

ways, it was necessary to have individual and public interest in good roads. The effects of good highway laws unsupported by an interested citizenship was futile. Any good roads movement should have the support and sympathy of every citizen, and every citizen should willingly and faithfully perform his legal and moral obligations to the State in reference to the roads.

PROPER CONSTRUCTION.

Next in importance to a correct public opinion was the proper construction of roads. He thought proper construction rendered repair and maintenance comparatively easy. Any danger of permanency in repair work was possible only where there had been a proper initial construction. The opponents of the Government complain that its annual expenditures upon roads were wasted. Government expenditures upon our roads produced at least as good results as the statute labor performed by our citizens; in fact, on the whole, better results. He thought the criticism that the Government expenditures upon roads was wasted in some measure correct, if it was meant that permanent results were not secured. It should be remembered, however, that Government expenditures were largely in the nature of repairs, and consequently widely distributed; and the efficiency and permanency of repair work largely depended upon the efficiency of original construction work upon the roads repaired. With proper construction to start upon, maintenance and repair become possible, otherwise it was a difficult task.

MUST BE RECONSTRUCTED.

He thought, therefore, the reconstruction of many of our roads was a step precedent to good roads. This would include proper drainage upon the road sides in all cases and under-drainage in others; the removal of rocks; the gradual substitution of concrete or stone for wood in the small bridges in order to minimize the cost of annual repairs; and the elimination of the most objectionable gradients.

SECTION MEN FOR REPAIRS.

We should also have some provision for the continuous and immediate care and repair of our roads. How this should be done was perhaps debatable. The system obtaining upon railways of having section men permanently em-

ployed for maintenance and repair would seem the most practical and effective. The system of let contracts, or construction on force account were worthy sign of consideration. Certain it was, however, that repairs confined to a few weeks in each year, with our climatic conditions was ineffective. Every damage, whether caused by rains, traffic or otherwise, should be immediately repaired and in all seasons. With the extensive adoption of suitable machinery this should not be difficult.

Again, he was led to the conclusion that the dual control by roads by Municipality and Government, was not sound or at least was subject to improvement. There should be a stronger central control over all road work than now obtains. Statute labor and Government aid, should work more closely together and be under a common direction and control. Without further elaboration upon this point he submitted there was room for improvement and it should come. In a small Province it should be possible, even if absolute Government control were adopted. He was not blind to the difficulties in working this out, but still he thought it capable of solution.

IT HAS DONE WELL.

Now the Government of Nova Scotia had no reason to apologize for its policy regarding roads in the past. Relatively speaking it had done more than any other Province of the Confederation. The cry about the waste of public money upon our roads was largely the song of the partisan. These moneys were expended largely for pressing repairs, and the amounts being comparatively small and the distribution wide, results in the shape of permanent construction could hardly be expected in any appreciable degree within a few years.

TORY DO-NOTHING POLICY.

He did not propose discusslog on this occasion the criticism directed against the Government upon the road question by the Conservative party. Criticism without the suggestion of an alternate policy did not deserve attention. The resolutions of Conservative conventions and the statements of Conservative leaders never got beyond the point of wholesale and unreasonable condemnation. They were always naked of practical suggestion or policy. However, while the opponents of the Government were apparently powerless to suggest any for-