

*The Address—Mr. Bradette*

freer trade between Great Britain and the rest of the world, Great Britain and Canada and Great Britain and the United States, and in fact between all nations.

I should like to say a few words about what I hope will be our new sister province—Newfoundland. There is something fine in this possibility, something great. It is expected that within a few months there will be integrated into the Canadian federation that fine, old colony located in the gulf of St. Lawrence. In my youth, which was a long time ago, when I was attending a small rural school I was always baffled that Newfoundland, which was so close to the American continent, geographically speaking, and which was so close to the Canadian mainland, was not a part of Canada. To me the gulf of St. Lawrence seemed to have opened its mouth deliberately so that Newfoundland could come into Canada.

It was a proud day for us and no doubt a proud day for Newfoundland when by a majority vote they decided to come into the Canadian confederation. They have problems of their own and in my view it is the duty of every Canadian worthy of the name to study their problems, to try to know them, to sympathize with them and to help them in arriving at a solution. I believe that the Newfoundlanders will fully realize what it means to come into the great Canadian federation.

When this is accomplished, when Newfoundland does come into the Canadian federation, I hope that they will send some of their fine sons and daughters to Canada to explain to us their aspirations, their struggles in the past, their love, their culture and what they expect of the future. Then in turn Canada should send some of her prominent sons and daughters to sell and make better known this country to that great strategic island which in the future may mean so much to the peace of the world.

I make that suggestion in all sincerity. I wonder how many Canadians know the fine qualities of the Newfoundlander? How many of us know their loyalty to British traditions? Perhaps the same thing could be said, although perhaps not as forcibly, of many Newfoundlanders who have never had an opportunity to know Canada.

It would not be just a matter of selling one to the other; it would be a matter of interesting our population and making them realize what a wonderful asset there is in having that fine sentinel between Greenland, Europe, and the Canadian mainland—a sentinel to guard us against things that may happen in the future, which have never happened in the past.

[Mr. Bradette.]

I make this plea very sincerely. This is not just a political question; it is bigger than that. I hope that the moment Newfoundland comes into confederation Canada will choose half a dozen of her sons and daughters who are well qualified, and that Newfoundland will do the same. There are in each country many intelligent men and women—who will visit the other to tell them of their own. We love these people already because they belong to the British family of nations. We want them to come here to tell us of their aspirations, of their problems, of the things that they expect from the Canadian confederation.

It is true they will have to make sacrifices in order to enter confederation, but the same will also apply to us. We must be ready and willing to try to understand them, and to have respect for their traditions and ideals. Let us not get away from the fact that in the past Newfoundland has been a real sentinel of the British empire on this continent, and will remain faithful in its loyalty in the future.

I want to say a word or two about the St. Lawrence waterway. As a person who represents a section of Canada that, geographically speaking, is really central, I may say that we are open-minded as far as the St. Lawrence waterway is concerned. The potential hydro power is needed at the present time in the province of Ontario. I do not say that in a critical way. It is because of the progress that industry has made in the province. There are also the factors of immigration and transportation. I feel somewhat reticent about discussing the problem because, under Sir Wilfrid Laurier, a national rail link was built between the maritimes and Winnipeg out of the federal treasury. Today, west of the town of Hearst, with one of the finest roadbeds on the North American continent, the rails are practically rusty. We are in favour of the development of the St. Lawrence waterway because it is a necessity.

The United States and Canada are friendly nations and we should have no difficulty on that project. But, in saying that, I want to protest against a situation which has been allowed to exist for many years in regard to that fine national link between Quebec city and Winnipeg. It is practically unused at the present time. You have there a potential that should be used winter and summer. Why it is not is past my comprehension. It is true that when the national transcontinental line was built north from Quebec, and out through the wilds of northern Quebec and northern Ontario, they thought that there was nothing but muskeg. Then they found the area contained the finest natural resources, and today it is the real treasure house of Canada. From Quebec city to fifty miles west of the town