

my pocket, and there was 50 cents in the house. I went to the Newfoundland Hotel; I knew Mr. Stafford and I got my dinner. Then I got out of the country, and thank God, luck has been with me ever since. But I had to go aboard a Greek ship to get a job.

The other day we had here one of the best bargains in a ship that Newfoundland ever had, and I do not need anyone to tell me anything about ships. I went up and I saw the Commissioner and I said, "Why not get her?" I was told that they would investigate the matter. We have a deficit on the Railway, and here was something that for the next five years, three at least, would take \$200,000 off the deficit. But, no, that was not worth bothering about. One of the members of a firm here who gave me my first job, got the ship

and is repairing her here in Newfoundland. This is what we are up against. There are roughly 4,000 seamen here and not 500 of them can get a job. One of these days depression will strike and we will have nothing; and when it does, God help whoever is in charge of this country — whether it is confederation, Commission or responsible government. I can assure you, you are not talking to Newfoundlanders like you had in 1939. You have Newfoundlanders now who know what it is to have had a dollar. Let us prepare this country so that we can earn a living. That is why I am here. And if we do not have a better Newfoundland in the future, I will stretch rope for it. **Mr. Cashin** I move the adjournment of the debate.

[The Convention adjourned]

January 21, 1948

Mr. Smallwood I have replies to a couple of questions we directed to Canada, questions, that is, that were put by me. Some of these I put more or less on my own, and others in response to questions by members throughout the debate. One question was to ask for statistics showing exports of salt dried codfish from Canada to the foreign markets over a period of years, together with some explanation of why salt codfish exports to the Mediterranean markets have fallen off in recent years. That answer, sir, is rather long, and I don't think the copies are on the desks of the members, and if not they certainly will be. It says:

Canada's exports of salt cod to countries in the Mediterranean area were of considerable extent in the 1925-29 period, when they averaged about 15% of total Canadian exports of this commodity. The fish involved was product of the Gaspé fisheries mainly, and almost all of it was exported to the Italian market, with negligible quantities to the Spanish and Portuguese markets. This trade declined after the period mentioned as a result of several influences....

Then it goes on to say that the reason it fell off in Europe was that the hard times there dried up the demand for fish, and because of the sanctions that the League of Nations imposed on Italy at the time of the Ethiopian war. It points out also that in the same time period the current exports from the Gaspé coast and Newfoundland exports fell off at the same time.

There is another question: "Whether, in the event of union, existing or other privately-owned broadcasting stations would be permitted to operate, and what is the policy of the Government of Canada as to power output to such private stations." The answer is short:

The policy of the Canadian government authorities is, receiving the recommendation of the Canadian Broadcasting Corporation in each case, annually to renew licences for private commercial broadcasting stations, unless there is a special reason for non-renewal, and to grant new applications for licences for such stations where they appear advisable and technically possible.

A general ceiling of 5 kw on the power of private commercial broadcasting stations has been in effect, but there have been exceptions to this and it is expected higher power will be allowed in some other cases where it appears desirable.

In the event of union the same policies in these matters would be applied to Newfoundland as in the rest of Canada.

The ceiling of 5 kilowatts is 5,000 watts, which is ten times more, I think, than any private broadcasting station in Newfoundland at the present time.

Then there is another question: "Whether existing specially low rates charged to fishermen travelling by Railway trains and steamers between Newfoundland and Labrador would be