

Return of all Public Works, &c.—Continued.

Description of the Work, and where situated.	Amount appropriated in 1845.	REMARKS.
<i>Brought forward, ...</i>	£9,265	
BYE ROADS.		
York County,	987	sioners to expend not exceeding 10 per cent. of the sum granted, in the direct hire of labourers from day to day.
Carleton,	986	
Queen's,	920	There are no funds raised upon the security of Tolls and local Rates for the execution of works of the nature referred to; the whole of the Great and Bye Roads being executed by means of annual appropriations from the general Revenue of the Province.
Gloucester,	700	
Westmorland,	1,120	
Charlotte,	1,086	
King's,	1,054	
Saint John,	786	The Great Roads are described in the Act of 1837, 7 Wm. 4, c. 6; and the Bye Roads, which intersect the Province in all directions, are laid out under the authority of the Act of 1835, 5 Wm. 4, c. 21.
Kent,	674	
Sunbury,	550	
Northumberland,	1,037	
Restigouche,	550	
Special Grants.	511	
	£20,226 Cur.	
	£18,203 Str.	

In connexion with the foregoing Return the Surveyor General has made the following observations:—

Crown Land Office, Fredericton, N. B., 27th May, 1846.

The Appropriations set forth in this Return comprise the several Great Roads and such other Roads as may be found in the Provincial Act of 8 Vict., cap. 84. It may be proper also to refer to the return of the Appropriations for the Bye Roads and special objects, by which it will appear that for the year 1845 for the Bye Roads alone, the sum of £10,450 currency or £9,405 sterling was voted and divided into 632 parts, distributed through the several Counties of the Province. Of these Bye Roads little or nothing is known by the Executive, although the Lieutenant Governor is required by the Law to appoint the several Commissioners to expend the money.

Agreeably to an order of His Excellency last year, that the several Commissioners of Bye Roads should transmit a diagram, shewing the position of the various Roads, some useful returns were received and transmitted to me, which I laid down upon a sketch of the Province, and the same was, I believe, laid before the House of Assembly. How far this may have been found useful by the Assembly, it is impossible for me to say, yet we find that for the present year the sum of £13,500 currency is voted for the Bye Roads, divided into 862 parts; but to what extent the money is appropriated to the same Roads which were repaired under the Law of the year 1845, I cannot say. The whole system of Road making, and appropriation of money for that object in this Province, is so entirely unscientific, loose and bad, as really when considered with reference to the vast sums of money which are constantly expended, entails a serious responsibility upon those who thus expend the public money.

By reference to the Public Record of the Province, I have been able to make such Extracts as approximate very nearly to the exact facts, showing that in the last ten years no less a sum than £299,062 7 5 has been expended on the Public Roads, Bridges and Rivers of this Province. Of the above sum, £199,533 9 9 was expended in the first five years, and only £99,528 17 8, in the last five years. Of the cost of Great Roads in this Province, it may generally be considered, that on an average, £150 to £200 per mile will be required for the perfect formation of the Great Roads from the Wilderness, which sum will turnpike them; but as this word is used entirely in a local sense, it is proper to explain that Turnpiking means throwing up the earth from the sides so as to crown the centre of the Road; and the formation of ditches and water courses to carry off the superabundant moisture. The Road thus formed is considered finished or turnpiked. To construct a Bye Road from the Wilderness would require from £50 to £75 currency per mile.

The great evil of Road making in this Province is the formation of a Road upon a partial and imperfect exploration of the line through the forest, by which, no sooner is one line of Road formed and in use, than the appointment of another Supervisor or Commissioner, who, to show his superior ability, immediately constructs a fresh Road, perhaps only a furlong from the other, in order to avoid a hill, which in nine cases out of ten, could be cut down for a fourth of the cost. Indeed I have within half a mile seen no less than four Roads running nearly parallel to each other, to the evident waste of Public Money.

It is perhaps a vain thing for me to attempt to point out or recommend any plan by which this most important branch of the public expenditure can be improved or systematized, yet with the probability of being considered vain and presumptuous, I will venture to suggest the following Plan:—That the whole Province should be divided into four Districts, each to be placed under the supervision of a competent Overseer or Surveyor, who should receive a certain rate of salary, and not be paid as at present by a per centage on the expenditure which renders it his interest to have large sums of money constantly passing through his hands, so that in point of fact it is his interest not to have the work done permanently. That all Roads within those several districts should be placed under the care and supervision of the Surveyor, who should at once make a survey and full report of every Great Road throughout his district. That these Roads should be laid down upon a set of Maps or Plans on a scale of one mile to an inch, for the information of the Lieutenant Governor in Council. That the several Roads should be classified and numbered, and the state of the Road, with an estimate of the sums required for repairing the same in the succeeding year, should be prepared and laid before the Lieutenant Governor in Council, as also before the Legislature, having reference also to the Plans above referred to.