

Topsail. I am not one of the Topsail nabobs, like some of my friends near me are! Apart from that, the district I represent does not get any money for roads whatever. By the grace of the municipal council we have the finest roads in the country, and we do not have to bother what government comes into power. I don't know, I am trusting my memory on this, but I believe the highroads policy was instituted in 1924. Is that right Mr. Chairman?

Mr. Chairman 1925. That policy was instituted by the people here, chiefly made up for the roads through the Avalon. I would not like to undertake any comment on that.

Mr. Higgins We can hardly blame Mr. Starkes, although I think he was one of the people who subscribed to that highroads policy; but certainly there are members in this House today who agree that that road was to be built not for the St. John's people, but for the whole peninsula. I do agree it is a pity that we can't have a series of roads through all the places, but that's going to be in the future. You have got to depend on your local roads committees for that. I am strong in my advocacy of a transinsular highroad. I don't know if you can do that for \$6 million, but if so it will be money well spent. In that event you can have Mr. Starkes come up from Nipper's Harbour and come in to St. John's by bus, if he lives long enough.... It will develop the country and pay for itself....

Mr. Fudge Mr. Chairman, much discussion has taken place since this report has been presented regarding the Railway, the amount of money that it is costing the country, and especially the loss which reaches the tidy sum of \$1.5 million. Of course, the greatest concern to the Convention is to try and devise ways and means to reduce this, so that we may be able to recommend our findings to the present or future form of government. I understand that in 1938 there were certain concessions granted to Bowater's Newfoundland Pulp and Paper Mills Ltd. by the present form of government, and this also, I take it, applies to the Anglo-Newfoundland Co. and Buchans Mining company. We are all aware of the tremendous rise in operating costs since 1938.... Due to rising costs, labour has agitated for and received increases in wages to offset conditions as much as possible. I think we will agree that where a company contributes an enormous amount of busi-

ness to the Railway, it is human nature to expect some special consideration or concessions. In other words, it is a matter as I see it of wholesale and retail prices.... Now, Mr. Chairman, can you imagine that our government of today is applying concessions to those companies which might have been suitable in 1938, but are out of all proportion today. It does seem businesslike that in view of the high cost of operating the Railway, the government should have negotiated with the various companies for an adjustment upwards in the rates.... But I warn the powers that be that the general public will not accept further taxation while wealthy corporations are getting off with a mere trifle. The Railway cannot pay under such circumstances. The increases should rest on the shoulders of those who can afford to bear them.

With regard to roads, I am well aware that roads are a necessity, but they should be built in sections where they serve the greatest number of people, and not through a wilderness. The first necessity today is local roads, and roads linking up with the railway. It is all very well to talk of a highroad through the country, but we must cut our garment according to our cloth. I am sure that outport doctors will agree with me. Let me tell you of one instance that came to my notice last year. There is a settlement in Bay of Islands called Cox's Cove, which has no road connection with Corner Brook.... There was a shortage of food, such as sugar, milk and other necessities. It was impossible to get these items due to lack of road communication and the result it cost the businessman \$15 additional freight on three sacks of sugar from Corner Brook to Cox's Cove, a distance of approximately 12 miles, which meant that those poor people had to pay in the neighbourhood of 20 cents per pound for sugar.... It is my firm conviction that people who are forced to live in remote places should be given first consideration and provided with a road connection with the railway at least. Mr. Chairman, we need men with full realisation of these facts, men of vision, not those who build castles in the air, but those who can turn their visions into reality....

Mr. Ashbourne Mr. Chairman, it may be thought that some of the statements made in this chamber are not relevant to the job we were sent here to do. Perhaps some of the debates on matters brought up are not exactly in order, but where