

doing were I to attempt to put this motion at any other time.... I have deferred, or will have deferred by 3 o'clock tomorrow afternoon, from putting this motion. If because of the uncertainties of this world, because of illness or physical disability, the Hon. R.B. Job or any other member is prevented from attending, and I don't put this motion tomorrow in its present form I have no authority to put it off until next Monday. Anybody might be deferred because of the unfortunate circumstances which prevent Mr. Job from attending the House, and then there are members who haven't arrived back here yet, and may very well take the view — because I have created a very dangerous precedent ... if they requested me to defer the motion after Monday, and I didn't do it, I would leave myself wide open to the charge that I had deferred for Mr. Job but I wouldn't defer in order to give other members the same opportunity. Therefore, the position as I see it now is that I have to put this motion tomorrow afternoon, or I have to defer putting it until Monday afternoon. The form of the motion allows me no discretion at all in the matter.... While I have

the greatest sympathy and the greatest admiration for Mr. Job, I am duty bound to put this motion at 3 o'clock tomorrow afternoon, and I definitely propose to give the House the responsibility of determining the fate of the motion.... I will have taken the responsibility for 48 hours. After 3 o'clock tomorrow afternoon it is going to become the responsibility of the members of this House. Therefore with this in mind, we'll move on to the second order of the day. Mr. Smallwood...

**Mr. Smallwood** I move that.

**Mr. Chairman** The motion is that the Convention resolve itself into committee of the whole to further consider and discuss the proposals received on November 6 from the Prime Minister of Canada. Before I put the motion, let me again remind the House that if the closure motion is carried tomorrow afternoon, that of necessity means that if the present motion to go into committee is carried, that there will only be this afternoon and this evening left to discuss the business which is now before the Chair. So will members please govern themselves accordingly....

#### Report of the Ottawa Delegation Proposed Arrangements for the Entry of Newfoundland into Confederation Committee of the Whole

**Mr. Crosbie** It is not my intention to take up much of your time and the time of the Convention. But I feel that certain statements made here must and should be corrected in order that our people may judge for themselves the merits and demerits of confederation. It is not my idea to go into the many questions involved, but to deal with only one which I consider of major importance. As you all know, a country's growth and expansion depend on the supply of raw materials and of these we have more than sufficient; however, if the development and exploitation of these resources are interfered with or harmed in any way, there is nothing left but disaster and privation for the people. I can see a very real danger to our fishery under the proposed terms of union with Canada. For a few moments let us look at Mr. Smallwood's estimate of expenditure if Newfoundland were a province of Canada. What

would we find in the Department of Natural Resources?....<sup>1</sup> The expenditure is given at approximately \$112,000, a mere pittance, or as Mr. Smallwood would say, chicken-feed. He's quite right; \$112,000 is chicken-feed. Of course his explanation is that the federal government takes over where the province leaves off....<sup>2</sup>

Mr. Smallwood, they want an explanation. Mr. Chairman, I'm here to inform you and the Convention, this is not so. And to prove my point, here are the actual facts that I know. I would ask you to look at note four of Mr. Smallwood's budget under the Department of Natural Resources.<sup>3</sup> According to Mr. Smallwood, items numbered 1, 2, 3, 4, 6, 9, 12, of the estimates of 1947 and 1948 would be present. Gentlemen, this is not so. Items 1, 2 and 3 refer to the maintenance of bait depots and the supply of bait and the operation of the *Malakoff*<sup>4</sup> for freezing and transferring

<sup>1</sup>Gap in the recording.

<sup>2</sup>Gap in the recording.

<sup>3</sup>Volume II:522.

<sup>4</sup>The S.S. *Malakoff* was a small government vessel used in the bait service.