

*Newfoundland*

towards those with whom they will be associated within the boundaries of one great nation.

Newfoundland has a great and unique history. It was the first part of the area of North America to be discovered. While other explorers were taking back to Europe reports about and later actual cargoes of gold from the newly discovered Americas, John Cabot, who discovered the island in 1497, carried back to England and to Europe, not tales of gold but tales of immense shoals of fish off the Newfoundland banks, which revealed a new form of wealth. That wealth challenged the adventurous of those days, and it has continued to be the main concern of those who have settled and built Newfoundland during the past three hundred years.

Great new industries have been built to use the forest resources of the island and now, in recent years, Newfoundland has added to its many achievements that of becoming one of the most important centres of international air travel in the world. It is a fascinating picture, one to arouse and to stimulate the imagination of every young Canadian as well as of every young Newfoundlander, to see the movement, from every part of the world, of people whose paths cross at Gander or at Goose Bay. I recall seeing only a few months ago, at the great airport of Gander, one plane which had just arrived from India on its way to New York and another from New York putting down just afterwards on its way to the Mediterranean. There were also passengers who were already there from planes moving both ways between Britain and the United States and between Britain and Canada, and also between this continent and France and Italy. It is one of the most challenging pictures of the immense changes which have taken place within these past few years, and it gives the youth of Newfoundland and of Canada as a whole some suggestion of what the expanding use of air transportation means to this country in the years ahead.

Mining also has long been an important industry on the island, and there is every reason to hope that further exploration and development, which undoubtedly will be greatly stepped up with the new associations that will be formed, will greatly increase the value of these resources in Newfoundland itself as well as in Labrador.

The Newfoundland we know today is the result of the hard work and the fortitude of a great people who have at all times retained the highest standards of personal integrity and public service as well as those simple virtues of thrift and hard work which are today perhaps more important than they ever were before. With improving transportation

facilities, more and more Canadians have come in contact with the people of Newfoundland and know how justifiably proud the people of that island are of what they have accomplished, often under great difficulties.

Not only have our contacts with Newfoundland been extremely close during the long years of peace, but in the years of war there was an increasingly close relationship which laid the firm foundation of admiration and respect upon which has been built a widening confidence, in Newfoundland and in Canada, in the advantages of confederation.

In two world wars the people of Newfoundland wrote some of the greatest pages in their long island history, and I should like to refer to that contribution because it has a direct bearing on the subject we have under consideration today. In 1914 Newfoundland had the distinction of being the first of the dominions to commit itself to that vast struggle for freedom which ultimately enveloped the whole world. On August 4, the very day on which war was declared, Newfoundlanders who had voluntarily joined the royal naval reserve were called to the colours. On August 7, only three days after the outbreak of war, the Legion of Frontiersmen, the only military unit then organized in Newfoundland, volunteered for overseas service; and that unit became the base of a wider enlistment which ultimately took the form of the Royal Newfoundland regiment. On October 4, 1914—a day that will be recalled by many hon. members of this house—the first Newfoundland contingent sailed on the s.s. *Florizel* from St. John's to join the first contingent of the Canadian expeditionary force off the island of St. Pierre. I happen to know that there are in this chamber those who will recall that significant union of forces when the s.s. *Florizel* joined the other ships which were then lying at anchor. On arrival in England the Newfoundland contingent was brigaded with the first Canadian division on Salisbury plain.

In August, 1915, the Royal Newfoundland regiment, as it had then become, sailed from England for Egypt and joined the 29th imperial division, landing at Suvla bay in the Gallipoli peninsula on September 20, and it took part in the terrific battles which followed at that time, when we who were then opposed to them learned to respect the fighting powers of the people of Turkey, as others fortunately have come to respect them today. After the historic evacuation of Gallipoli, this regiment was transferred to France and on July 1, 1916, fought at Beaumont Hamel in the tremendous battle of the Somme. On that occasion the Royal Newfoundland regiment was engaged in one of the really Homeric