

ship's crew has been lost, and what do they get? The Customs pays the widow \$85; the Permanent Marine Disaster Fund¹ — which has done a tremendous amount of good work and all credit is due those responsible for that — from that fund the widow gets a very small amount, \$80 a year. I am sure that any fisherman going out there, if he felt there was some security for his wife and children, would make a much better fisherman than he would be at the present time. I think it most important that some sort of scheme be worked out. Some years ago I took it up with the government — I sent to Ottawa and got their fishermen's insurance scheme which applied to Louisbourg. It was too ambitious for us, so I asked the government to do something along those lines. It went in the wastepaper basket. I think we should do something about fishermen's insurance.

Mr. Smallwood I agree with Mr. Hollett. I sympathise with it but for rather a different reason. It is not so much for the protection of the men themselves — although Mr. Hollett has said they would make better fishermen, and probably they would — but it is for the rehabilitation of the families when they need it most.

On page 5 you say that the very high cost of outfitting and repairing ships is caused by a wrong method of taxation. Would Mr. Job, Mr. Crosbie or Mr. Ashbourne tell me one reason why materials used in the outfitting, manufacturing and repairing of sealing ships should be imported free of duty — one reason that does not apply equally strongly to the materials imported for the use of the cod, herring and other fish industries? If you are going to have free trade in that particular branch of our basic industry, why not free trade in all the other branches?

Mr. Job I can give you one good reason: the seal fishery is a hazardous speculation. Take this year, it cost between \$30,000 and \$45,000 to outfit each steamer — that has to be hazarded. If you get no seals you lose the whole thing. You have paid on that \$5,000 or \$6,000 duty. When you take a risk, you want that risk to be cut down as much as it can be, in order to encourage them to take the risk. It is not the same with cod fishery.

Mr. Smallwood Suppose you send a ship out and it costs \$35,000 to outfit her, including \$5,000 or \$6,000 to the government, and she

comes back clean, what is actually your loss then?

Mr. Job \$35,000 assuming she has consumed all her stores. She may have a little left — all you have left is a small amount of stores; and then you have the expense of cleaning her up.

Mr. Smallwood I was reading in either the *Halifax Chronicle* or *Halifax Herald* that two or three steamers had gone out to the seal hunt this spring — let us assume that is true — if they have not gone this year, no doubt they will go in future years. Say three ships went out from Halifax and three from St. John's, what is the difference in cost of prosecuting the seal hunt from St. John's and prosecuting it from Halifax?

Mr. Job Mr. Smallwood is trying to lead me into confederation. It would be very much less in Halifax but they have not got the men to prosecute the seal fishery; they have got to come to Newfoundland.

Mr. Smallwood We have the men.

Mr. Hollett Insure the men!

Mr. Fudge I wonder if Mr. Crosbie could tell me what it would cost per thousand to insure the men provided the sealers were protected day and night. This \$4 insures them if they are out at night.... What would be the cost of full coverage, morning, noon and night?

Mr. Crosbie \$4 is full coverage day or night. I disagree with Mr. Job over some things. He says that it would cost less for a ship to prosecute the seal fishery out of Halifax. From the point of view of repairs I cannot agree. I had a certain amount of work done on a whaler, converting from coal to oil, and the quotation I got from Halifax was \$25,000 higher than our own dockyard, and that included duty on the materials. It was quite a shock to me.

Mr. Smallwood How would that compare with the cost of Canadian ships in Halifax?

Mr. Crosbie I would get the same preference as any Canadian ship going into Halifax.

Mr. Smallwood Canadian owned and registered ships?

Mr. Crosbie Exactly the same.

Mr. Job I was not referring to repairs, I was referring to outfitting. I know you would save a lot on coal.

Mr. Crosbie But you have 560 miles to travel.

Mr. Job Not if I went into the Gulf.

¹Set up after S.S. *Newfoundland* disaster, 1914.