

lation, and I wish it extended a little bit further, that several counties have voluntarily increased their road tax. Annapolis led the way in this regard and voluntarily increased its tax from 40c. to 50c. on the \$100, and again from 50c. to 60c.; Guysboro, I am glad to say, is another county which has voluntarily done the same thing and increased the tax from 40c. to 50c. This year the Cape Breton district has done the same thing. I wish to congratulate these counties on this very forward step. Perhaps some of the other counties do not know the benefits accruing. The Road Board has passed a resolution stating that every county that voluntarily increases its tax will get dollar for dollar more in expenditure than the county that does not do it. We are trying the Carnegie idea; it is a sign that some of the Counties have seen the benefits of good roads and what the Road Board after two years has tried to do, and they have voluntarily raised their tax for the purpose of expenditure on the roads within the limits of those counties. Even the criticisms, even the hurry up call we have, is encouraging because it shows the people are anxious as quickly as possible to have the roads in this country put into better shape. The acceptance of all this carries with it the question of responsibility; a measure of Municipal responsibility, and I trust before the five year period has passed that the benefits under the amended legislation which we are bringing in this year,—will be more widely appreciated and that many towns not incorporated and Municipal Districts will take advantage and come in and ask us to help them, they being willing to help themselves. The only thing I can say is, these people should be encouraged to use the roads well; they should be educated up to the point that the public highway is necessary to carry on a business or farm or anything else; as is necessary as the mowing machine, the hay cart or anything that assists in production or in the transportation to market, they should be encouraged, and taught in every possible way to take better care of the highways which we are seeking to provide in this manner.

Criticisms.

Of course there have been some criticisms made. In one locality you may hear a criticism that all the money has been spent on what are called the trunk roads; in another locality that all the money has been spent upon bye roads, but I think any honourable gentleman who will take the trouble to analyze the figures in this report which is about to be tabled will come to the conclusion that there has been a very equitable distribution of the road money over class one and class two roads, and of course the future will take care of itself because we are