the fourth concession of the said Township, be, and the same is hereby established and confirmed as a Public Road or Highway.—*Ibid.*

Road in lieu of it across W. half lot 24 in 4th con. Otonabee.

97. That the Road surveyed and laid out by Thomas J. Dennehy, one of the District Road Surveyors in the Township of Otonabee, as appears by his Report bearing date the fifth day of October, 1847, across lots numbers eleven and twelve in the thirteenth concession, and across part of lots numbers fourteen and fifteen in the twelfth concession of the said Township, be, and the same is hereby established and confirmed as a Public Road or Highway.—*D. C. By-law No. 23, 1847.*

Across part of lots 11 and 12 in 13th con., and part of lots 14 and 15 in 12th con. Otonabee.

98. That from and after the passing of this By-law, the part of the Road which was established upon lots thirty and thirty-one in the thirteenth concession of the Township of Otonabee by an order of the Newcastle District Quarter Sessions, made on the twelfth day of July, in the year of Our Lord One Thousand Eight Hundred and Thirty-two, that runs along the line dividing lots thirty and thirty-one, shall be, and the same is hereby so changed, altered and diverted, that the line dividing lots thirty and thirty-one aforesaid, shall be the centre of the Road; and that the said Road shall be sixty-six feet wide.—*D. C. By-law No. 24, 1847.*

Road on lots 30 and 31 in 13th con. Otonabee, altered.

99. That a Public Highway or Road be established in the fifth concession of the Township of Dummer, in the District of Colborne, running according to and following the courses herein-after mentioned, that is to say: Commencing where a post has been planted at the north-west angle of lot number three in the fifth concession of the said Township, then south seventy-five and three quarter degrees west fifty links to the centre of the concession line, then south fourteen and three quarter degrees east two chains ninety-eight links along the concession line to the Bridge over the river, then south fifty-four degrees east seven chains,

Across lot No. 3 and part No. 4, in 5th con. Dummer.

then south ten and three quarter degrees east twenty-two chains forty-five links to the southerly limit of said lot number three, then south five degrees west seven chains twenty-eight links to the centre of the concession Road; the said Road to be forty feet wide, and the marked, posted and described line to be the centre of the Road: And also commencing at the south-west angle of the third lot in the fifth concession of Dummer aforesaid, then north fourteen degrees forty-five minutes west seventy-five links, then north seventy-six degrees east two chains and fifty links; the marked and described line to be the eastern and southern limits of the Road, and the same to be sixty-six feet wide.—*D. C. By-law No. 12, 1848.*

From 1st con.
Verulam to Stur-
geon point, in
Fenelon.

100. That a Public Highway or Road be established in the Townships of Verulam and Fenelon according to and following the hereinafter mentioned courses, that is to say: Commencing at the southern limit of the Allowance for Road between the fifteenth and sixteenth lots in the first concession of the Township of Verulam, twenty-four chains thirty-three links distant from the north west angle of lot fifteen, then south fourteen degrees east seventeen chains eighteen links, then south thirty-three degrees east nine chains ninety-three links, then south twelve degrees west six chains thirty-seven links, then south thirty-two degrees thirty minutes west twelve chains twenty-nine links, then south thirty degrees thirty minutes west twenty chains fourteen links, then south twelve degrees west four chains fifty links crossing the boundary line between Verulam and Fenelon, then south twenty-two degrees fifteen minutes west eight chains seventy-eight links, then south three degrees thirty minutes east five chains twenty-four links, then south twenty degrees west thirteen chains, then south thirty-five degrees west twenty-six chains seventy-two links, then south twenty-five degrees west fourteen chains, then south fourteen degrees east twenty-eight chains thirty-six links, then south three degrees west thirty-three chains sixty links to the water's edge of Sturgeon Lake, on the tenth lot in the tenth concession of the Township of Fenelon; the said Road to be sixty-six feet wide and the marked and described line shall be the centre thereof.—*D. C. By-law No. 13, 1848.*

Roads in Fene-
lon from Fene-
lon Falls to
Townships of
Eldon and Ops,
altered.

101. That a Public Highway or Road be established in the Township of Fenelon according to and following the hereinafter mentioned courses, that is to say: First—Commencing at the south-west angle of lot sixteen in the second concession of the said Township, then north seventy-six degrees east along the Allowance for Road between the fifteenth and sixteenth lots to the Allowance for Road, between the second and third concessions, then northerly along the said Allowance to the Old Road one chain eighty-four links from the north-east angle of lot sixteen in the second concession.—*D. C. By-law No. 14, 1848.*

102. SECONDLY.—Commencing at where a post has been planted on the Old Road in the east half of lot seventeen in the third concession, then north forty-six degrees east twenty chains forty-six links to the Old Road.—*Ibid.*

103. THIRDLY.—Commencing on the Allowance for Road between the fourth and fifth concessions at a post between the twentieth and twenty-first lots, then along the Allowance for Road between the said lots to the centre of the fifth concession, then north fourteen degrees west fourteen chains eighty-three links, then north seventy-six degrees east along the side line between lots twenty-one and twenty-two to the Allowance for Road between the fifth and sixth concessions, then north fourteen degrees west along said Allowance to the Old Road; the said Road or Roads to be sixty-six feet wide, and the marked and described lines to be the centre.—*Ibid.*

104. That such parts of the Old Road as are hereby altered and amended, shall be annulled and cease to form part of the Public Highway.—*Ibid.*

105. That a Public Highway or Road be established in the ninth concession of the Township of Emily according to and following the hereinafter mentioned courses, that is to say: Commencing in the centre of the ninth concession between lots numbers nine and ten, thence northerly on the said division line till it meets the concession Allowance for Road in the rear of said lot; the Road to be forty feet wide, and the marked and described line to be the centre thereof.—*D. C. By-law No. 17, 1848.*

Between lots
Nos. 9 and 10 in
9th con. Emily.

