

criticism may be good for us — let's indulge for a little. I think there is a definite correlation between the various parts of this Transportation and Communications Report. Take for instance the sections on tourists and Gander. Surely they must have something in common. We have been criticised not a little because with one boot we kick people for spending a million a year on Gander, and at the same time urge them to spend many millions of dollars on roads to open up the country for the tourist trade. Somebody outside the Convention asked me if I did not think that Gander is doing a little to open up the country too. Things like that tend to give us an appearance off colour to the public. I don't care if the public are listening at the moment. That's one point.

Then there is a definite relationship between posts and telegraphs and broadcasting which has supplemented posts and telegraphs to a great degree in this country. You have only to listen to Gerald S. Doyle's News Bulletin¹ to realise that any day in the week. They spend five minutes broadcasting telegrams for people, which, if they had to follow the usual channels, would never arrive, because there are sections in this country where you cannot get a telegram through with any speed at all, not even, as Mr. Crosbie said, if you are willing to pay wholesale for it. They just don't go through.

Then again roads and railways should be considered in conjunction with each other. The question has been asked is it right to definitely endorse a policy of building a transinsular highway, for instance, when you have a transinsular railway, rather than concentrating on linking up some of the isolated settlements that need roads more? If we look about these settlements we can do so without any district consciousness or insular attitude at all, because they are parts of the greater problem. I feel that we must consider roads and railways in conjunction with each other....

The other thing that I intended to speak about was this: after we have read the report and discussed it, what profit has it brought us in our deliberation? In other words what does the report add to this general fact-finding job that we have to do? Now as far as Transportation and Communications are concerned, it seems to me that there are at least four questions we must answer:

1. What are these services costing?

2. Are they adequate?

3. If not, what should we be prepared to expend on them? And I suppose you might ask the question, why spend anything on them? Which leaves the fourth question,

4. What part have these services to play in the economic development of the country?

We must give a great deal of thought and attention to this matter — the economic potential value of the country, which we have not yet attempted to assess. I suppose when the other reports come in we will be getting down to that phrase of the discussion. These questions are important to me. If we are to make any intelligent estimate let's take a look at the answers.

First, what are these services costing? The figures I am quoting are from the report, and I am quoting from memory. Gander, about which we have a great many mental reservations, we think may cost up to \$1 million.... Posts and telegraphs and broadcasting are negligible. One may have a slight deficit or small surplus. In order to retain our road system we will have to spend \$1 million on highroads, and on local roads roughly \$250,000. Tourists: the luscious plum was left to the last, because there seems to be some doubt about that one. We will call that X — the unknown quantity. As far as I am concerned that whole thing is an unknown quantity anyway. X plus \$2.25 million to maintain our services in transportation and communications.

Mr. Smallwood The Railway?

Mr. Newell Well you can work in another \$750,000 for the Railway, which brings it up to \$3 million. Now as a projected transinsular highway would cost \$6 million, and something for the tourists, which is unknown as yet, the question is, are these services adequate? It seems that Gander is more than adequate. Posts and telegraphs are wholly inadequate. Roads, we are all agreed that the present road system of the country is utterly inadequate. Now what should we be prepared to spend? There we are running into considerable difficulty. Why should we be prepared to expend anything? Well, there are only two reasons as far as I am concerned, one is that these services such as the railway and roads and the others have a part to play in the economic development of this country, which is at the present time undeveloped. I don't think we should look at these

¹ A radio programme consisting of news and public service announcements.