

exercised should certain powerful interests become the advisory body to the government of the day.

The condition of roads in Newfoundland out-ports beggars description. In scores of northern settlements there are no roads to the schools, no roads to the churches, no roads to the cemeteries, yet with a callous indifference to the dire need of the people, the present government squanders what, to the country, is a fabulous amount on what is more or less a luxury road, a super-highway. There are no superlatives that I can think of at the moment that will convey the denunciation of such a policy, that I would here like to say that it shows the dictatorial power of the present government, and should make clear to every Newfoundlander residing in the outports at least, that it's high time to tell the Dominions Office that sailing time is here for their colonial administration.

Mr. Penney The subject of roads touches the hearts and minds of every settlement in the country. I do not know just how the late policy of the government affects the different settlements in the outports, but I do know how it affects the people of Carbonear and vicinity. Fourteen years ago the local roads in the town of Carbonear and outside were in good condition owing to the painstaking efforts, of our local road boards, with grants so small and limited that they really had to scratch for it. Today all these local roads are washed out and destroyed at a time when money is flush in government departments; so much so that if the people only could know the actual cost of the two to three mile section of the Tilton highway for the past four years, the surprise would be really greater proportionately than the revelation of the cost of the nine mile Topsail highway. In the town of Carbonear, the roads are not only destroyed, but the public sewer serving the court house building is in such a condition that it is now a menace to public health as well as being a dangerous trap for pedestrians. A town council is the answer, they say! For some of us who have been repairing local roads at our own cost for a decade, a town council could have been negotiated if our citizens had been helped in their endeavours.... Anyway, we are hoping for better results in the near future. Outside our town I know the people of the settlements will be bitter over the condition of their local roads. May I

suggest that some of the wasted money be applied, under proper supervision, to local roads?

Mr. Fowler Mr. Chairman, before making a few comments I would like to compliment the members of the Transportation Committee on their very informative report, and their chairman on the very able manner in which he is piloting it through committee of the whole. The report may not contain all the facts we would like to see, but then we must bear in mind the limitations under which all committees function.

I listened yesterday with much interest, but the debate was not of a very high order; to me it flavoured too much of politics, and too little of its economic significance. It reminded me of the old political days, when the man who could talk the most about roads and make the most promises, had the edge on the other fellow. I feel it is our business to raise the discussion of this report from the mire of politics to the realm of our country's economy, and discuss it purely in that light. It is time for us to realise that unfortunately there is nothing we can do regarding the policy of the present government, but the facts contained in this report should be stressed insofar as they effect our economy, and will likely influence our final recommendations. I would state here, however, that I consider the allocation of public monies for roads altogether disproportionate.

At the opening of the Convention I sought information relative to the government's policy in respect to local roads. I am pleased to find that in the appendix to this report, their policy for local roads as introduced in 1943 is fully outlined, and I hope that the public will avail of the opportunity of becoming conversant with it, because I fear it is a scheme to which the labouring man very often finds it difficult to reconcile himself, with the result that we often find him antagonistic to the road committee which is working in the interest of the community, and without remuneration.

I contend that the Commission of Government have neglected the local roads and allocated far too little of the \$2.5 million they have spent on roads for this upkeep, with the result that the majority of local roads today are almost impassable, a condition which is yearly becoming more expensive to remedy, and is a matter of much concern to a large number of people in the various