

praises of their country for 30 or 40 years suddenly turn around and vilify her before the whole world, then there's more in it than meets the eye.

I was thinking yesterday, as I looked at the end of this report, if it was only possible to locate a modern Witch of Endor who would raise up our leaders of the beginning of this century and put them in this chamber with a revenue of \$40 million, then they'd do something, they would build something, when we see what they built with the little they had. I must admit that if they did not plan well they built well, and had it been followed through the story of our island home would have been different today.... More could have been done during the past 50 years, but one thing we can be thankful for, we have the mistakes of our leaders of the 1920s, 1930s and 1940s to guide us. Experience is a dear school and a hard teacher, and if we cannot learn there then nothing can teach us. We have a country that we can all be proud of, and one of which I am proud, although I have spent almost a lifetime going to and fro in this world. It has been and always will be home to me.

I believe all the debts we have accumulated have assets to cover them, many times over.... I am satisfied the country today is self-supporting and can be made more so. I have gone through the different reports and have done work on two of them. I was a member of the Transportation Committee and that has been a revelation to me. I don't hold to be an expert, but since I made my first trip around Cape Bauld in 1902, I have been actively engaged in fishing and transportation, and a man should learn something about all this in 45 years, especially when I have made a study of those matters together with the trade of the country generally, and the countries that I visited. I have gone into marine transportation as thoroughly as any layman can and while I'll move over and make room for any man to find out, for example, why the railroad doesn't pay, I still believe I am capable of putting my finger on a lot of the money that in this one case has gone up in the air, through the authorities not being able to adjust themselves to change.

Last week we had to listen to a tirade on why we shouldn't have a mercantile marine because we would have to sell the ships three years from now for half of what we'd pay for them. Now, I am going to try and show Newfoundland why our

very life depends on us getting a national merchant marine, and that as quickly as possible. The first time I put this belief forward, then the cry from the street was that we could not operate ships as cheaply as the Greeks, the Norwegians, the Swedes and the Danes. I guess the US would have been a sorry country if they had said we cannot make tools or machinery as cheap as the British or the Germans, and got the latter to make the tools and machinery for them.

Let me try and show you what the lack of a mercantile marine cost Newfoundland up to say 1923. We did not feel it so much as in our local foreign-going fleet, we had a fairly good freight-carrying potentiality — but the picture after 1925, that's something else again. First I'll try to get to the root of the cry that we can't carry freight as cheaply as other maritime countries. Ignorance had a lot to do with it. Let's take the Railway ships and see where their dollars go up in the air. The *Kyle*, built around 1912, is a good example. That ship has cost the government of this country an average of \$12 a ton for the 25 tons of coal she has burned daily. Give her 150 steaming days on average, every year of her 35 year lifetime, and the cost of coal is \$1,575,000. Now had this ship been converted in 1930 her running cost would have been cut from \$300 daily to \$177, or a saving to the country in 17 years of \$314,000. Then the *Northern Ranger*, which consumes 18 tons a day. This could have been cut in proportion, and so on with the other ships. And I'm sure that those that were sold could have been put under diesel propulsion with a stupendous saving. The logical thing for the government, when it took over the Railway, was to have secured a diesel electric engineer and started a school at the dock shops. Today we would have a trained staff and the most modern and efficient kind of transportation which in years would pay off. Instead of this, the only solution appears to be to jump up the fishermen's fares and freights. There wasn't any need to sell the ships that were sold. Other interests bought them and put them in the trade and made them pay. Take the little *Sagona*. Foreign interests bought her, changed her to oil and the cost to them was \$350,000. But she paid for herself in three trips in the banana trade, while all she had done here was lie up and rust for years. "We should not have a merchant marine," says the critic, while the *Brigus* has