

cost of the long distance calls, and usually it is considerable. In Newfoundland the telephone can help to save lives, and it frequently does, but much more could be done if the rates were brought into line.

Of course, too, there is one workaday but important job that the telephone could do in Newfoundland if prices were more reasonable. It could help to eliminate isolation. If our people, who live in these remote coves and villages, far removed from large centres of population could only communicate with one another easily and inexpensively, the entire pattern of their lives would be changed. They would not be so cut off from one another. They would have an opportunity to talk back and forth—to learn what is going on in other neighbourhoods, and it would be much easier for them to do business with one another. If the rates for long distance telephone were lowered to permit such a development, it is a certainty that the increased business would more than make up for the original loss of revenue.

Before I conclude these remarks today I must refer briefly to a matter that is causing the deepest possible apprehension, not in Newfoundland alone, but in all the Atlantic provinces: I mean the new railway freight rates legislation that is to come before us. Speaking as a Newfoundlander, I will confess frankly to you that the Newfoundland people had no idea, before their country became a province of Canada, of the life-and-death importance of freight rates in the economy of a province. Being somewhat to blame, perhaps—if one may call it blame—for the union of Newfoundland with Canada, I feel the responsibility rather heavily. It is true that some of us had occasionally heard echoes of freight-rate discussions and debates in the Maritime Provinces, but the echoes were rather weak by the time they reached us and we paid very little attention to them. Our first rude awakening came after we became a province, when we found that the railway freight rates defined in the Terms of Union were not in fact given us. It took a long and expensive effort by the Government of Newfoundland to give effect to the principle so clearly laid down in the Terms of Union. In the meanwhile the people of Newfoundland had lost some millions of dollars in freight charges.

We had no sooner recovered from that blow than this latest iniquity confronted us. This present proposal, if carried into law, will cost the people of Newfoundland millions of dollars a year. It will drive the cost of living to unreachable heights; it will cripple our existing manufacturing industries, and strike a death blow at our many new and projected

industries. It will be resisted by the government and people of Newfoundland by all the means within their power—and when I say “all the means” I speak the simple truth. Only a coward accepts assassination without fighting, and the government and people of Newfoundland are not cowards. I believe I can today inform this house and the people of Canada as a whole that before the people of Newfoundland accept a proposal that would raise freight rates from 50 per cent to 100 per cent above present levels, they will fight with a ferocity and an unconventionality not often seen in this Canadian nation. My words are extreme, but so is the danger to my province and to the other provinces of the Atlantic.

Honourable senators, I move the adjournment of the debate.

The motion was agreed to, and the debate was adjourned.

#### COMMITTEE OF SELECTION

##### FIRST REPORT—CONCURRED IN

The Senate proceeded to consideration of the first report of the Committee of Selection.

**Hon. Mr. Hugessen** moved that the report be concurred in.

The motion was agreed to.

##### SECOND REPORT CONCURRED IN

The Senate proceeded to consideration of the second report of the Committee of Selection.

**Hon. Mr. Hugessen** moved that the report be concurred in.

**Hon. Mr. Burchill:** Honourable senators, I would ask that my name be withdrawn from the Standing Committee on External Relations, and that the name of the Honourable Senator from Dorchester (Hon. Mr. Emmerson) be substituted therefor.

While I am on my feet I should like to make a few impersonal remarks about the proposed legislation to deal with freight rates. As the honourable gentleman from Bonavista (Hon. Mr. Petten) has emphasized this afternoon, this is a most serious problem and, in my opinion, it chiefly concerns the fringes of Canada—the East and the West—and also the Prairie Provinces. This legislation is to be referred to the Committee on Transport and Communications, and if my arithmetic is correct eight of the seventeen senators on that committee come from Ontario and Quebec, two provinces that I did not think had any transportation problems at all. I just wanted to make that observation.