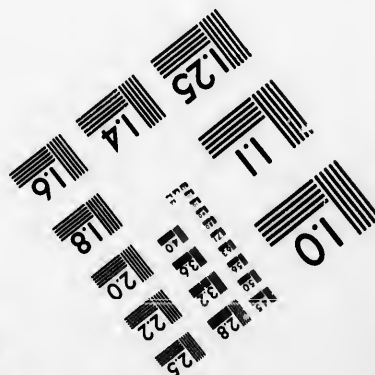
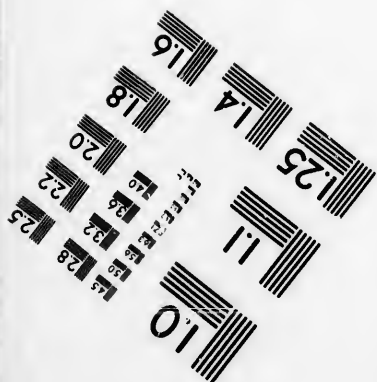
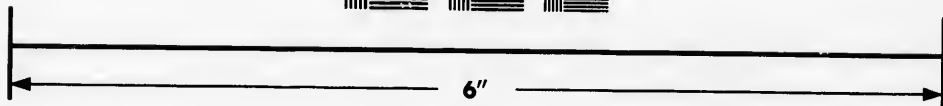
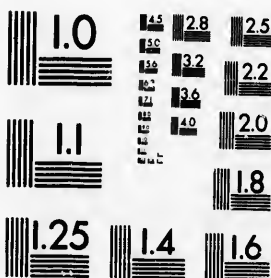


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1993

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression.

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

There are some creases in the middle of the pages. Copy has manuscript annotations.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

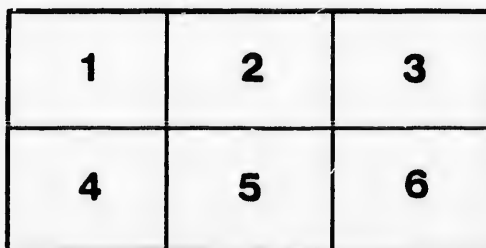
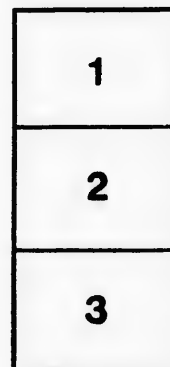
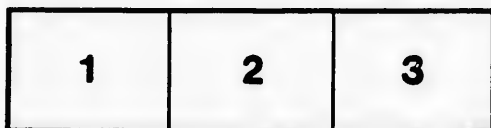
Manuscript Division,
National Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Division des manuscrits,
Archives nationales du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

qu'il
cet
de vue
ge
ation
ués

ript

32x

To His Excellency Genl. *of the*
Military Order of the Bath, Cap
Provinces of Lower & Upper Canada

To the Honourable The LEGISLATIVE
Burgesses of the Province

THE PETITION of the Inhabitants

HUMBLY SHEWETH,

THAT great inconvenience has hitherto been and still is in
the City of Montreal, and other populous parts of its District,
Roads, which every regulation heretofore established has pro-
vince that is nearly, (and threatens to become utterly) insur-
by Law to keep in constant repair the Roads in front of their

THAT the level state of the Roads in the Sister Provinces, the
St. Lawrence River, demonstrate incontestably that this inconvenience
Country.

THAT your Petitioners are therefore fully convinced, that the
Carriages, similar to those used in the countries just mentioned

THAT your Petitioners are aware that it is a prevailing idea
of driving the horses abreast, than to the construction of the
Nova Scotia and New Brunswick (where the snow is equally
those where they are used abreast.

THAT the Road Act, as it now exists, is harassing and unprofitable
their property, whatever may be its situation, or the number
formation of their Carriages, cause the evil complained of, and

THAT your Petitioners well knowing the great bulk of the
feel that the grand object they have in view, can only be attained
ment, from which persons using the kind of Carriage herein

YOUR Petitioners, therefore (with due deference to your wisdom
that the Winter Roads shall be kept in repair at the Public
Lands and Houses in proportion to their respective Fronts; that
roads, high runnered Carriages drawn by horses, single or a
Shafts or pole, or cross bar (when the latter is used) shall not

THE benefit of adopting the use of a Sleigh, when constructed
being driven abreast, a ridge is formed through the length of
er Canada to participate upon equal terms with those of the
of which they now are (owing to the use of the present means) the
vantages of being suitable for roads beaten by horses singly,

AND as an effectual means to secure the proper and cheap
out expense) your Petitioners further respectfully propose, that
in the usual manner, that, on a day to be fixed, the keeping of
judged to the lowest bidder, who shall be required to give good

AND in order to afford every facility to the accomplishment of
model of the Sleigh, which they have now the honor to recon-
persons shall be permitted to have free access.