106. That a Public Highway or Road be established in the seventh concession of the Township of Emily according to and following the hereinafter mentioned courses, that is to say: Commencing at the south-west angle of lot number twenty-one in the seventh concession of the said Township, thence north fourteen degrees west nineteen chains sixty links, following boundary between twenty and twenty-one, thence north seventy-four degrees east twenty-nine chains to western limit of Allowance for Road leading to Peterborough at a point northerly nineteen chains sixty links, more or less, from southeast angle of lot number twenty-one in the seventh concession; the said Road to be forty feet in width, and the marked line on the eastern boundary as far as it follows the said line between the said lots, and on the other part of the said Road, the marked line to be the centre of the Road.—*D. C. By-law No. 18, 1848.*

Between lots 20
and 21 and across
21 in 7th con.
Emily.

107. That a Public Highway or Road be established in the Township of Eldon according to and following the hereinafter mentioned courses, that is to say: Commencing on the eastern concession line in the centre of lot number eleven in the ninth

Through lots 11,
12 and 13 in the
9th con. of Eldon.

concession of the said Township, then south fifty-eight degrees west eleven chains fifty links, then south seventy-four degrees west eight chains twenty-five links, then south forty-one and a half degrees west eight chains fifty links, then south seventy-five and a half degrees west two chains, then north forty-seven degrees west six chains fifty links, then north thirty-three degrees west five chains, then north nineteen degrees east five chains, then north forty degrees east four chains, then north ten degrees west seven chains, then north twenty-two degrees east five chains, then north nine degrees east fourteen chains, then north twenty degrees east eight chains, then north seven degrees west five chains fifty links, then north twenty-five degrees east five chains fifty links, then north thirty-five degrees east three chains fifty links, then north five degrees west twenty chains, then north two degrees east ten chains fifty links, then north forty-two degrees east nine chains fifty links, and ending on concession line five and a half chains from the north-east angle from lot number thirteen in the ninth concession of the Township of Eldon aforesaid; the said Road to be sixty-six feet wide and the marked line the centre.—*D. C. By-law No. 19, 1848.*

Through lot 4
in 9th con. Douro.

108. That a Public Highway or Road be established in the ninth concession of the Township of Douro, in the District of Colborne, according to and following the hereinafter mentioned courses, that is to say: Commencing on the eastern limit of the Allowance for Road between the ninth and tenth concessions of the Township of Douro southerly thirty links from the north-west angle of the fourth lot in the said ninth concession, then north twenty-six degrees east two chains, then north twenty-seven degrees thirty minutes east fifteen chains and thirty links, then north fourteen degrees west eighteen chains and seventy links, more or less, to the southern limit of the Allowance for Road between the fifth and sixth lots in the said ninth concession, and at twelve chains and fifty links easterly from the north-west angle of said fifth lot; the Road to be forty feet wide, and the marked and described line the most southerly and easterly limit thereof.—*D. C. By-law No. 20, 1848.*

Across the
Township of
Fenelon from
Fenelon Falls to
Ops.

109. That a Public Highway or Road be established in the Township of Fenelon, in the Colborne District, according to and following the hereinafter mentioned course, that is to say: Commencing at the centre of the south end of the Bridge across the river at Fenelon Falls south three degrees west two chains, then south thirty-one degrees west forty chains seventy links, then south twenty-seven degrees west nine chains seventy-nine links, then south thirteen degrees west three chains sixty-five links, then south twelve degrees west eighteen chains, then south one degree east thirty-five chains, then south eleven degrees east thirty-seven chains forty links, then south sixteen degrees west ten chains fifty links, then south twenty-one chains twenty-eight links, then south fourteen degrees east seventy-two chains
fifty

fifty links, then south forty-five degrees west sixteen chains twenty-three links, then south seventy-two degrees west forty-four chains forty links, then south seven degrees west one hundred and thirty-two chains, then south eighteen degrees west fourteen chains thirty-four links, then south thirty-eight degrees west twenty-four chains thirty-eight links, then south twelve degrees west seventy-three chains fifty-eight links, then south thirty degrees west sixty-two chains twenty links, then south twenty-five degrees west three chains seventy-six links, then south sixteen chains sixty-seven links, then south twenty degrees west seventy-five chains eighty-five links, then south thirty-eight degrees west forty-six chains seventy-four links, then south twenty-three degrees west fifty-four chains seventy links to the line between the third and fourth concessions at a point northerly six chains eighty-six links from the northern limit of the second lot; the said Road to be sixty-six feet wide, and the marked line to be the centre.—*D. C. By-law No. 21, 1848.*

