

Commission of Government or upon its motives. You can only refer to its suitability as a system, but not in such a way as to make reference to individuals.

Mr. Jackman The point I want to make is that it is important the road to the beach be attended to, and for quite a number of years it has not been kept open. If the report shows \$529,000 spent on nine miles of road, I fail to see how we can have a transinsular road if it is going to cost \$60,000 a mile.

Mr. Burry I have not spoken in this debate, not because I am not interested, but because Labrador was not mentioned in it. I do not feel that there has been discrimination against Labrador. We do not want to claim any money to be spent on opening up the various communities. We have no roads in Labrador. There are at least 35 miles of good motorable roads in the area of Goose Bay — Canadian and American — but apart from that, no roads, as such. We should spend money to open up the country, but we should be careful how we apportion the money. For so small a country to spend a lot of money on roads, that will not mean very much in opening up the country, would seem an unwise expenditure, when we need it so much to develop our resources and bring prosperity. I am wondering, when we have spent all those millions of dollars on roads, how is it going to compare with the amount the government has spent on fisheries which are so important to Newfoundland and Labrador....

Mr. Vardy I do not think Mr. Smallwood or anyone else on the Transportation Committee need worry because there has been so little criticism. The report is so complete that there is little room for criticism. I read it during the Christmas recess, and on the whole their work has

been really excellent.... On the question of roads, I am sure we all agree that we should offer criticism on the amount spent on Avalon Peninsula; it is out of proportion to the amount spent in other parts of the country. I am thinking of a funeral I attended at Ireland's Eye¹ during the summer, when Mr. Toope was buried; they had to rest the casket on seven different occasions in order to get across holes where bridges once were. There has not been a cent spent there in 14 years. If they can spend \$500,000 on nine miles, they should spend money on isolated parts of the country. Local road committees have done a great deal, and I agree that the department, on the whole, has been reasonably liberal to those on the various committees who are prepared, to some extent, to help themselves. It is not easy to become so public-spirited, to take such a community interest as to neglect the fishing and logging in order to get work done on a 50-50 basis on the roads. When the government brought in that policy of spending the money through road committees, they were thinking in terms of town councils. They put the cart before the horse. They should continue to pay the people the rate of \$4 a day. I am not complaining because our friend here says the rate is 58 cents an hour; we have not been dissatisfied. The people are willing to work for 40 cents an hour.... I do not think Trinity has been mentioned. We have been petitioning the government for the past 25 or 30 years to put a bridge across the Sound so that Random Island will become part of Newfoundland also. With regard to this \$6 million for a transinsular road, I think it will cost at least \$10 to \$12 million at the lowest....

[The committee rose and reported progress, and the Convention adjourned]

January 10, 1947

Report of the Transportation and Communication Committee:² Committee of the Whole

Mr. Smallwood Mr. Chairman, yesterday afternoon we completed all of the report on roads and bridges up to but not including the section here given as an appendix,³ on local roads, and I

would suggest that the Secretary be asked to read the appendix on local roads before we have any discussion on it.

[The Secretary read from the report]

¹In Trinity Bay.

²Volume II:75.

³Volume II:91.