

the tenth hour. I think that's injustice to other industries.

Mr. Higgins That's the information we have and we can only pass along what we get.

Mr. Butt On page 4 you say: "We find that our labour is the equivalent of the mining labour of United States or Canada." Do you mean that they pay the same wages?

Mr. Higgins Did you understand that, Mr. Burry?

Mr. Burry I thought he meant that they were perfectly satisfied with the work done for the money paid. Mr. Poynter gave me to understand that Newfoundlanders were about the best workers in the world. Their production bonus enables them to step up their wages from 33 to 52%, which ought to be considered in their favour.

Mr. Harrington On the first page where you state the uses of fluorspar, as a flux for open-hearth steel, etc., I understood that one of the uses of this fluorspar is for certain war equipment. I was told it was used for goggles. I was wondering if that had anything to do with the increase in production and the drop in production, around 1943 it is only 12,900 tons, and in 1944 it is up to 21,000, and then again when the war was over it dropped to 18,000.

Mr. Higgins You mean not so many goggles were sold?

Mr. Harrington Well, not only goggles; I thought that was only one of the items.

Mr. Higgins No, I think it was because they could not meet competitive prices. They are sending fluorspar in from Mexico much cheaper than we can produce it here. Even with that long haul from Mexico they still seem to be able to sell much cheaper. I presume it is the labour price that makes the difference.

Mr. Burry That's the way I understood it. In 1946 they did not export anything to the United States because they could not meet the price.

Mr. Hickman Have they any association with any large manufacturing company in the USA?

Mr. Higgins No, they are entirely independent. They sell on the open market to the highest bidder.

Mr. Harrington There's one other question, on page 5 it says "Power charges average \$65 per hp per year", and further down Mr. Morris says that the charges were \$57 per hp per year in 1944,

and down to \$48 in 1946. How does that jibe?

Mr. Higgins We can't give you any more information. The two men gave us the information and we gave it to you. You can take your choice.

Mr. MacDonald I don't see anything here as to the actual value in dollars and cents of this fluorspar exported from the country.

Mr. Higgins I don't think we have it, Mr. MacDonald. We got whatever information we could, and what information we have is in front of you now. That's all we could get. The Mining Committee did not visit St. Lawrence.

Mr. Hollett I understand the reason for that was that the roads were in such a condition. Incidentally we asked Mr. Poynter about the road condition, and he said it would be a grand thing if they could get to Burin. So far, after all these years, they have no road there. While I am on this subject of the connection of the roads between Burin and St. Lawrence, I have made some inquiries relative to the condition of the roads on the Burin Peninsula, and I have been informed that fish costs about \$1 per quintal more because of the condition of the roads.

Mr. Hickman The exports of fluorspar in 1943-44, there was a total of 66,000 tons, valued at \$1,360,000. That works out at about \$20 per ton for export value.

Mr. Smallwood If you can believe it.

Mr. Hickman I am only quoting the customs returns.

Mr. Higgins I think it is pretty correct. I may say with respect to the figures that we did have the figures of export and the value, but the corporation told us they would much prefer that we show them to the Convention but not make them public. It would be of very great detriment to their future trade. They have competitors outside the country, and if they got those figures it would not do their business any good.

Mr. Reddy I just want to say that there seems to be a little conflict here. When first the mine began the going was very hard, and it was only real co-operation between labour and capital in St. Lawrence that brought those mines to this place in our economic structure today. I certainly believe, Mr. Hollett, that the road between Burin and St. Lawrence should be constructed immediately, as it is very essential to the working of the St. Lawrence mines.

Mr. Chairman Moved and seconded that this