

election contest. This process of road work is described by a witness as follows:—

"C'est une administration impossible. Les hommes viennent sur le chemin pour travailler et ils sont maîtres des foremen. Le foreman dit: envoyez un peu. On lui répond que le diable t'emporte, c'est notre argent, c'est notre gouvernement; le foreman ne peut pas les mener, il est incompetent pour conduire les travaux."

Under this system it takes one hundred dollars to do forty dollars worth of work. This vicious policy has flourished under many administrations. The remedy is to adopt the plan of concentrated and continuous settlement on lands fit for colonization only. The route of such roads should be properly surveyed and advantageously chosen.

The road should be economical in construction and well rounded up to the centre so as to shed the water into the side ditches and constructed according to regular plans and specifications prepared by a competent engineer, and no public money should be paid for roads which do not conform to the standard specification of the department. The roads of the Province of Quebec are proverbially the worst in any civilized country. Good roads are of vital importance to the prosperity of the country. We recommend that a short length of good road be built of macadam in each county as an object lesson. A proportion of the cost as an additional inducement a money prize might be offered to each forest county, which is exempt from fire during the year. The proceeds of such money prize to be devoted to making a piece of good road.

A great deal of inconvenience arises because of the doubt which exists as to the liability of limit holders to contribute to the cost of municipal roads. It frequently happens that a road must be constructed through a portion of a limit, and although Art. 780 of the Municipal Code seems quite clear as to the occupants of crown lands being respon-