Your Petitioners beg leave most respectfully to express the
proposed Law to the Province at large, it may in the first instance
satisfied that the benefits it will be found to confer upon the
minds of the whole population, and thus every objection to it

Your Petitioners, in conclusion, beg permission to remark, that
ed in the *Chemins de Ligne*, which are the great Thoroughfares
nor can they be, inasmuch as those who are bound by Law to

of the Bath, Captain General and Governor in Chief in and over the
Lower & Upper Canada &c. &c. &c.

The LEGISLATIVE COUNCIL, and to the Honourable the Knights, Citizens and
Gesses of the Province of Lower Canada, in Parliament assembled.

PETITION of the Inhabitants and Citizens of the District of Montreal.

Convenience has hitherto been and still is experienced by the Inhabitants of this Province, and more especially by those of
the more populous parts of its District, from the inequalities (commonly called Cahots) in the surface of the Winter
Roads heretofore established has proved insufficient to remove, and which increasing with the Population, constitute a grie-
vance to become utterly) insupportable to the Proprietors and occupants of Lands and Houses, who are compelled
to repair the Roads in front of their premises.

It is also manifestly that this inconvenience is solely attributable to the low, close-runnered Trains and Carriages, used in this
Province.

It is therefore fully convinced, that this evil can only be effectually remedied by an adoption of open, high-runnered Winter
Roads in the Sister Provinces, in the neighbouring United States, our own Eastern townships, and those on the Ot-
tawa River.

It is also fully aware that it is a prevailing idea, that the excellence of the roads in those Countries is imputable, rather to the mode
of their construction than to the construction of the Carriages; but this objection is fully refuted by the fact, that in two of them, viz.
New York and New England (where the snow is equally deep as in this Province) Horses are driven singly, and the roads are quite as good as in
this Province.

It is also fully aware that the present mode of repairing the Roads, which is harassing and unequal in its operation, all persons being obliged to keep in repair the Roads in front of
their premises, is not only unequal, but also very expensive, and that the number of Carriages that pass it, and no distinction being made between those who, by the
use of the low runnered Carriages, cause the evil complained of, and those who, by using the high runnered Sleigh exclusively, do not contribute thereto.

It is also fully aware that all knowing the great bulk of the population to be attached by habit to their present description of Winter Vehicles,
it is not to be expected that they will voluntarily give up the use of them, and that the only way to be attained indirectly, by subjecting those who use them upon the Public Roads, to an assess-
ment for the kind of Carriage herein recommended shall be exempt.

It is therefore (with due deference to your superior wisdom) beg leave humbly to recommend that the Road Act be amended, so
that the same shall be kept in repair at the Public expence, and the Fund therefor be levied by an assessment upon the Occupants of
the Roads to their respective Fronts; exempting therefrom, (as before proposed) all persons who use exclusively, upon the said
Roads drawn by horses single or abreast, with the Shafts or Pole affixed to the Runners in such manner as that the said
Shafts or Pole (when the latter is used) shall not hang lower than the bottom of the Vehicle.

It is also fully aware that the use of a Sleigh, when constructed as to answer upon the Winter roads in Upper Canada, (where, owing to the Horses
being used singly, the length of the road) is an important consideration, inasmuch as it will enable the people of Low-
er Canada to be on equal terms with those of the Upper Province in the Transport business between the two Countries; a source of profit
to the use of the Sleigh in a great measure deprived:—A Sleigh upon the plan now proposed, possesses the ad-
vantages of being easily adapted for travelling, on those beaten by horses driven abreast.

It is therefore to secure the proper and cheap repair of the Roads (until the general use of high runners shall make them good with-
out further respect) further respectfully propose, that some time in the month of October, in each and every year, public notice be given
by the proper authorities to be fixed, the keeping in repair the public Roads in each parish shall be separately set up at Auction, and ad-
vertisement who shall be required to give good and sufficient security for the due performance of the Contract.

It is also fully aware that any facility to the accomplishment of the desirable object of this petition, Your Memorialists would also suggest, that a
sum of money have now the honor to recommend, should be deposited with the Inspector of Roads in each Parish, to which all
persons shall have free access.

It is therefore most respectfully to express their hope and desire, that should you in your wisdom deem it inadvisable to extend the
measure at large, it may in the first instance be applied to the District of Montreal alone—Your Petitioners feeling perfectly
convinced that it will be found to confer upon that portion of the Province, will, in the course of a few years, convey conviction to the
rest of the Province, and thus every objection to the universal adoption of the measure throughout the Country be removed.

It is therefore respectfully to beg permission to remark, that the beneficial effects of the enactment now solicited will be particularly experienc-
ed in the more populous parts of the Country, and which, as the Road Act now stands, are never kept in repair,
and those who are bound by Law to repair them, live at so great a distance as to render it impracticable.

And Your PETITIONERS

Will ever pray.—

