

pose upon husbandmen the burden of repairing highways. These persons, at the same time passing the whole summer in idleness, unless when called to perform personal services to capricious and unfeeling landlords, could not think it a hardship to have some part of their time employed in serving themselves instead of their landlords.

That annual labour upon high-ways, limited to a few days, should be required from men in that condition, appears not unjust. And why may we not suppose the legislature at that time capable of such enlarged views, as to prefer this method for repairing highways, in order to bring on gradually a habit of labour and industry? But the condition of Scotland at present differs widely from what it was in the reign of Charles II.; and the regulations for repairing highways which were then proper, have, by alteration of circumstances, become both unjust and inexpedient.

Unjust they have become in a high degree. Inland commerce, which begins to flourish in Scotland, is greatly promoted by good roads; and every dealer, and indeed every traveller, profits by them. But no men are less interested in good roads than day-labourers, or those who are commonly called *cottars*; and yet these chiefly are burdened with the reparation. Such men, at the same time having commonly many children, find it difficult to support their families, even with their utmost industry. Nothing can be more unjust than to impose upon such men an annual tax of six days labour for repairing roads, the goodness of which contributes little or nothing to their convenience.

Our present laws are inexpedient, as well as unjust. In the first place, a tax of this nature discourages