

large sums on the maintenance of these roads and the bridges connected with them. The bye-roads are maintained partly by a grant which is given by the government annually for their support and partly by statute labor. The statute labor may be performed by the individual who is subject to it in person, or it may be commuted by the payment of so much a day for each day when the person so assessed would be required to work in connection with the roads of the province. The government maintains a great number of expensive bridges, many of the rivers of New Brunswick being large so that the work of bridging them is costly. In recent years it has been the policy of the government to erect permanent structures of steel rather than the ordinary wooden bridges which were common formerly. Some of the recently erected bridges are magnificent structures and bid fair for centuries to come to stand as monuments of the liberality and energy of the government which erected them.

WATER COMMUNICATION.

In the earlier history of the province the rivers of New Brunswick supplied a means of passing from one settlement to another, but since the development of railways and the construction of good roads, the river system has become less important. Steamboats ply regularly on the St. John River between St. John and Fredericton, and also between Fredericton and Woodstock. There are also steamboats plying in the lower stretches of the St. John to Grand Lake and the Washdemoak, Belleisle and Hampstead and to Hampton on the Kennebecasis. These boats supply admiral facilities for the farmers in reaching the market at St. John. Steamers also ply on the St. Croix between Eastport, St.