

before the final consummation of Union. The adjustment was substantial.

The negotiations were carried on, however, with Union as an accomplished fact. Personally, I always considered that this was a most unreasonable circumstance. I had an opportunity of reading the typewritten reviews of the week-by-week discussions and it was evident to me that there was a hold-back attitude by reason of the fact that, for all intents and purposes, Newfoundland was definitely a province.

During the first year of Union I was in Ottawa six times with trade and provincial delegations trying to get action on exchange and other difficulties in connection with our foreign trade. The most frustrating feature of all, I found, in official circles was a lack of recognition that many of Newfoundland's problems were unique or were not common to other parts of Canada—at least not in the same degree of importance. There was always a prevailing fear of establishing a precedent which might have to be carried into other provinces. The special circumstances of Newfoundland, living apart from the other areas of Canada through the centuries, with living conditions and standards entirely different, with public services and everything one can think of on a different plane, should have caused a far broader outlook than was in evidence. What was intended to be the saving factor in the establishment of our relationship under Union was the insertion in the terms of clause 29, which I have quoted.

What I have said so far has been largely historical background—some very recent history, it is true—but such a subject as this, I feel, requires to be dealt with in the light not only of the present but of the past and the future.

I shall now bring to your attention more of the present-day facts bearing on this issue. I won't burden you with reading again clause 29, but I would repeat that the purpose of the Royal Commission, expressed briefly, was to recommend financial assistance to the province, so that it could continue public services without resorting to taxation more burdensome, having regard to capacity to pay, than that obtaining generally in the Maritime provinces. This causes us now to take a look at some of the factors immediately involved.

The matter of the continuation of public services, as well as present-day standards, is the outstanding issue. I can only at this time give you a few scattered facts.

Let us consider roads for a moment, which are a first essential to progress everywhere. It is a recognized fact that the standard of Newfoundland's roads generally is much below that of the other provinces. In Newfoundland there are 16.7 miles for each 1,000

of population, compared with 24.7 miles in the three Maritime provinces. From 1950 to 1954 the registration of motor vehicles went from about 16,000 to about 40,000. If the Maritime standard of the number of vehicles for each mile of road applied to Newfoundland, the province would have 5,000 more miles of roads, or about double what it has now. The application of the Trans-Canada Highway policy, whereby the cost in the main is shared fifty-fifty between the federal and provincial Governments, is not practical in the present condition of the economy of our province. In view of the lack of road facilities and the impossibility of adapting some existing roads to the Trans-Canada system, there should very definitely have been special provision for our province rather than the all-round fifty-fifty application.

I would now mention education. School accommodation is lamentably lacking. Enrolment per classroom is the highest in Canada, and in 1955 the schools had an average of 4.6 more students per classroom than the schools throughout the Maritime provinces had. A vigorous effort has been made by the Government with, I might say, marvellous public co-operation, to correct this position, but all one sees is a constant wrestling with increasing difficulties.

In the matter of public health, while the hospital facilities in St. John's and the larger communities have increased substantially and cottage hospitals have been spread around many of the outlying areas, there is still a great deficiency, compared with other parts of Canada. Newfoundland has 28 per cent less hospital capacity on a population basis than have the Maritime provinces. Infant mortality is considerably higher than the average for the other provinces, and the incidence of tuberculosis is more than twice as high as in the three Maritime provinces. The disease used to be Newfoundland's worst plague, and notwithstanding the great progress that has been made in combating it, there is still need for greater effort.

At this point, when bringing to your attention matters of education and public health particularly, I might say that the report of the commission seems to me to be far too much a battle of statistics. I have reviewed the case presented on behalf of the Government of Newfoundland to the commission. It does appear that in the very strict adherence to the precise terms of reference, matters of great human concern have not been adequately provided for in the official report. As an instance of this, no apparent consideration has been given to the fact that 41 per cent of the population in 1956 was under 15 years of age, compared with 32 per cent for the