

does is to take the patient ten miles by boat to Newtown; there he connects with another small boat, and that hospital patient is then subjected to six hours at sea before reaching railhead at Gambo. There is no road in summer connecting Lumsden with Newtown, Wesleyville or Brookfield. If a patient is to be removed from any intermediate point between Hare Bay and Brookfield on the south side of the bay, or from Lumsden to Brookfield, the site of the cottage hospital, that patient must be taken to hospital by boat along what is perhaps the roughest coast in the island. I repeat that no road connects any of the above settlements to the Brookfield cottage hospital. True, the Wesleyville town council has built a road from there to Brookfield, and on to the adjoining settlement of Badger's Quay, but actually no roads exist from Musgrave Harbour to Hare Bay, and in that district live 15,000 people, all taxpayers.

I am not trying to avoid the acute angle when I say that the proposed estimates for road expenditures are more than just unfair, they are an insult to the hard-working, forgotten people of our outport districts. Let's get the picture clear; over \$500,000 for the reconditioning and reconstruction of the St. John's-Topsail highroad — a distance of only a little over nine miles. The estimates call for another half million within the near future, and a proposed \$6 million for a transinsular highroad from the capital to Port-aux-Basques. This indeed must be pleasant news for the thousands of fishermen and their families on the coastline. What earthly benefit will this be to them? Yes, it's just about time that some of us had a change of mind, or it were better to have no minds at all.

Mr. Chairman, the roads section of your report is very informative, but I was somewhat amused to note, I believe it was on page 2,¹ highroads from Bonavista Peninsula west to Cape Freels, 480 miles. Now only last week I covered that section of my district, and if this is a statement of fact, it is the quickest piece of road construction ever done by the utilities department. Actually it must have been built since Christmas Day, for there is no road of any kind, highroads or low roads connecting Cape Freels with anywhere. Of course the department meant a district, and we must not assume that they plan some expenditure

out there. The expenditure under all headings of roads is presently running around \$2.5 million. This is not at all adequate to the need, but as someone suggested, there may be waste and unnecessary reconditioning. Maybe our good friends over the way (I refer to the Avalon Peninsula) would consent to drive a little slower, and thus allow a little trickle of that million to be channelled down to Bonavista or to Mr. Watton's district.

If any progress is to be made in this country we must have new industries, and we must first open up our communications. The magnitude of the task of road building in this country I appreciate, but am not convinced that a government that can spend \$1 million on the St. John's-Conception Bay highroad, and forget altogether the outport districts, is working in the best interest of Newfoundland as a whole; and I go further and say that such a government has outlived its usefulness, and its policies should call for the censure of every patriotic Newfoundlander.

Mr. Chairman, if this Convention is to be more than a woman's story at a winter's fire, it must come out in the open and expose those perfidious wrongs — the Gander airport agreement, the refusal to co-operate with the Tourist Board, the supposedly fat concessions granted to the foreign corporations, the unfair expenditure and allocation of monies to construct and recondition roads, and a thousand other things that should and must be known. This is a new year, a year of hope, and to Newfoundlanders everywhere I say, let's all resolve that we will exercise our rights as native sons to have and to hold what is rightfully ours, and to demand now that these bureaucrats and their agents render unto Caesar the things that are Caesar's.

The people of Bonavista North, the people of Mr. Starkes' district, the people of Mr. Roberts' district, must have been amused yesterday to hear certain city delegates jump to the defence of the expenditure on roads on the Avalon. I would remind this House that the people of the outports are no servile race, and they have certain inalienable rights that will not be denied them. I once read that the whole economic structure of this island was controlled by a few families in the capital. This may or may not be true, yet I often wonder just how much of a stranglehold might be

¹Volume II:85.