

money appropriated by the Government for bye-roads and great roads, especially bye-roads, has not reached proper channels; that, in other words, members have been in the habit of using this bye-road money for political purposes and gave it to their friends, whether they had roads to repair or not. I remember once canvassing against a gentleman, a member of the government at that time. I said to a certain man in a county which I will not name: "Vote against this man; give our ticket a vote." His reply was: "What, vote against Tom? Why, he is good for two barrels of flour every year." This man got ten dollars a year on a bye-road that began nowhere and ended nowhere. I think, however, that the section in the Highways Act which has been spoken of by the Chief Commissioner has, to a great extent, prevented that. It should be the object of this Association to find out what roads are deserving of money, what roads are required for public purposes, and it is upon these roads that the money should be expended to enable people to get to the centres. All the roads not in the benefit of the public should be stricken off, and to a great extent they have been under that section. Then again, in some districts it is difficult to make roads, while it is very much easier in other districts. In Restigouche, for instance, you can make a road very much better than you can in Queen's County, and at a less cost. In Gloucester it is the same way. In Northumberland we have a good deal of difficulty in some sections, while in other places the statute labor will make the roads in good condition. What I would like to hear from the gentleman who will address us is as to what he would suggest for a rough-and-tumble country, where there are no facilities, no gravel pits, what he would suggest for making roads in a country of that kind. There is a good deal of difficulty in finding out what portions of the Province require more money than others. We apportion a certain amount to each county, and some counties do not require it as much as other counties, because they have the facilities for making good roads. I think there should be no such thing as bye-road money at all; that it should all be appropriated by the Chief Commissioner, and that there should be a Deputy Chief Commissioner for each county, who would get a salary sufficient to live on, and who would devote his whole attention to the roads in his county. It is all very well to talk about getting a man to attend to the work without paying him for it, but it cannot be done. My