

should be empowered to try with a jury, the allegations contained in the petitions ; and in case of a verdict in favor of the petitioners, they should be enabled to set aside the trustees, and name commissioners to take charge of the road for as long a period as they might think advisable.

But in addition to the measures now proposed, however well adapted they may be for putting the trustees of turnpike roads under more control than they now are, another should be taken further to secure an upright and efficient discharge of their duties, namely, that of placing them under the immediate superintendence of a public Board of Commissioners.

If this plan were adopted, the commissioners should have power given to them to cause annual inspections to be made by competent civil engineers, of all the principal roads in England, Scotland and Wales, so as to obtain accurate information concerning the proceedings of every turnpike trust. Every trust should be obliged to furnish them with an annual account of its income, expenditure and debt, and they should also have authority to enquire into the details of the income and expenditure of every trust. An annual report should be made by the commissioners to parliament, containing a summary of the information derived by them, from their inspections and enquiries.

This Board in addition to what is here required of it as a board of control, should be enabled to act as a board to assist the trustees in making alterations and improvements. It should be authorised to have surveys made of all the mail coach roads of Great Britain. These surveys should show the ground plan of each road, its vertical longitudinal section, and the alterations and improvements that may be made in it. The board should furnish each trust with a copy of the survey of the road under its management, and be enabled to make an arrangement with it for carrying the necessary alterations and improvements into execution.