

irrespective of which side of the house honourable senators are seated, they have made it very pleasant and comfortable for me as a newcomer, and I want to express my thanks to them for this.

The honourable senator from Shawinigan said something about a magistrate always having the last word. In a sense that is correct. Sometimes it is not a very comforting feeling to have to say the last word. Today I can speak of individuals, perhaps prime ministers of countries like Canada, who sometimes have the last word. As a matter of fact, such a last word will probably decide what date the voters will next have to go to the federal polls.

I am sure every honourable senator would join me in congratulating the authors of the 1962 Speech from the Throne. It is concise, one must admit, and clear and refers to almost every aspect of our social and economic life that touches the welfare of all Canadians. Many would-be prophets said we were sure to get a pre-election document—you know, that something-for-everybody sort of thing. Well, I am sure that the Throne Speech definitely did not give us even an approximate date for the coming election.

Increase in federal grants to universities: Was this not necessary? Help for drought-stricken areas: Who would deny the need? Increase in ceilings on federal loans to finance exports and measures to help to enlarge employment by stimulating economic activity: Will not these sound and sensible approaches assist our nation's growth? But, is it not strange how often even reliable newspapers and many citizens jump to conclusions? For instance, just one short eleven-word sentence in the Speech read:

A measure relating to the Senate will be placed before you.

That is all that was said about this honourable body, and yet newspaper writers and radio commentators would have it that reform in the Senate was imminent. Who knows, the measure spoken of in the Speech may have reference to our indemnity and not at all to our demise.

There are two or three items in the Speech, apart from various social and welfare matters such as pension increases and the like, which are of particular interest to my province. I refer first to that item which has to do with a proposed amendment to the Civilian War Pensions and Allowances Act, to authorize payment of allowances under specified conditions to merchant seamen, fire-fighters, foresters and members of voluntary aid detachments who served overseas in either world war.

Personally, I know of many in Newfoundland who may come within this category, some 3,500 I believe, who served faithfully and well. All had enlisted and were prepared to go wherever their services were required. I know of one who was badly injured while in such service in the war of 1914-18, and yet until now he has not been able to get any recognition whatsoever from any government. I should like to express, on behalf of these 3,500 Newfoundlanders, our thanks for this measure.

Secondly, the institution of a car ferry service between North Sydney, Nova Scotia, and eastern Newfoundland is a most essential service and one which is welcomed not only by Newfoundlanders but by a host of Canadians all over this country. It should prove to be economically sound, especially in view of the fact that the Furness Warren line is, I understand, terminating its car ferry service to Nova Scotia. It is an important link in assisting travel and communications across the whole of Canada.

I believe right here is where I ought to refer to another very necessary and important link between Newfoundland and the other nine provinces. I call it the "missing link" in the Trans-Canada Highway, the completion of which highway is all important if we are to have one united Canada.

When Newfoundland came into Union there were between 500 and 600 miles of road to be built and paved according to Trans-Canada standards. Today, over 12 years later, there are still nearly 500 miles remaining to be paved and, in many instances, to be built, simply because our province could not afford its share of the cost. We do not beg for special privileges over and above other provinces, but I think you will agree that there are several special reasons for another look at the Trans-Canada Highway agreement as it applies to our province. It is possible, however, that this matter may be one of those envisaged by the Government in that paragraph in the Speech from the Throne which states:

Further measures to stimulate economic activity and promote national development will be placed before you this session.

We hope that the completion of the Trans-Canada Highway in Newfoundland will be included in this particular measure. Who will deny that the Government's intention to broaden the scope of small business loans and farm and fishery loans is a "must" for a growing young nation facing the competitive world of today?