

the Government, because the business is not in its hands. The leading men of the commercial and manufacturing classes, who have been chiefly concerned in forming companies for making canals, docks, bridges, and other splendid improvements, are not to blame, for they have been too generally excluded from the business of road management. Nor are the civil engineers of Great Britain to blame, because they have seldom been consulted ; on the contrary, this profession has been too commonly deemed, by turnpike trustees, as something rather to be avoided, than as useful and necessary to be called to their assistance.

The country gentlemen of England in point of fact, are alone responsible for the defective state of the roads, because the business of managing them has been vested by the Legislature exclusively in their hands.

Dr. Adam Smith bears testimony to the bad management of road trustees in his time. He says :—" The money levied is more than double of what is necessary for executing, in the completest manner, the work, which is often executed in a very slovenly manner, and sometimes not executed at all." This remark, in too many cases, is just as applicable now, as it was when first made, nearly sixty years ago.

In those instances where a turnpike road is used merely for local purposes, however defective it may be, those persons only are put to inconvenience, who live near it ; but where a turnpike road forms the communication between populous cities or towns, at a considerable distance from each other, then the misconduct of trustees, whether arising from negligence, ignorance, or corruption, is of serious importance, and loudly calls for correction and control.

We shall now proceed to state what appear to be the principal errors, which have been committed in our road legislation in giving effect to the turnpike system.

According to the provisions of every turnpike act, a