

sengers, all in one) whose living has been and still is a mere existence. During that time I have taught a dozen students, some of whom are now working with the department, others having had to resign and go away to the States and Canada to get a decent living. I have a wife and family. My present wage, including bonus and all, totals \$17.50 per week, or approximately 32 cents per hour. This office is central and serves the following places (here he names seven settlements) with over 2,200 people. Formerly this was the work of five different post offices. Amongst these eight settlements we have five churches with five clergymen, eight schools with twelve teachers, 22 businesses large and small, three garages, doctors, nurses, police, etc. An average of over 1,000 items of ordinary mail is handled daily. The general increase of business for the past 12 years has averaged over 500%. All this has been pointed out to the authorities and repeated requests have been made for adjustment of salary. I was told to make application. It is now November and no favourable reply has yet been forthcoming, but it is rumoured that the outport post offices are being reviewed and their salaries revised. It is rumoured that the amount of increase for some of us married men will be \$2.20 per month or 50 cents per week or 1 cent per hour. This will probably be termed 'substantial' and will be supposed to take care of present living conditions. Mr. Small-wood, this is applicable to 75% of the outport officials of the Postal Telegraph Offices.

This is only one of a number of similar letters received from various parts of the island, along the same lines. There are nearly 900 full-time staff employed at a cost of \$750,000. There are in Newfoundland and Labrador 630 post offices. In Newfoundland, in summer, there are 159 courier routes covering 167,000 miles; in winter,

160 courier routes covering 116,000 miles. In Labrador, in summer, there are two courier routes covering 1,340 miles; in winter, eight courier routes covering 7,300 miles. The increases in numbers of letters, telegrams and money orders since 1939 have been striking:*

Now we find in our report that it is utterly necessary that \$1 million be spent by the Department of Posts and Telegraphs to prevent its utter collapse.

Under the heading of "Railway", we find that from 1904-1946 earnings amounted to \$129 million and expenses to \$142 million. The operating loss has been \$13 million. In the last 26 years since the government took over¹, the operating loss has been \$7½ million, an average over \$250,000 every year. In the last ten years the operating surplus was \$300,000, or \$30,000 a year. This period includes the war years, the richest in our history. In the past 44 years there were only five years with a surplus; four of these during the recent war and the other, 1937, with a surplus of \$32,000. In 1944-45 the operating loss was over \$500,000; in 1945-46 it was \$1 million. This does not tell the whole story. For there has been no mark-down for depreciation, and the government had to give the Railway \$11 million for capital improvements.

Since 1923, \$7½ million has been given by the government to the Railway to pay losses; \$11 million for capital improvement. A total of \$18 million, or \$700,000 a year from the public chest.

In the future, the main line has got to be re-railed within a very few years at a cost of \$3½ million; new rolling stock has to be purchased at a cost of \$750,000 — total \$4 million to be spent for capital improvement, if it is to be kept operating.

In connection with the Broadcasting Corporation, the capital cost of land, buildings, masts, transmitter, and studio equipment spent by the government was \$84,000. This amount is payable to the government by the Broadcasting Corpora-

*

	1939	1945
Letters and post cards	\$9 million	\$13 million
Telegraphs	\$ 500,000	\$ 1 million
Money Orders issued	\$ 250,000	\$ 400,000
Total	\$2,700,000	\$ 7,000,000

¹The Newfoundland government took over the railway from the Reid Newfoundland Company in 1923.