

reports received to date which recommend an additional expenditure in every department of government, it would seem that we cannot look forward with any degree of optimism to being self-supporting, when we consider the enormous expenditure at present. However, this may not be a true picture. We have been told that our economy is affected by things outside our control. This is only partly true and might be partially overcome by a revised policy with a progressive programme to lessen these outside influences. Also we should produce in this country as much of our necessities which can economically be produced. We have plenty fish, and I am convinced and I believe the report of the Agriculture Committee will convince you that we can economically produce beef, pork, veal, lamb, chicken, potatoes, cabbage and turnips — besides other vegetables — as also milk and butter. If we can do this we should be able to export fish enough to give us a good surplus for luxuries, after buying the essential foods, clothing, etc., which we cannot produce ourselves.

It should be obvious that the salvation of this country is primarily the fisheries from which the bulk of the profits are ploughed back into the industry. Fresh frozen fish in particular should be encouraged and exploited to the full with an advertising campaign to secure more markets, and which is very important, marketing in local bottoms. Most important if we are to encourage young men to go back to the fisheries is that we re-organise the whole set-up for a more equitable distribution of the profits so that the primary producer, the fisherman, gets returns capable of giving his family the ordinary amenities of life.

As pointed out we should expect some assistance in securing markets, by reason of the lease of bases to the United States of America and Canada. Most Newfoundlanders feel that we got a rotten deal as we got only the labour value of construction, and even this was considerably reduced due to our own government limiting the rate which Newfoundlanders should be paid. These bases were necessary for the joint defence of the United Kingdom, the United States of America and Canada; therefore we should get special consideration by all three countries, whether by tariff concessions or otherwise in the development of markets. I will not now deal with the absurdity of a little country without planes of

its own operating an airport, the facilities of which are enjoyed by the international transport system. Personally I don't think we are losing any money by it but do feel that we could use it to better advantage.

In addition we have imports, the importance of which is often overlooked — banking, insurance, and ocean freights as examples. These are a drain on our economy even though they do leave a certain amount of money in the country in salaries, commissions, etc. We pay high rates with the money going to foreign concerns, whilst our own people are investing their money outside this country.

Should our future government take steps to remedy some if not all of these conditions, we could then indeed look forward with optimism.

Most delegates have spoken of conditions in their districts, particularly road conditions. If you will permit me, I would make a few observations on my district. Road conditions in general are far below the level of secondary highroads with many sections without any roads. The people of Colinet Island, where there are two settlements of about 50 families who make a comfortable living from the fisheries, have been seeking for years assistance in the building of six miles of road. Colinet Island is about one-half mile from Admiral's Beach, a settlement on the mainland, six miles from O'Donnell's, which at the present time is the end of the road connecting through to St. John's and other points on the Avalon. It is unnecessary for me to elaborate on the convenience and necessity of this road to these people. Another instance of neglect is the settlement of North Harbour, one of the best harbours on the Newfoundland coast, where they have no road nor even telephone communication. Five miles of road would connect North Harbour with the Argentinia highroad at a point near Colinet. The lack of it necessitates a motorboat journey of 20 miles, and in the case of medical attention or hospitalisation, this is not only very unpleasant and dangerous, but sometimes impossible. Both these settlements get a weekly mail service, where the courier who carries the mail on his shoulders gets around \$7 per round trip. Mal Bay, where there are about 40 families, has no post office or mail service. I could go on picturing the utter disregard towards the people of Trepassy, where they are cut off all winter without medical