

no better than this \$4.80 a week with the revenue that comes in, I would suggest they spend some of that \$10 million they have overseas interest-free. That is \$300,000 a year slipping away, and it could easily go to recompense people in the postal telegraphs department. It has not been mentioned what happens to the surplus; I suppose it goes into the revenue.

Mr. Smallwood That is right.

Mr. Hollett There is not much more to be said about this report. I believe the system is out-dated and inadequate, as the report says, and we cannot blame the present Secretary for that. He has not been long in this country, and as far as I can find out he is thoroughly familiar with the big job that lies ahead. I hope and trust he will see that the people working under him will get a decent wage. Not only in the outports, but here in St. John's, people are not getting sufficient money on which to live decently, and unless you have well-paid men working for you in the government, I do not see how we can get anything like efficiency, and you cannot be sure that you are going to get honesty....

Mr. Vardy Mr. Chairman, I presume that as this is the last section of the report, that in winding up we can touch briefly on all sections. Taking the report as a whole, it is generally agreed the Transportation Committee has done a good job. It certainly covers a lot of ground and gives the Convention as well as the whole country much food for thought.

Now the Convention will do very little to justify its existence unless its members are big enough to face up to the indisputable facts as we know them, and as they are confirmed by the findings of the various committees. Both in our individual and collective stands we will at times say and do things which will be strongly opposed by certain members who have for many years been associated with a union, or employed by the body whose policy or business we are discussing; yet we are all imbued with the same honest desire to get on with the job and do it very thoroughly....

There is only one department or utility of the government that is not overstaffed in proportion to our ability to pay, and the Railway, the high-roads department and posts and telegraphs are not exceptions. While we are most appreciative of the services rendered, those who pay have every right to criticise their deficiencies and shortcom-

ings.

I doubt if more than one claim out of ten against the Railway is ever filed, and when they are it generally takes years to get them paid. There is a definite lack of discipline, and little or no coordination between management and staff. I know that many of the losses need not occur. In most every case where I have had to make a claim it should not have been necessary.... Some may say these are details, but do not overlook the fact that many details such as these go to make up the enormous amount our Railway is losing yearly through negligence, careless handling, inefficiency and pilfering, in at least some cases, of other people's goods.... Here we have a utility crowded with traffic in the most prosperous years that ever Newfoundland knew, sinking almost a million dollars a year. We are conscious of the long haul through a wilderness, the money spent on snow clearing, the many stops at small stations where the limited freight and mail handled did not pay; but the past six years have been providing more traffic in passengers and freight than the system could handle, and I am not satisfied that at least for this period it should have shown a profit.

In the matter of special rates to large companies, it has been clearly shown that while they may be entitled to wholesale rates commensurate with the amount of freight offered, and the saving effected by bulk handling, the difference in rates is far too great and altogether out of proportion to the difference between wholesale and retail in any other sphere of business.

As in most, if not all government departments, there is the tendency to treat men who are comparatively young and vigorous as worn out, when very often they are, in reality, going through the most useful stage of their existence. It is not comparable or consistent with the age we are living in to regard one group of workers as being entitled to different privileges from another, and it is therefore in the spirit of treating all humans on an equality basis that I contend that their pensionable age should come at the same time in life....

For a small country with a struggling utility on which we have such huge deficits, more discretion should be exercised in the issue of passes. It is generally conceded that far too many travel free when their wages are on a par with those who