

owners of lands bordering upon the public roads be required, by law, to keep the same in good condition and repair.

A moment's reflection would satisfy all wise men that such a system would be neither unjust or oppressive, and it will be found in the end, that besides securing good roads for ourselves and the public, two-thirds at least of the tax-payers would actually save money in their diminished taxation. Our roads could be put in good condition and kept in repair during seasons of leisure, and with comparatively little outlay of money, and after the first labor of thorough reparation, the work of keeping them in good condition would involve little or no expense or labor.

In addition to the saving of our road tax by such a system, our lands would be enhanced ten-fold more in value, by good roads, than all the expense and labor which would be necessary to make and keep them in that condition. It can hardly be said to be an injustice or hardship to require a man to do that which results in actual benefit to himself and the public.

It will probably be said that such a system would work great hardship upon large land-holders. A man who owns so much land that he cannot keep the roads passing through it in a good condition, may be said to own more land than he can afford to keep, and if one of the results of this system of public roads should be the subdivision of large tracts, it will readily be seen that the public good as well as individual advantage, would be thereby promoted. Wealth, no less than poverty, has its disadvantages, and if a man is blessed with a large landed estate, he should cheerfully accept the correlative obligation of keeping his highways in good condition.

It would be a very narrow and unworthy objection to this system to say, that persons would use these roads who had contributed nothing towards keeping them in repair. How many thousands of persons use the public thoroughfares of our cities who pay nothing directly towards paving them, yet how few would there be to use them if they were not paved, and how seriously damaged would be the general prosperity from such a result? The same is true as regards the county roads. Every vehicle, every horseman that would be invited by good roads to pass our doors, would be so many pledges of prosperity and thrift.

Your petitioner would further recommend that the Commissioners of the several counties should specify and declare what roads were to be considered as "public roads;" that there should be a supervisor appointed for each county, whose duty it should be at stated periods to examine all the public roads of the county, and whenever he should find any of them not to be in a condition to gratify the requirements of the law, he shall proceed, after reasonable notice, to repair the