

provinces heard it and to their grief heeded it. I expect to hear it sung in this very chamber before long. For a change I should like someone to tell us not why we should go to Canada, but why Canada should want us at all. Is anyone within the reach of my voice, I wonder, so innocent as to think that a big country ever yet cared a hoot about the welfare of a little country. Such in brief is all I want to say about this confederation business at the present time. I have faith in our people, and I firmly believe that the people will see through the sham and skulduggery which lies behind this whole confederation issue. And I know they will stand by Newfoundland when the call goes forth.

I do not know what the other delegates may think, but as for myself, I express it as my sincere conviction that a general election under responsible government should be held in this country in the spring of 1947. I further say that if this is not done, we shall live to deeply regret it. Let us remember that we cannot escape the verdict of history and that today we are on trial.

I do not propose to further take up the time of this Convention, and in closing I would like to briefly sum up the message I would leave with you. That message is that there are grave reasons, why we should not delay in taking some steps to forestall the disaster which looms ahead. To the best of my ability I have given you these reasons. I do not make any specific motion at the present time, because I wish to give this Convention time for full consideration of the things which I have stated. I give a challenge and the challenge I present is one for action. I do this because of my sense of duty to the people who sent me here; to my conceptions of those things which I feel are just and decent; and above all, for the love which I share with you all for the greatest and finest little country in the world — Newfoundland.

Mr. NorthcottMr. Chairman, many of the delegates stressed the great need of roads in their districts. I think it is my duty to do likewise in fairness of the district I represent. Whatever the form of government is in ... we must have roads and more roads. Roads should be, sir, foremost in any form of government. I would like to see a trunk road across this country, but the big question is just where is the money coming from. Gentlemen, I really and truly think it would come if we had more faith in ourselves and our country,

but then "Faith without works is dead". The delegates have not all agreed or approved of the idea of a trunk road across the country, but I think, sir, we have all agreed on this one point, and that is, the great, and urgent need for more and better roads in the outport settlements. I would like to see all our local roads connected from settlement to settlement, and connecting up to the railway. Then we can live, move and have our being, and do business with one another, which is essential to the well-being of any country or community.

Mr. Chairman, I want now to refer briefly to a small settlement in Lewisporte district, known as Laurenceton, where no train, no steamer calls. There are approximately 80 or 90 families living there, without any government transportation, yet these same people always pay their taxes, and are all independent, and further they do not know the meaning of dole. To get their supplies, or freight, these people have to go all the way to Botwood, a distance of 12 or 14 miles, blow high or blow low. All you gentlemen know where Botwood is, as usually every November month the *Kyle* is ordered there by the Railway to keep the port of Botwood open so that the AND Co. can load their paper and ship it, while the *Kyle* keeps the channel free of ice. This same channel the Laurenceton people must use to get their freight along in the late fall. This is not good enough, and provision should be made for them. I may say, sir, these same people are only four or five miles away from the Lewisporte — Brown's Arm road, and if these people could be connected to that road it would eliminate all this unnecessary risk and hardship. When once joined to the road they would get their freight by way of Lewisporte in half an hour by truck. Those people also are the salt of the earth, and are entitled to better treatment.

Some 18 or 20 years ago the Lewisporte - Boyd's Cove road was surveyed, or partly surveyed, and not a great deal more has been done to it since, although some settlements have been extended a little here and there. This road is of paramount importance, not only to Lewisporte district, but to Twillingate district, Fogo district, and Bonavista North to Wesleyville. This road, therefore, when completed, can and will serve more than 30,000 people.... Freight then can be landed at Lewisporte or Wesleyville, and trucked from either end of the road as the need arises.