

lost in the forest in that county in trying to get through the interior part of it and it was only in 1851 that the highway between Pictou and Antigonish, the Marshy Hope road, was constructed. In Lunenburg County in 1820 the road from Halifax to Chester was recommended at the opening of the legislature by the Lieutenant-Governor in the speech from the Throne and as far as I can see similar conditions prevailed in all the other counties of Nova Scotia. Considerable progress has of course been made since those days and I believe, Sir, if we look at the matter from some standpoints, that too much progress has been made; that is, there have been too many miles of road attempted to be constructed. Under municipal conditions as we have had them in recent years it has been too easy for a man to have a road opened, with the result that we have in Nova Scotia today a very large mileage of what might be called personal roads which do not serve the public and which are useless and which in many cases even at this time should be closed up. They were able by getting neighbours to sign a petition and going through a formula which you all know very well, to get these roads opened by the municipal councils with the result that the highways which were of use to the people generally were more or less robbed of the labour and money which should have been expended upon them in the provincial interest.

The Law Changes.

Now, I have endeavoured to show the condition of road construction from early times pretty well down to a date within the memory of us all. The road building programme went on in Nova Scotia for a number of years and consisted, as I have pointed out, of statute labour supplemented in some instances by government grants, with the municipalities, Mr. Speaker, being responsible for the construction of bridges. I want to say that even under the old system and before 1917 there were changes made in the law with respect to the expenditure of the provincial grant. We find in the first instance that the expenditure of this grant was controlled by members of the legislature and it is unnecessary for me to say that that led to a very considerable scandal in some counties in this province, the county which I have the honour to represent being one. The result was found to be unsatisfactory, it was found that we were not getting the benefit which we should get and as an alternative to the control of the expenditure by members of this House the control was given to the municipal councils and for some years the grant per county was handed out and divided up amongst the different roads of the county according to some system and the municipal councillors then divided it up into