

## Newfoundland

In the pursuit of my inquiries I learned of course about the battle of Moraviantown—or, as it is called in American history, the battle of the Thames—which was fought on the 5th of October, 1813, about three miles east of the present town of Thamesville in Kent county. During the last ten years I have made extensive studies in that part of the country, because, Mr. Speaker, in 1950 we expect to hold an international commemoration service at the site of Moraviantown. We hope the President of the United States will attend, along with the governors of the states of Ohio, Kentucky, Pennsylvania and Michigan. At the battle of Moraviantown the governor of Michigan was present, Governor Cass. General Meigs, the governor of Ohio, was not on the battlefield, but was on his way there. Many of his troops served in that battle. Governor Shelby of Kentucky was on the field. I assume that the present governors of these states will attend the commemoration service. The American commanding general at that battle was General W. H. Harrison, who later became President of the United States. I expect that President Truman will attend this service next year; also the governor of Pennsylvania, from which state many of the soldiers came, as well as many of the citizens of Moraviantown.

More than fifteen years ago, in the pursuit of the studies I was making, I decided to go to Newfoundland. While there I made an exhaustive survey of what will soon be our tenth province. The names of places in Newfoundland are interesting, because the people are nearly all from the Channel islands, Ireland, or England. Not many of them are from Scotland. Even in St. John's I could hardly find a church of my own persuasion to which I could go on Sunday, because there are few Scots on the island. Quite a number of the people there are from France, or from the northern provinces of Spain, called the Basque provinces.

The names are beautiful. The first port at which one lands from Canada is Port aux Basques—one could hardly find a more attractive name. Then there is a port called St. Georges, and as you go round the coast you come to a place called Curling. There is Corner Brook, in which the big paper mills are situated; and there is Twillingate, from which so many Newfoundlanders left to come to Canada. As I said yesterday, perhaps a thousand of them now live in the riding of Davenport. I am well acquainted with many of them and know of their splendid qualities, their fine character, their ability and their industry. Naturally I am pleased indeed that their homeland is to become a province of Canada.

I could mention other names, such as Grand Falls, Harbour Grace, Carbonear, Bay Roberts—I spent some time there; Brigus;

Ferryland, first settled by Lord Baltimore before he went to what is now the city of Baltimore in the United States. It is too bad he did not remain in Newfoundland; perhaps it would have been better for that country had he done so. All around the coast of Newfoundland you find these euphonious and beautiful names.

I made a thorough survey of the resources of the country, of which there are many. I was greatly interested in the iron mines, having been in the iron smelting business myself. Canada has bought from Newfoundland as many as several million tons a year of raw high-grade iron, all of which I believe went to the furnaces at Sydney, Nova Scotia. I hope it will continue to go there so that that great port in Nova Scotia may be kept prosperous.

After my return home I read an article in *Collier's*, the issue of April 12, 1941, which argued that Newfoundland should become part of the United States. I always found Newfoundland to be intensely British and intensely loyal to British institutions and traditions. It will be perhaps the most British province in Canada, and will be a welcome addition to that sentiment here. When I spoke on this matter in 1941 I quoted this paragraph from the article in *Collier's* to which I have referred:

The Yanks have come for ninety-nine years. Maybe they would never leave. Maybe presently they'd take the whole island over, ship the commission of government back to England, build roads, start industries, set up Yankee relief, restore self-government.

That possibility will exist no longer when the house passes this bill, as I know it will.

There are one or two statements in this quotation of which we might take particular notice. One is "build roads." We must do that to help them out. I made a careful survey in the south part of the island, and it struck me that we would have a golden opportunity to make the island happy by building a road directly through from St. John's to Port aux Basques. I do not believe you can now motor across the island at all. But if the road followed the railway it would have to run away up north from St. John's to Grand Falls and finally come to Port aux Basques, a distance of over five hundred miles. A road straight across from St. John's to Port aux Basques would shorten the distance to be traveled and would speed up transportation between the various parts of Newfoundland and St. John's, and from the Avalon peninsula to Canada. The construction of such a road is one thing we might well keep in mind.

We should welcome these people by doing everything we can to make them happy. As