110. That a Public Highway or Road be established in the third concession of the Township of Dummer, in the Colborne District, running according to and following the hereinafter mentioned courses, that is to say: Commencing at a point in the eastern limits of Allowance for Road between the second and the third concessions of Dummer aforesaid, bearing south fourteen degrees east and distant six chains from the south west angle of number eighteen in the third concession, then north sixteen degrees forty-five minutes east eight chains fifty links, then north thirty-three degrees west six chains twenty-five links, crossing the Indian River, then north twenty-six degrees west eight chains fifty links, to a point on the eastern limits of said Allowance for Road, between the second and third concessions, and distant fifteen chains forty links from the south-west angle of lot number eighteen in the third concession aforesaid; the said Road to be sixty-six feet wide, and the marked and described line to be the centre of the Road.—*D. C. By-law No. 22, 1848.*

Across part of
the west halves
of 17 and 18 in
3rd con. Dummer

111. That a Public Highway or Road be established in the Township of Smith, in the Colborne District, according to and following the hereinafter mentioned course, that is to say: Commencing at a point on the north side of a Road between the third and fourth concessions, bearing north seventy-six degrees east, and distant fifteen chains sixty links from the south-west angle of lot number ten in the fourth concession, then north fifty-six degrees east nine chains, to the north side of Road passed through the centre of the seventh lot on the west side of Communication Road, and distant three chains ten links from the south-east angle of lot number ten in the fourth concession, and bearing south thirty-one degrees east from the said south-east angle of Lot number ten; the said Road to be forty feet wide, and the marked line being on the north side of the said Road.—*D. C. By-law No. 23, 1848.*

Across part of
Lot No. 10, in
4th con. Smith.

Across part of
lot 29 in 3rd con.
Ops.

112. That a Public Highway or Road be established in the Township of Ops, in the Colborne District, according to and following the hereinafter mentioned courses, that is to say : Commencing on the southern limits of Allowance for Road between the Townships of Fenelon and Ops at the third concession of the Township of Ops aforesaid, distant from the north-east angle of lot number twenty-nine in the third concession of the said Township of Ops, three chains thirty-eight links westerly, then south forty degrees east through the said lot number twenty-nine seven chains five links to the Allowance for Road between the third and fourth concessions of the Township of Ops aforesaid, distant from the north-east angle of the said lot number twenty-nine six chains fifteen links ; the said Road to be sixty-six feet wide, and the marked line to be the centre.—*D. C. By-law No. 24, 1848.*

In Monaghan
adjoining the
Town of Peter-
borough.

113. That a Public Highway or Road be established in the thirteenth concession of the Township of Monaghan, in the Colborne District, according to and following the hereinafter mentioned courses, that is to say : Commencing at the northern limits of the Allowance for Road in front of the thirteenth concession of Monaghan, eighteen chains easterly from the north-west angle of the thirteenth lot in the said thirteenth concession, then north sixty-five degrees nineteen minutes east (true course) eleven chains and fifteen links, more or less, to the western limit of Park Street in the Town of Peterborough, at a point one chain northerly from the south-east angle of the aforesaid thirteenth lot ; the said Road to be sixty-six feet wide, and the marked and described line to be the northerly limit thereof.—*D. C. By-law No. 25, 1848.*

Across part of the
west halves of
lots 16 and 17 in
7th concession
Otonabee.

114. That a Public Highway or Road be established in the Township of Otonabee, in the Colborne District, according to and following the hereinafter mentioned course, that is to say : Commencing on the eastern limits of Allowance for Road between the sixth and seventh concessions at a point bearing south fourteen degrees east and distant five chains and sixty links from the north-west angle of lot sixteen, then north eleven degrees forty-five minutes east three chains forty-six links, then north thirty degrees west three chains ninety-one links, then north twenty-nine degrees west one chain thirty-two links, then north forty-seven degrees west one chain thirty-five links, then north seventy-one degrees west one chain thirty links, to the eastern limits of Road between sixth and seventh concessions, three chains and fifty links from the north-west angle of lot number seventeen in the sixth concession of the said Township ; said Road to be sixty-six feet wide, and the marked line to be the centre.—*D. C. By-law No. 26, 1848.*

115. That a Public Highway or Road be established in the Township of Fenelon, in the Colborne District, according to and following the hereinafter mentioned courses, that is to say: Commencing at the posts numbers five and six on the south concession line of Fenelon, then north twenty-two degrees east twenty-three chains fifty links, then north seventeen degrees east thirty-six chains and fifty links, then north fifty degrees west four chains, then north five degrees east two chains, then north thirty-two degrees west nine chains and fifty links, then north twenty-seven degrees east six chains fifty links; the said Road to be forty feet wide, and the marked and described line the centre.—*D. C. By-law No. 29, 1848.*

From posts 5 and 6 in 10th con. Fenelon to Sturgeon Lake.

116. That a Public Highway or Road be established in the Township of Fenelon, in the Colborne District, according to and following the hereinafter mentioned course, that is to say: Commencing at a point distant four chains north from post nineteen and twenty on the fourth and fifth concession lines, then south fifty degrees west twenty-one chains, then south forty-five degrees west four chains, then south thirty-four degrees west fifteen chains, then south fifty degrees west three chains: the said Road to be sixty-six feet wide, and the marked line to be the centre.—*D. C. By-law No. 30, 1848.*

Across part of Lots 19 and 20 in 4th con. Fenelon.

