

Lieutenant-Governor and the salaries, allowances and pensions of superior court judges and of judges of district and county courts, if and when established.

Need we add that the Province of Newfoundland will have to pay the salaries or sessional pay of 15, 20 or 30 members, however many representatives there are in the provincial House of Assembly, plus the Speaker's emoluments, plus the various officials? I know that Mr. Smallwood's provincial budget has set down a sum of \$200,000 to cover these expenses, but has it been made abundantly clear to many of our people what that sum represents? I am under the impression that a considerable number of our people believe that under confederation they will be governed from Ottawa only, just as they are governed now from London. They have not the faintest idea that there will be a legislature in between, here in St. John's, almost the same as in the days of responsible government. Some folk may not credit this, but it is true. Many of our people think that by voting for confederation they are going to eliminate the necessity of having a local House of Assembly in St. John's. That explains, for the most part, why we hear so many people say, "Where are we going to get the men under responsible government?" Let them ponder where, then, they are going to get them under confederation! If we are not ready for responsible, we are not ready for confederation.

Clause 7. *Debt.* Canada will assume and provide for the servicing and retirement of the 3 percent stock issue maturing 1943-63 guaranteed by the United Kingdom.... etc. etc.

Here we have the same stumbling block over which the confederate plan of 1895 tripped and came a cropper. In 1895 Canada could not assume the entire debt of Newfoundland. When Britain was asked to bridge the gap, she would not do so. The negotiations fell through. That is why confederation was never put to the people of a bankrupt country in 1895 — the terms were not generous enough. Yet 50 years after, Canada expects the National Convention to consider putting substantially the same arrangements before the people of a solvent country, to vote themselves into a union and start it with a provincial debt to service — in other words, to hang a millstone about our necks for life, and our children's necks

after us. And yet at every turn we are confronted with headlines about the generous terms that Canada has offered Newfoundland. The confederates said they will be so generous that we won't be able to turn them down. Now I ask, where are the special concessions for Newfoundland? They are certainly not in the financial arrangements, and as far as I can see, they are not in any of the others. All the Grey Book represents is a mere application of the main features of the Canadian confederation to Newfoundland. No more, no less. Of course there's margarine, but more of that later.

Let me put it this way, Mr. Chairman. Suppose Alaska was a British colony, a British dominion like Newfoundland. And suppose Alaska wanted to enter the Canadian confederation. Like Newfoundland, there would be provision in the BNA Act. Canada would have all the same services extended to Alaska as are offered to Newfoundland. She would get all the promises we are getting. Canada would also take over all her assets, her railways, steamships, etc., just as in clause 8. But Alaska's government, presuming she had self-government as a British dominion, would say to Canada, "We are a big country; we're rich; you will have to do better than that. We want some special concessions." And if Canada wanted Alaska as badly as she seems to want Newfoundland, then Alaska would get special concessions. But our delegation could not act in that way because they had no authority to act as a government, no authority to bargain, to negotiate. They just had to take whatever Canada was prepared to offer. Even if they went beyond their powers and secured margarine, that was not a concession for it is in the cards that all Canada may soon have that particular freedom to manufacture and sell margarine. That is why the terms — the so-called terms — do not say we will get a standard gauge railway, which would be a special concession. It is left to Mr. Smallwood to read between the lines and suggest we will get it some day. That is why Canada will maintain only a steamship service no better or worse than the present one on the Gulf. And when the motor highway is completed, if it is completed and if the province can afford to complete it, it will include suitable provision for motor vehicles. Whereas a special concession would have said, Canada will complete that road and build a transinsular high-