

gross earnings in ten months of \$293,000, and a net profit of \$107,000; the *Random* has a gross of \$304,000 and a net of \$145,000. Why, last year the *Baccalieu* grossed \$285,000, net \$23,000; the *Burgeo* grossed \$328,000, net \$72,000. The wages paid alone on those two latter ships went to \$66,000 a year. The total wage bill paid to crews of the Railway ships last year was \$625,000 and to the Splinter Fleet \$150,000,<sup>1</sup> a total wage bill for both fleets of \$775,000. One thing I can assure you, that this country, before she can begin to take her place in the world, needs two things. First a merchant marine, that's essential.... In the debate on the Fisheries Report I spoke about four ships, each about 3,000 tons gross and carrying about 5,000 tons of cargo with about 1,000 tons of refrigeration space for frozen and perishable cargoes. These ships could be built for the ice and should have their chill-rooms aft. They should have three decks for carrying barrelled goods and cutting down on lumber dunnage. For in the future we are going to have a fishmeal and mackerel trade which, as I said before, with a flour and feed mill will give us a chance to barter in trade with the Argentine and Australia, so that in the years to come our people will be assured flour, and our cattle will feed from our fishmeals which is the most expensive part of those feeds.

We can export too, there is nothing unsound in this. Also with woods operations, in carrying wood from the east coast to the west, we can find employment for ships like the *Brigus*; also in the general trade carrying coal etc., we will never have to see those ships, we can extend that trade. There are today 20,000 quintals of fish waiting shipment to Portugal, waiting for a Portuguese ship to come for it. Half of that fish should be eaten by now, and instead we are waiting like a beleaguered city for the Portuguese to come and help us. Shades of Captain Thomas and Captain Dingle, to see this state of affairs in a country which produced men who could drive a two-master schooner to Oporto and back home in 28 or 30 days. Too long, Mr. Chairman, we've had journalists and lawyers in the seats of government. It's time we got men with more practical vision.

I picked up a paper the other day and saw that tenders were being called for the *Thackeray*,<sup>2</sup> now anchored in the harbour here. The government could buy her and next spring we would have a ship for less than \$300,000 for the trade of the country that perhaps would net the Railway \$100,000. I interviewed the government authorities on it. They said they investigated but were not interested. If they bought her they would have no deficit on the docks this winter as she would give work. The actual cost to the country would be little as the cash would be left in the country. No, the government cannot go into the business that pays, only the non-paying services come under their glance.... If we are going to feed our people we must plan what is best for them and the country. The laissez-faire ways of the past must go as far back as the "Indian meal" days of our grandfathers' time. Now we must plan, and I believe the country has the resources. All we want is the brains, brawn and capital, and we have the last two. Is it possible that we haven't got the brains to plan? We have the resources. There's no doubt about that. We must awake to the fact that we must combine scientific knowledge with skill and change from the worn-out ways of the past.

We are fishing the same way as in my grandfather's day when a horn lantern and a compass, an open galley on deck, a jigger and dabber was about the whole equipment. Most places fish now with nets known as traps for fish to swim into. If the fish don't swim in, all is lost. That era is past. The trap today must go. In my day, as a boy, the cod-seine was a part of the equipment of every second schooner. Today there is not a cod-seine around Newfoundland. If there is, I haven't heard of it this last 30 years. The trap is going the same way, believe it or not. Take the increase of fish caught in Greenland. Fish are changing their habits, and this is where scientific knowledge and planning must go hand in hand, and we have to do it. Take our competitor, Iceland; 80% of her exports are from the sea. The money the government spent there paid off. And now they've had a bond issue of \$40 million, which works out at \$308 a head, for the population to subscribe. I wonder what would happen in Newfoundland if

<sup>1</sup>The Splinter Fleet was a group of ten wooden ships built at Clarenville during the mid-1940s. They were owned by the Department of Natural Resources, but operated by the Newfoundland Railway.

<sup>2</sup>S.S. *Thackeray*, of English registry, was wrecked on the Newfoundland coast in 1947.