117. That a Public Highway or Road be established in the Town of Peterborough, running according to and following the hereinafter mentioned course, that is to say: Commencing on the southern limits of Hunter Street, in the said Town of Peterborough, easterly three chains and nine links from the easterly limits of Water Street, thence southerly parallel to Water Street, five chains and eighty links, more or less, to the northern limit of Simcoe Street; the said Road to be fifty-eight feet wide, and the marked and described line to be the western limit of the Road.—*D. C. By-law No. 4, 1849.*

From Hunter Street, to Simcoe Street, in Peterborough.

118. That a Public Highway or Road be established in the Township of Emily, running according to and following the hereinafter mentioned course, that is to say: Commencing on the northern limit of Allowance for Road in the front of the fourth concession of Emily easterly eight chains and fifty-two links from the south-west angle of lot number seventeen in the said fourth concession, then north twenty-two degrees east twelve chains eighty links, then north forty-nine degrees fifteen minutes east twenty-three chains, then north thirty-seven degrees forty-five minutes east thirteen chains and twenty links, then north fifty-two degrees east nineteen chains, then south eighty-four degrees fifteen minutes east eighteen chains and forty-one links, then south forty-seven degrees east nine chains and twenty-seven links, then south thirty-eight degrees forty-five minutes east twelve chains and twelve links, then south forty-five degrees thirty minutes east fifteen chains and sixty-four links,

On lots 17, 18, 19 and 20 in the 4th con. Emily.

to

to the aforesaid northern limit sixty links westerly from the centre of the twentieth lot; the said Road to be sixty-six feet wide, and the marked and described line the centre of the Road.—*D. C. By-law No. 5, 1849.*

Road in 4th con.
Emily, stopped
up.

119. That a Road established in the said fourth concession of Emily, by the Magistrates in general Quarter Sessions of the District of Newcastle, on the fourteenth day of July, one thousand eight hundred and thirty, shall be closed and shut up, and the same shall cease to be a Public Highway.—*Ibid.*

On Lots 11 and
12 in 1st con.
Dummer.

120. That a Public Highway or Road be established in the first concession of Dummer, in the Colborne District, according to and following the hereinafter mentioned courses, that is to say: Commencing on the northern limit of Allowance for Road between lots numbers ten and eleven in the first concession of the said Township of Dummer westerly four chains fifty links from the southeast angle of said eleventh lot, then north forty-eight degrees forty-five minutes west eighteen chains, then north twenty degrees fifteen minutes west eight chains twenty-nine links, then north seventy degrees west sixteen chains and forty-one links, then north thirty degrees west five chains and ten links, to the southern limit of Warsaw Village; the said Road to be sixty-six feet wide and the marked and described line to be the centre of the Road.—*D. C. By-law No. 6, 1849.*

On lot 30 in 13th
con. Otonabee.

121. That a Road sixty-six feet wide shall be opened and established as a Public Highway on lot number thirty in the thirteenth concession of the Township of Otonabee, which said Road is butted and bounded and described as follows, that is to say: Commencing at a point bearing north sixteen degrees twenty minutes west, and distant twenty-six chains twenty-two links from the south-east angle of said lot number thirty in the thirteenth concession of the said Township of Otonabee, then south seventy-three degrees and forty-minutes west fifteen chains, more or less, to Brown street in the Town Plot of Peterborough East; the described line is on the south side of the Road, and the Road is sixty-six feet wide.—*D. C. By-law No. 7, 1849.*

On lot 16 in 6th
con. Asphodel.

122. That a certain Public Highway or Road be established in the Township of Asphodel, in the Colborne District, running according to and following the hereinafter mentioned courses, that is to say: Commencing at the south-east angle of the west half of lot number sixteen in the sixth concession of Asphodel aforesaid, then north seventy-five degrees forty-five minutes east thirty-three chains thirty-three and a half links, more or less to Allowance for Road between the sixth and seventh concessions northerly three chains and fifty links from the southeast angle of the

the said lot number sixteen; the said Road to be sixty-six feet wide, and the marked and described line the northerly side of the Road.—*D. C. By-law No. 8, 1849.*

123. That a Public Highway or Road be established in the Township of Smith, in the Colborne District, running according to and following the hereinafter mentioned courses, that is to say: Commencing at the intersection of the western limit of lot number twenty-two in the tenth concession of the Township of Smith with the Mud Lake Road leading to Peterborough, then north fourteen and a quarter degrees west twenty-one chains and seventy-two links along said limit to the Allowance for Road in the rear of said concession, thence along the western limit of lot number twenty-two one hundred and sixty chains, more or less, across the eleventh, twelfth and thirteenth concessions of the said Township to the shore of Mud Lake; the said Road to be forty feet wide, and the marked and described line to be the centre thereof.—*D. C. By-law No. 9, 1849.*

Across 10th, 11th, 12th and 13th cons. between lots 21 and 22 from the travelled Road to Mud Lake.

124. That a Public Highway or Road be established on lot number thirteen in the seventh concession of the Township of Otonabee, in the Colborne District, running according to and following the hereinafter mentioned courses, that is to say: Commencing between lots numbers thirteen and fourteen in the centre of the concession line which divides the seventh and eighth concessions of Otonabee, then south thirty-two and a half degrees east five chains, then south twenty-one degrees east five chains, then south six degrees west five and a half chains, more or less, to meet the said concession line again; the said Road to be sixty-six feet wide, and the marked and described line to be the centre of the Road.—*D. C. By-law No. 10, 1849.*

On lot No. 13 in the 7th con. of Otonabee.

