

one and representing only people from the County, that it would not be proper to undertake to organize a Provincial Association without having present gentlemen representing the different sections of the Province. That matter was therefore deferred, and the Saint John Association subsequently decided that it would be a good opportunity during the Exhibition to call together a convention from all parts of the Province to discuss the question of Road Making—what methods could be adopted for the improvement of the highways—whether any suggestions could be made as to improvements or modifications in the law, besides practical suggestions in regard to road making, operating of road machines, etc. Therefore it is the object of this meeting to discuss practical questions, to receive suggestions from gentlemen who are well posted in the matter of road making, and also with regard to the character of roads best adapted to our needs. It is not the desire of the Saint John Association or the prospective Provincial Association to advocate a large expenditure on very costly roads. There are doubtless a few of the main highways of the Province that it would be economy to build in a very thorough manner—that is, make thoroughly built macadamized roads of them; but for the most part all that is required is the ordinary earth and gravel road built in the best possible manner. We feel—a good many of us who have looked into the matter—that the system of working on the roads is perhaps not the best; that is to say, the custom of calling out the statute labor at a certain season of the year and doing certain work whether it requires to be done or not. It calls to mind the gentleman who said he took a bath once a year whether he needed it or not. Once a year the statute labor is called out, and if there is a piece of road naturally good, that is, provided with good drainage, nevertheless the statute labor has to be performed, and probably a lot of surface material is scraped or dug out of the gutters and placed on the road, and it is made worse by the labor performed than it was before. Then there is another feature, that those who are directing the labor have very little practical or technical knowledge with regard to road building. There is no continuity of purpose—each section is acting for itself and independently of the others: there are a great many men engaged in overseeing the work and expending the money, and, generally, the results are, perhaps, not as good as if there was a better system of directing the labor and expending the funds. I for one am not