

so universally over the whole country as they have been made under the established system.

It should be remembered that turnpike roads owe their origin, in many instances, to private subscriptions of considerable amount ; and in every such case, the main inducement to subscribe must have been the entrusting of the management of the funds to the subscribers, and giving them corporate powers.

The same principle of association has led to the making of the canals, the docks, the great bridges, and all the most useful public works of the country ; and it is not conceivable how such large funds for making new roads, or for converting parish roads into turnpike roads, could have been obtained as have been obtained, if the legislature had not acted on this principle.

But although it is unquestionably true, that it is to the turnpike system that the abundance of useful roads is owing, it must at the same time be observed, that great errors have been committed in carrying the system into operation. For however numerous and however useful the roads may be, they are, as has been already stated more than once, extremely imperfect, in comparison with what they might and ought to be.

In respect to the lines of direction, it has been observed that the roads are every where extremely faulty. They have, commonly, been carried over all the hills, between the points of communication, when they might have been kept on comparatively level ground, along the valleys of the country.

While the most magnificent improvements have been going forward in all other kinds of public works, displaying the greatest efforts of human skill, and a rapid advancement in the science of civil engineering, scarcely any road can be pointed out, except a few, which have been put under the management of civil engineers, that is not defective in the most essential particulars. Who is to blame for this ? Not