125. That a Public Highway or Road be established in the seventh concession of the Township of Smith, in the Colborne District, running according to and following the hereinafter mentioned courses, that is to say: Commencing at the south east angle of lot number fifteen in the seventh concession of the said Township of Smith, then north fourteen degrees west eight chains forty links, more or less, till it joins a Road passed by the Quarter Sessions of the District of Newcastle, between lots fifteen and sixteen; the said Road to be sixty-six feet wide, and the marked and described line to be the centre of the Road — *D. C. By-law No. 11, 1849.*

On lot 15 in the 7th con. of Smith

126. That the Road which crosses part of the south end of lot number sixteen in the seventh concession of the said Township of Smith, shall be closed and shut up, and shall cease to be a Public Highway.—*Ibid.*

Old Road closed.

On lots 30, 31,
and 32, in 6th
con. Otonabee.

127. That a Public Highway or Road be established in the sixth concession of the Township of Otonabee, running according to and following the hereinafter mentioned course, that is to say: Commencing at a point on the boundary line between Douro and Otonabee, bearing north seventy-six degrees east and distant nineteen chains fifty links from the north-west angle of lot number thirty-two in the sixth concession of Otonabee, then south seven degrees west eighteen chains ten links, then south two and a half degrees west ten chains fifty links, then south twenty-three degrees west twenty-two chains fifty links to the eastward limits of Allowance for Road between the sixth and seventh concessions of Otonabee; the said Road to be sixty-six feet wide, and the marked and described line the easterly limit of the Road.—*D. C. By-law No. 20, 1849.*

On lots 16 and 17
in 14th and 15th
con. Otonabee.

128. That a Public Highway or Road be established in the fourteenth and fifteenth concessions of the Township of Otonabee, in the Colborne District, according to and following the hereinafter mentioned courses, that is to say: Commencing at a point on the base line bearing north seventy-six degrees east and distant thirty-eight chains from the north-west angle of lot number sixteen in the fourteenth concession of Otonabee aforesaid, then south thirty-four degrees west eleven chains fifteen links, then south sixty-three and a half degrees west seven chains ninety-six links, then south sixty-six degrees west sixteen chains fifty-six links, then south seventy-three and a quarter degrees west six chains sixty-five links, then south eighty-eight and a half degrees west sixteen chains eighty-five links, then north fifty-nine degrees west thirteen chains nine links, then north eighty-seven and a quarter degrees west nine chains eighty-two links, then south forty-eight and a half degrees west six chains sixty-five links, to the base line, and distant twenty-eight chains from the north west angle of lot number sixteen in the fifteenth concession of Otonabee; the said Road to be sixty-six feet in width, and the marked and described, and posted line the southern boundary of the Road.—*D. C. By-law No. 21, 1849.*

On lots Nos. 1
and 2, in 11th
con. Belmont.

129. That a Public Highway or Road be established in the Township of Belmont, running according to and following the hereinafter mentioned courses, that is to say: Commencing on the north-east angle of lot number two in the eleventh concession of Belmont, then south forty-three degrees west one chain fifty links, then south thirty degrees west two chains fifty links, then south six degrees west two chains fifty links, then south four degrees west ten chains fifty links, then south two degrees east ten chains, then south eighteen degrees east four chains fifty links, then south nineteen degrees east two chains, then south thirty-six degrees east five chains fifty links, then south seventeen degrees east three chains, fifty links, then south twelve degrees

degrees east five chains, then south fifteen degrees east three chains, then south twelve degrees east five chains, then south seven degrees west eight chains to the boundary line of the Township; the said Road to be forty feet wide, and the marked line the east side thereof—*D. C. By-law No. 22, 1849.*

130. That a Public Highway or Road be established in the Township of Belmont running according to and following the hereinafter mentioned courses, that is to say: Commencing on the eastern limit of the Allowance for Road between the tenth and eleventh concessions of Belmont northerly eight chains from the south-west angle of the twelfth lot in the said tenth concession, then north seventy-six degrees east seven chains fifty links, then north fifty-seven degrees east three chains, then north sixty-one degrees east four chains, then north fifty-four degrees east three chains, then north seventy-three degrees east two chains, then north eighty degrees east five chains, then north sixty-six degrees east three chains, then north eighty-four degrees east two chains fifty links, then north seventy-three degrees east three chains fifty links, then north thirty-eight degrees east three chains fifty links, then north fifty degrees east fifteen chains fifty links, then north twenty-nine degrees east seventeen chains, then north twenty-three degrees east four chains, then north thirty-six degrees east two chains fifty links, then north forty-five degrees east three chains, then north sixty-eight degrees east four chains, then north thirty-one degrees east five chains fifty links, more or less, to the eleventh concession line, then north thirty-three degrees east five chains, then north fifty-three degrees east ten chains, then north seventy-nine degrees east three chains fifty links, then north sixty-one degrees east six chains, then north fifty-nine degrees east ten chains fifty links, then north sixty-five degrees east four chains, then north forty-nine degrees east one chain fifty links, then north twenty-nine degrees east three chains, then north twenty-two degrees east three chains fifty links, then north thirty-one degrees east seven chains, then north forty-three degrees east ten chains, then north eighty degrees east twenty-two chains eighty links, more or less, to the ninth concession line, then south fourteen degrees east two chains, then south eighty-seven degrees east five chains, then north sixty-seven degrees east three chains fifty links, then north fifty degrees east seven chains and fifty links, then north sixty-eight degrees east two chains fifty links, then south seventy-two degrees east three chains, then south sixty-three degrees east four chains fifty links, then south eighty degrees east five chains, then north five chains and thirteen links, more or less, to Round Lake; the said Road to be forty feet wide, and the marked and described line the south side of the Road.—*D. C. By-law No. 23, 1849.*

On lots 12, 13, 14, and 15 in the 8th, 9th and 10th cons. of Belmont.

