centuries, and are very magnificent in detail. The 16th- century stained-glass windows, chiefly of Flemish work, are superb ; and the treasury, reliquaries, and library, not­withstanding their repeated despoilings, are not unworthy of the see which styles itself the “first of all the Spains.” In the Muzarabic chapel the ritual known by that name is still performed daily. Within the precincts of the cathedral are interred the archbishops and cardinals Tenorio, Fonseca, Mendoza, Ximenez, the great constable Alvaro de Luna, and a long array of kings and heroes. The archbishop is primate of Spain, and has for suffragans Coria, Cuenca, Siguenza, and Palencia. Besides the cathedral Toledo still possesses a great number of fine churches and other religious buildings, together with numerous Moorish and Jewish monuments. The most important church is the 15th-century florid Gothic San Juan de los Reyes, built by Ferdinand and Isabella. The best Moorish work is to be found in the old J ewish synagogues of Santa Maria la Blanca and El Tránsito, in the mosques of Cristo de la Luz and Las Tornerias, in some private houses, and in the later churches of San Roman, Santo Tomé, Santiago, and Santa Leocadia. The patio and staircase of the hospital of Santa Cruz pre­sent some of the finest Renaissance work extant. Seen from afar, the Alcazar, or royal palace, is one of the most conspicuous features of the city. It stands upon a com­manding position overlooking the Tagus, and was origin­ally built by King Wamba, but has been repeatedly altered and pulled about. It was almost entirely rebuilt by Charles V. and Philip II., under the architects Covarrubias and Herrera, and has lately been converted into a huge military academy. The city is provided with numerous elementary schools, a public library, museum, town-hall, and several large hospitals. The well-known manufactory of swords is about a mile to the north-west, beyond the Cambron gate. It is in excellent order, and produces blades as perfect as ever, but is no longer of great im­portance, employing only about 120 hands.

Toledo existed in the time of the Romans, who conquered it in 193 B.c. They strengthened the fortifications, and built an aqueduct to supply the place with water. By the Goths, who captured the city in 467 a.d., these works were kept up and improved; and, under the Moorish domination, from 714 to 1085, Toledo was second only to Cordova in rank and importance, with a population of 200,000 souls. Alfonso VI. of Castile and Leon recovered the stronghold in 1085 ; and under him and his succes­sors it continued to flourish until the permanent establishment of the court at Madrid gave a deathblow to its prosperity. The population now is no more than 20,000.

TOLEDO, a city of the United States, the county seat of Lucas county, Ohio, is situated in 41° 40' N. lat. and 83° 33' W. long., chiefly upon a peninsula between the Maumee on the south and the Ottawa upon the north, just above their points of discharge into Maumee Bay, and 5 miles from Lake Erie. A small part of it, for­merly known as Maumee City, lies south of the Maumee. Toledo includes an area of 21⋅5 square miles within its corporate limits. The bay and river form an excellent harbour and roadstead. The harbour is easily made and is well sheltered, and the bottom affords good holding ground. Besides being open to the navigation of the Great Lakes, Toledo is the terminus of the Miami and Erie Canal, connecting it with Cincinnati (184 miles distant). Seventeen railroad lines enter it, making it one of the principal railroad centres of the country. The site of Toledo and the surrounding country are very level, and only slightly elevated above Lake Erie. The soil is very productive, and is highly cultivated, being largely devoted to market gardening. There are three public parks, having a total area of 41 acres. The city is well sewered. Water is obtained by pumping. The city, which is divided into eight wards, had in 1880 a population of 50,137. The number is probably now (1887) not far from 65,000. In 1840, 1850, 1860, and 1870 respect­ively the population was returned at 1224, 3829, 13,768, and 31,584.

Besides its large commercial interests, as one of the principal ports upon the Great Lakes, and its importance as one of the leading railroad centres of the country, Toledo holds high rank as a manu­facturing city. The capital invested in this class of industries in 1880 exceeded $5,500,000, and the products were valued at double this sum. They employed nearly 7000 persons, and paid in wages over two and a quarter millions of dollars. These industries are very varied in character, but consist largely in lumber manufactures, brewing, and iron and steel manufactures.

The first settlement within what are now the corporate limits of Toledo was made, shortly after the war of 1812, upon the south bank of the Maumee. North of the river no settlements were attempted until 1832, when the villages of Port Lawrence and Vistula were commenced in what is now the heart of the city. In the following year they were united under the present name. The city was incorporated in 1837. In 1852 it was made the county seat, and in 1874 its corporate limits were considerably enlarged.

TOLL is a sum of money paid for the use and enjoy­ment of a privilege. In England it is now always or almost always a sum of money; but formerly tolls in kind were not unknown. An instance is afforded by the Act of 36 Geo. III. c. 85, substituting a money payment for tolls of corn in kind taken by millers, with an exception in favour of tolls taken by custom in soke mills. Such customary tolls, if any such now exist, are apparently the only examples remaining of tolls in kind. The Weights and Measures Act, 1878, enacts that all tolls are to be charged and collected according to imperial weights and measures.

The word toll, in its earliest use, appears to have signified a franchise enjoyed by lords of manors, and is defined by Glanvill as the liberty of buying and selling in one’s own land : “ tol, quod nos vocamus theloneum, scilicet libertatem emendi et vendendi in terra sua.” The word then became used to denote duties payable to the crown, especially on wool, generally with an inseparable epithet indicative of unpopularity. It thus took the form of “maletote” or “malum tolnetum,” @@1 against which many early statutes were directed, from the Magna Carta of John till the final abandonment of the duty by Edward III. In modern English law toll is either an incident of a Franchise (q.v.), as of a market or fair, or is independent of franchise. In the latter case it is claimed by prescription, as toll traverse or toll thorough, or is created by Act of Parliament, as in the case of turnpikes, railways, harbours, navigable rivers, and canals. Toll traverse is paid for passing over a private way, bridge, or ferry. No consideration need be proved. Toll thorough is paid for the use of a highway. In this case, if charged by a private person, some consideration, such as repair of the highway, must be shown, as such a toll is against common right. In one case, that of the Cornish custom of tin-bounding, the right to tin tolls may depend upon custom. At common law a toll must be reasonable. The same principle appears in various Acts of Parliament. The Statute of Westminster the First, 3 Edw. I. c. 31, inflicts a penalty for taking excessive toll. The Railway Clauses Consolidation Act, 1845, and most special Acts of railway companies provide, by what are known as “the Shaftesbury clauses,” for the equality of tolls, that is, that all persons and classes of goods shall under like circumstances be treated alike as to charges. A right of distress is incident to the right to impose tolls, but the distress cannot be sold unless an Act of Parliament expressly authorizes the sale. Tolls are rateable for the relief of the poor where they are appurtenant to land, but not where they are extrinsic profits not arising from the possession of land. Exemption from tolls may be claimed by the prerogative, by grant or prescription, or by Act of Parliament. The king pays no toll, and may grant to another exemption from toll. The exemptions by Act of Parliament mainly affect persons in the public service, clergy on their parochial duty, and persons going to or returning from their usual place of religious worship. Most of the exceptions from turnpike tolls will be found in 3 Geo. IV. c. 126. Turnpike tolls, bridge money, and causeway mail were abolished in Scotland by the Roads and Bridges Act, 1878, as from the 1st June 1883. In England there has been no such general abolition, but the abolition of tolls has been facilitated by several recent Turnpike Acts, and their entire disappearance is only a question of time.

In the United States tolls are a subject for State legislation,

@@@1 The same term was known in mediæval Italy. Dante, in Inferno, xi. 36. alludes to “toilette dannose.”