

*The Address—Mr. Brown*

On the 11th day of December, 1948, an agreement was entered into by the Dominion of Canada having the effect of bringing into the confederation of the Dominion of Canada the province of Newfoundland, thus uniting in legislative matters two branches of the British commonwealth of nations, living side by side and having similar hopes and ideals. The people of my constituency join with all Canada in extending a warm and cordial welcome to Newfoundland, the tenth province of the Canadian family of provinces.

The agreement for union of Newfoundland has not come about without having to hurdle many obstacles; but with two groups of people, such as Canada and Newfoundland, with the same customs, principles, and aspirations, the union would seem to be natural.

Upon referendum submitted to the people of Newfoundland, the desire to enter into confederation with Canada was expressed. Subsequently representatives of Canada and Newfoundland met and determined the arrangements for the union, which upon approval of the parliament of Canada will come into effect on the 31st day of March next.

Canada and Newfoundland have much in common for a union. Both have the same heritage in freedom of action, speech and religion. Both have the same political traditions. Both have grown to maturity side by side, and each has been able to observe the progress of the other. Both have realized that in a fast-moving world they need one another for their common defence. Both see that the greatest good, by way of special reforms and security, can come to the ordinary citizen in both places only if united we stand. We believe we can offer to Newfoundland much in the way of trade, but we need also what Newfoundland has to contribute. Newfoundland has lumber and pulpwood; it has fish and sea foods. It has vast deposits of iron ore and other metals. But, more than anything else, we welcome the people of Newfoundland. We realize they are a proud people, of rugged nature, strong and industrious, anxious to take their full share of responsibility, and that they expect their full share of the gains. We Canadians are proud to become associated with them.

We will undoubtedly encounter differences of opinion from time to time; but, having visited each of the nine existing provinces of Canada, I have observed that, while governments may often disagree, the common people of our dominion have the same high goal always before them—that of peace, industry, integrity, and security.

It is in this spirit of partnership that we extend our welcome to the tenth province of

the Dominion of Canada, the province of Newfoundland.

My constituency, that of Essex West, borders on the Detroit river for approximately fifteen miles. Discussions on the St. Lawrence waterway development are therefore of vital interest to us, as they should be to all other parts of Canada.

By our methods of production we in Canada do not depend upon domestic markets. We are a trading nation. We export to the four corners of the world. In fact I believe we export about one-third of all the goods we produce. This probably would be much higher in my own constituency. We are therefore most anxious to devise ways and means by which, wherever and whenever possible, we can reduce the cost of the goods we produce and at the same time maintain our high level of living. One of the items which contribute to the increased price of our goods in competition with other goods of a similar nature on the world market is that of transportation of our goods to the consumer in the distant land.

Canada has access to 2,400 miles of waterways from Fort William to the Atlantic ocean. This great waterway, for the most part, is of deep navigable water with a height of 600 feet of falling energy. This waterway is similar to a series of saucepans with the spout of one dropping into the pan below, but with the spout of the final saucepan corroded with rocks, timber, and fear—fear of debt and disaster.

Time passes on. When Jacques Cartier sailed up the St. Lawrence to claim the wilderness for France, little did he realize what he was starting—for this was the first link in the chain of events which has led to the struggle to obtain a free outlet to the sea—a freedom from the bonds of nature. Champlain, La Salle and all the great explorers have seen the need for this direct water route from the sea to that great inland empire of Canada. And now it is hoped the final removal of the impediment of the ages will be realized.

Since the days of the early settlers in Canada, wheelbarrows have become bulldozers; the old buckboard has become the sleek sedan; the magic lantern, the television set. The sailing vessel has become the modern oil burner. And the steamships have grown from the impressive length of 250 feet and a capacity of 2,000 tons to the ships of today with a length of 600 feet and capacity of 20,000 tons. Ships of this latter class pass along the border of my constituency unnoticed every few minutes of the day for eight or nine months of the year.

[Mr. Brown.]