131. That a Public Highway or Road be established in the Township of Otonabee, running according to and following the hereinafter mentioned course, that is to say: Commencing at a

point
On lots 22, and 23, in the 5th con. Otonabee.

point on the boundary between the west halves of lots numbers twenty-two and twenty-three in the eighth concession of the said Township of Otonabee, and bearing north seventy-six degrees east from the north-west angle of lot number twenty-two, distant twenty-seven chains fifty links, more or less, from the said north west angle of lot number twenty-two, then north fifty-one degrees east fourteen chains, more or less, to the boundary between the east halves of said lots numbers twenty-two and twenty-three, in the eighth concession of Otonabee aforesaid; the said Road to be sixty-six feet wide, and the marked and described line the centre of the Road.—*D. C. By-law No. 24, 1849.*



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APPENDIX.

DESCRIPTION OF ROADS REFERRED TO IN BY-LAWS.

SECTION 45.

Commencing at Clear Lake shore, in lot number twenty-nine in first concession of Dummer, then south twenty-nine and a half degrees east twenty-five chains, then south twenty-nine degrees east three chains, then south fifteen degrees east three and a half chains, then south eight and a half degrees west three and a half chains, then south twenty-four degrees west three chains, then south thirty-eight degrees west two and a half chains, then south forty-eight degrees west five chains, then south forty-three degrees west five chains, then south forty-nine degrees west three chains, then south twenty-five degrees west five chains, then south five degrees east five chains, then south sixteen degrees west three chains, then south sixty-four degrees west two chains, then south forty-one degrees west five chains, then south sixty-two degrees west nine chains, then south fifteen degrees west three chains, then south seven degrees west three and a half chains, then south forty-one degrees west three and a half chains, then south seven degrees west three and a half chains, then south twenty-seven degrees west six and a half chains, then south fifty-five degrees west five chains, then south fifty-six degrees west three chains, then south twenty-five degrees west four and a half chains, then south forty-seven degrees west twelve and a half chains, then south eighteen degrees west six and a half chains; then south thirty-five degrees west four chains, to Boundary Line between Dummer and Douro, and coming out northerly ten chains from the south-west angle of lot number twenty-six in first concession Dummer. Again commencing at the Village of Warsaw thence to Peterborough, beginning at the south-east angle of Village lot number eight west side Peterborough Road, thus: South eighty-one and a half degrees west four and a half chains, south forty-two and three quarter degrees west eighteen chains to corner lots number eleven and twelve of Dummer on the Boundary line, thence through Douro thus: South forty-one and a quarter degrees west eleven chains, then south thirty-seven and a half degrees west thirty three chains, then south forty-nine and a half degrees west six chains ninety-five links, then south fifty-five degrees west twenty-three

twenty-three chains to Allowance for Road between lots numbers ten and eleven in first concession Douro, then on said side line south seventy-five and a half degrees west seven chains to centre of concession line between first and second concessions and between lots numbers ten and eleven, then through second concession on said concession two and a half chains more, then south sixty-six degrees west seventeen and a half chains, then south fifty-one degrees west twelve chains twenty links, then south nineteen and a half degrees west twelve chains, then south thirty-two and a half degrees west eight chains fifty-five links, then south fifty-six degrees thirty-three chains twenty-seven links, then north seventy-nine degrees west fourteen chains forty links, about ten chains forty links of this course coming on centre of line dividing the second and third concessions, and northerly six chains from the south-west angle of lot number ten in second concession, then south seventy-seven and a half degrees west twenty-six chains thirty links, then south fifty-one and a half degrees west nine chains, then south twenty-two and a half degrees west five chains ninety-five links, ending on line between third and fourth concessions, then south ten degrees west nine chains fifty links, then south thirty-four and a half degrees west eleven and a half chains, then south forty-two and a half degrees west eighteen chains, then south forty-seven degrees west four chains, then south sixty-seven degrees west seventeen and a half chains to creek in ravine; then south fifty-six and a half degrees west three chains eighty links, then south seventy degrees west five and a half chains, about one chain ten links on this course crosses line of fourth and fifth concessions, then south eighty-six degrees west four and half chains, then south sixty-eight and a half degrees west nine chains, then south forty-nine and three quarter degrees west seven and a half chains, then south seventy-six and a half degrees west eight chains, then south fifty-nine and a half degrees west nine and a half chains, then south sixty eight and a half degrees west eight and half chains, then south seventy-four degrees west seven chains thirty-five links, then south forty-five degrees thirteen and a half chains to line between the fifth and sixth concessions, and one chain twenty-five links north of the south-west angle of lot number eight in fifth concession, then south forty-three and a half degrees west two chains eighty links, then south thirty-four degrees west twenty-seven chains twenty-five links, then south thirty degrees west seventeen chains ten links, then south forty-two and a half degrees west thirteen chains fifty links, then south sixty-two and a half degrees west twenty chains ending on a crossway and at sixteen chains thirty links, crosses division line of the sixth and seventh concessions, then south sixty-eight degrees west five chains, then south forty degrees west nine chains, then twenty-nine degrees west fourteen chains ending on side line Allowance for Road between lots numbers five and six and five chains eighty-five links east of the centre of the lot, then south seventy-five and a half degrees west thirty-nine chains eighteen links along Allowance passing

