

offer to sell to the United States, Lower California and the State of Sonora. Again looking at the map, you will see what a wonderful harbour Lower California contains—the harbour that the Jap submarines sneaked into during the last war. However, at that time the United States Congress thought they had such a poor bargain in Alaska that they would not accept the offer to buy Lower California, and the \$5 million deal was turned down. What would the United States give today for this strategical territory? It is not likely they could acquire it at any price. It is too late. Mexico realizes the value of it.

Coming back to Newfoundland, what is needed for its greater development is self-evident and elementary. Raw materials are not of much use to a country unless it has modern transportation—up-to-date railways, wharves, harbour facilities, steamship lines, good truck roads, etc. These are the things Newfoundland lack at the present time, and the things that we hoped to get when we came into confederation. It is notorious that with respect to facilities of this sort Newfoundland is far behind other provinces. If Newfoundland is to pull its weight as a partner in confederation, economic development is imperative. Public facilities of the type I have mentioned would go a long way toward ensuring the maximum economic development of Newfoundland.

It is no less important strategically that such services should be provided so that adequate defence facilities may be available should a crisis develop in the North Atlantic region, as it has in the far Pacific. In this connection I suggest that it is of major importance that a truck road linking the west coast—Gander Air Base—and the east coast should be built quickly. The present

east and west coasts are linked by a single-line railway. It is also important that naval and other defence facilities be maintained in the St. John's area. I need scarcely remind honourable senators of the important role the Harbour of St. John's played in the Battle of the Atlantic in the last war.

We are entitled to be put on an equitable basis with New Brunswick and Nova Scotia in the matter of railroads, truck roads, wharves, harbour facilities, cold storages, etc. That means that there should be placed in the estimates for Newfoundland an annual appropriation on the same basis as those allotted to the other Atlantic Provinces, plus another very substantial amount to gradually bring Newfoundland up to the same economic level as the other provinces. We are not asking for all the things Ontario and Quebec enjoy, but we do ask that the federal government, through federal expenditures, over the next five or ten years, put us on a level with Nova Scotia, New Brunswick and Prince Edward Island. We have shown that we have the assets to make us a full partner. We also brought into confederation 348,000 fine, hard-working citizens—not a communist among them, and with the development of our natural resources, we will, in time, return to Canada nearly everything Louisiana or Alaska has returned to the United States. All we ask is that we be given our rights as regards federal expenditure, so that all our transportation services will be equal to those of the other provinces in Eastern Canada, so that we can get our goods to market in a modern way and thus bring enormous wealth to this great dominion.

**Some Hon. Senators:** Hear, hear.

**Hon. Mr. Duff:** I am all for it.

The Senate adjourned until tomorrow at 11 a.m.