

who travelled on them and, to collect this, turnpikes or toll-gates were erected, and a house for a man to live in to collect the tolls. This plan is not, however, quite just in its practical working, because these toll-houses could not be very close together and were usually placed at the entrance to a town or village, consequently the man who lived only a mile or two out of it, and only used a small portion of the road, had just as much to pay as the one who used a number of miles every time he came to town.

"Then turnpike trusts were established and capitalists invested their money in them and made profit out of the money that was collected by individuals for the necessary repairs of the roads. There is no doubt that to place the care of the highways in the hands of the farmers is the best method. Give them encouragement in the shape of state aid to assist them in making new roads or alterations in the old ones as occasion demands, and seeing that the profits of the farm are increased as the cost of transportation of produce and material required for its growth is decreased, far-seeing farmers will not grumble to pay a reasonable road tax if it is properly expended, and to this end a reliable path master, as in the old countries, should be selected for, say, three to five miles of road, or of the farmers of the parish who should be paid for his services as he renders them and make repairs on a small scale as necessity for doing so promptly arises. Of course these path-masters should be accountable to the road commissioners, and undertake no important work without their sanction.

"The term highway implies that roads should be raised above the land they pass over, and to do this what is called road metal should be used. It is impossible to make and keep a good road that is made only of the dirt they pass over, or if they are not made higher in the middle so

that water may run off after heavy rain, otherwise leaving gutters or puddle holes in the roadway.

"In most localities in this Province stones are plentiful enough in the fields, and nothing will pay the occupier of stoney fields better than to gather the stones up and use them for road-making, not put them on to the roads promiscuously, but in such order as the path-master or commissioner may require, because what is everybody's business is nobody's, and roads can be easily spoiled by putting material in the wrong place. The man who is appointed to look after the roads, if he does his duty, will make himself familiar with the best methods of road-making and should not be changed. Every farmer should know that it was to his advantage to have good roads for himself, and if he thinks proper of his social position will consider that in this respect his neighbor will benefit by his attention or suffer from his neglect. So, if the roads are kept in repair by fair taxation, he will never grumble to pay his share of an honest road tax or to provide such material or do such work cheerfully as may be required, if left to him.

"When a road is well made and the drainage good, as it should be, it can be kept in repair at a little expense if practically and systematically attended to, but like everything else, if allowed to get out of repair, it will cost a larger expenditure of time and money to put it right. The value of property is greatly enhanced by good roads. A stranger coming into a place to buy a property would take this into consideration and would pay more for it than if the approach to it was difficult and dangerous by reason of roads so rough as to make travelling over them unpleasant, let alone the extra cost in the wear and tear of vehicles and horses, in getting manure to the land or the produce from it.

"This question of good roads is of so

much importance that it should be kept continually before the people and discussed at every suitable opportunity. Farmers have it in their own hands to improve their conditions and that of their successors, and of contributing to the up-building of Canada as a model country, by taking an active interest in this matter of road-making and keeping their roads in repair."

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