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passing by Leahy's Tavern, to west side said concession on said limits, then south forty-two degrees west fourteen and a half chains, then south twenty-two degrees west seven chains, south thirty-four and a half degrees west twelve chains thirty links, then south forty-six degrees west four and a half chains, then south seventy-three degrees west seven chains thirty links, then south seventy-seven degrees west eight chains ten links, then south fifty-four degrees west six chains eighty links, then south twenty-two degrees west five chains sixty links to side line between lots numbers four and five in eighth concession at Mr. Gibbs clearance, then south forty-one degrees west eight and a half chains, then south forty-four degrees west eighteen chains, then south twenty-nine and three quarter degrees west nine chains fifteen links, then south fifty-eight degrees west three chains fifty links, wending through ravine on old Road; then south forty degrees west six chains sixty links at four chains leaving Old Road till coming on it again west of Couche's clearance thus: south nineteen degrees west two chains ten links, then south ten degrees west three chains forty links, then south nineteen degrees west two chains fifty links, then south twenty-nine degrees west five chains; then south sixty-nine degrees west sixteen chains at eleven and a half chains on this course is centre of Creek, thence ascending side ridge, south fifty-four and a half degrees three chains eighty-five links, then south thirty-six degrees west thirteen chains, then south thirty-five degrees west eighteen chains ending on line dividing ninth and tenth concessions and southerly one and a half chains from the north-east angle of Couche's lot number two in tenth concession, east half, then south thirty-three and a half degrees west thirty-five chains, then south fifty-seven degrees west four and a half chains to centre of lot on side line, then on side line between lots numbers one and two, thus: south seventy-five and a half degrees west thirty-four chains fifty links to within two chains of the south-west angle of lot number two in tenth concession, then south thirty-nine degrees west twenty-five chains sixty links to near Log Bridge over Creek in ravine, then south fifty-one and a half degrees west two chains sixty links to west side Log Bridge, then south twenty-nine and a half degrees west eight chains ten links, then south fifty-one degrees west eight chains ninety links, then south thirty-five degrees west six chains to Boundary line.

SECTION FORTY-SIX.

Commencing at the south-west angle of lot number twenty-six in the seventh concession Smith, then north fourteen degrees west sixty-nine chains and forty links along the western limits of said lot to the Allowance for Road in rear of said seventh concession; the said Road to be sixty-six feet wide, and the marked line to be the centre thereof.

SECTION

SECTION FORTY-SEVEN.

Commencing on the western limits of the thirtieth lot in the third concession Otonabee, at a point northerly four chains and sixty links from the south-west angle of said lot, then south eighty-five degrees fifteen minutes east four chains nineteen links, then south three chains and sixty-links, then south fifty-two degrees thirty minutes east three chains and fifty links, then south thirty-seven degrees thirty minutes east seven chains, then south thirty-nine degrees west eight chains, then south twenty-nine degrees west two chains and twenty-one links to the Allowance for Road between the third and fourth concessions; the said Road to be forty feet wide, and the marked line to be the centre.

SECTION FORTY-NINE.

Commencing at the north-east angle of lot twenty-seven in the fourth concession of Otonabee, then south seventy-five degrees forty-five minutes west seventeen chains and sixty-seven links along the northern limits of said twenty-seventh lot, then south sixteen degrees west nine chains and seventeen links, then south seventy degrees west one chain and sixty links, to the east bank of the Indian River thirty-three links northerly from the middle of the Bridge; the said Road to be sixty-six feet wide, and the marked line the most northerly and westerly limits of the Road.

SECTION FIFTY.

Commencing at the north-east angle of lot number twenty in the fifth concession of Otonabee, then south seventy-five degrees forty-five minutes west sixty-seven chains and seventeen links along the northern limits of the said lot number twenty to the centre of the Allowance for Road between the fifth and sixth concessions, then south fourteen degrees fifteen minutes east five chains and sixty-five links along said Allowance, then south fifty-one degrees west nineteen chains and fifty links, then north eighty-four degrees west fifteen chains and forty links to the Indian River, then north thirty-two degrees west two chains and sixty-three links to the centre of the concession at the bank of the River, then north fourteen degrees fifteen minutes west seven chains thirty-eight links along the centre of the concession to the northern limits of the west half of the twentieth lot, then south seventy-five degrees forty-five minutes west thirty-three chains thirty-three and a half links along said northern limits to the Allowance for Road between the sixth and seventh concessions; the said Road to be forty-six feet wide, and the marked line to be the centre.

SECTION

SECTION FIFTY-ONE.

Commencing on the centre of the Allowance for Road between the twenty-sixth and twenty-seventh lots on the eastern limits of the third concession Otonabee, then south seventy-five degrees forty-five minutes west twenty-six chains and fifty-two and a half links along said Allowance, then north eighty-one degrees thirty minutes west fourteen chains, then south seventy-five degrees forty-five minutes west twenty-six chains and fifty-two and a half links along aforesaid Allowance to the Allowance for Road between the third and fourth concessions; the said Road to be sixty-six feet wide, and the marked line to be the centre thereof.

SECTION FIFTY-THREE.

Commencing on line dividing the third and fourth concessions of Asphodel at a post between lots numbers eighteen and nineteen, then north fourteen and a half degrees west six chains thirty links, then north twenty-three degrees east five and a half chains, then north thirty-two and half degrees east thirty-seven chains, then north two and a half degrees west twenty-three chains, more or less to the Boundary line between Asphodel and Dunmiller; the said Road to be forty feet wide, and the marked line to be the centre.

SECTION FIFTY-FOUR.

Running on the division line between lots numbers eleven and twelve in the seventh and eighth concessions of Asphodel; the said Road to be forty feet wide, and the marked line to be the centre.

SECTION FIFTY-SIX.

Commencing on the River side Road in lot number thirty-four in the eleventh concession, then north eighteen and a half chains to north side of concession line which divides the eleventh and twelfth concessions and crossing said line five and a half chains westerly to the south-west angle of lot number thirty-four in twelfth concession, then north twenty-five degrees east seventeen and a half chains to Old Road, then along said Road thus; north eighty-seven degrees east four chains, then north sixty-nine degrees east six chains, then north sixty-three degrees east fourteen and a half chains, then north eighty-seven degrees

degrees east ten chains to the Bay, then north sixty degrees east two and a half chains along the Bay, north seventy-eight degrees east sixteen chains to the Bridge over the Creek, ending on east side thereof, then south fifty-three degrees east six chains, then south eighty degrees east four chains, ending on line with Grist Mill, then on Allowance between lots thirty-six and thirty-seven in twelfth concession winding from Allowance westerly around a large pool of water till it crosses on Allowance again four rods from the waters edge; the said Road to be sixty-six feet wide, the marked line to be the centre of the one Road, and on west side of the Allowance on the other.



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*The following Clauses have been omitted from By-law No. 25,
of which they form a part :—*

BE IT ENACTED—That the Townships of Galway, Snowden and Minden, in the County of Peterboro', and Lutterworth and Anson, in the County of Victoria, be, and they are hereby formed into an independent union of Townships for Municipal purposes.—*U. C. P. & V. By-Law 149, 1859.*

Be it enacted, that the Township of Carden shall be separated from the Township of Eldon, and shall be a distinct and separate Municipality.—*U. C. P. & V. By-law 162, 1859.*

Be enacted, that the Township of Stanhope shall be attached to the united Townships of Galway, Snowden, Minden, Lutterworth and Anson.—*U. C. P. & V. By-law 176, 1861.*

Be it enacted, that the Township of Galway shall be separated from the Municipality of Galway, Snowden, Minden, Stanhope, Lutterworth and Anson, and shall be a separate and distinct Municipality.—*U. C. P. & V. By-law 178, 1861.*

Be it enacted, that the Townships of Lutterworth and Anson shall be separated from the Municipality of Galway, Snowden, Minden, Stanhope, Lutterworth and Anson, and shall be hereafter a distinct and separate Municipality under the name of the united Townships of Lutterworth and Anson.—*U. C. P. & V. By-law 180, 1861.*

In By-law No. 9, page 16, for "William Scott, Esquire," under the head of "for the Norwood County Grammar School," read "Walter Scott, Esquire."

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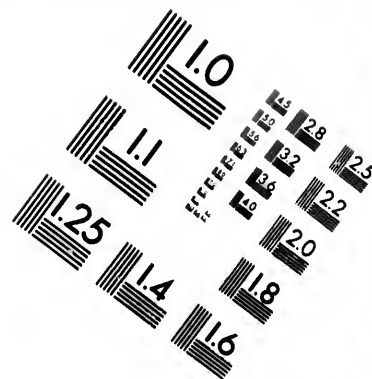
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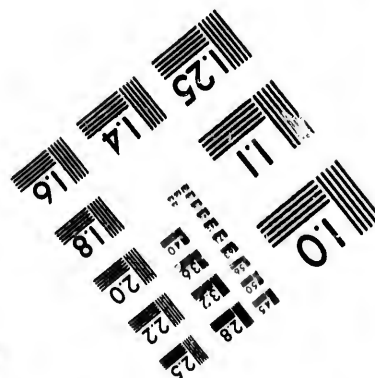
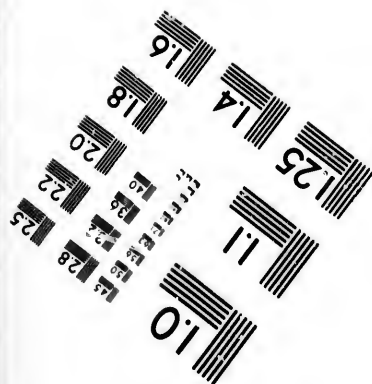
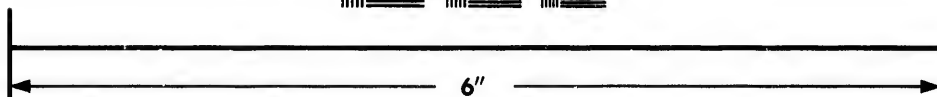
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