

from calling at several ports and taking away cargo belonging to Newfoundland coastal boats or vessels.

**Mr. Bailey** Does that mean our own vessels?

**Mr. Job** All vessels except government.

**Mr. Crosbie** The answer I got was that we must "christen our own baby first."

**Mr. MacDonald** I am not quite clear on this. "...but the extremely heavy expense of managing steamers and vessels in Newfoundland as compared with other countries is a serious detriment." Where is the extremely heavy expense in operating local ships? I do not mean ships running around the coast. I am talking about 10,000 ton ships. One reason why we should have our own ships is that there is considerable money paid out to foreign ships which money goes out from this country and does not come back.... Is it not possible to arrange some way to have our own ships carry that freight? They could handle some or a large percentage of it. It incurs a great deal of initial expense to build a ship, I know, and whether the extra amount of freight would correspond to the increased cost, I am not prepared to say....

**Mr. Job** In reply to that, there is a very considerable portion of the outfits of ships that have to be purchased here and it is more costly here. Again, repairs cost very much more here than in Canada. One of the competitions we have had in the past has been Norwegian competition. These Norwegian ships have been getting cheaper provisions than us. I expect they also have been getting lower wages; also they are subsidised. We are up against all these. The only thing to do would be to make sure we got all our expenses down to the finest point. You will remember in the seafishery report, in the case of coal, they charged duty on it although it never left the ship. They all count up in the expenses of running a ship.

**Mr. MacDonald** I am talking about ships to handle imports and exports, ships of from 5,000 to 10,000 tons, ships to carry paper and iron ore. If these ships were owned in Newfoundland and employed on foreign trade, it is not necessary for them to buy their supplies in St. John's.

**Mr. Starkes** ....I am speaking of something I know a little about. I was on a ship sailing out of

here some years ago, and we bought very little. I was an engineer, and except when we were absolutely stuck we never got goods in St. John's. I don't suppose we got \$20 worth of supplies here, because we were going to ports where there was no duty to pay. That is the point I am raising with regard to the heavy expenditures on materials bought here in St. John's. These ships don't need to buy here.

**Mr. Job** They have to buy some.

**Mr. Starkes** Very little unless they are stuck, and then they buy just enough to take them to Sydney.

**Mr. Job** I think my own experience has been that we have to buy quite a large portion of our stuff in St. John's. I am speaking now of running a steamer like the *Ungava*<sup>1</sup>. We have a very heavy expense here and pay quite a lot for duty, for such things as rope and all that sort of stuff.

**Mr. Bailey** Mr. Chairman, I don't know why we have no merchant marine.... I know if a country like Greece, which has practically no import or export trade, could become the fourth largest tramp tonnage in the world at the outbreak of this war, and whose only assets were the seamen they could put to work, we should be able to do the same, because I know what our seamen can do. I should not say this perhaps, but I am forced to. I was not satisfied with our Transportation Report, and I went back quietly to find what the trouble was. I found out that the little *Kyle*<sup>2</sup> takes 25 tons of coal daily to operate it. The ship I was on, the *Halcyon* which was 26,000 tons, used to take 10 tons daily, but I don't know the tonnage of the *Kyle*. Now I believe the *Ungava* is around 25,000 tons.

**Mr. Job** No, from 18 to 22,000 tons.

**Mr. Bailey** Now as regards the loss to this country in having other vessels coming in here and taking freight out of it, while good men are walking around on the dole, it is considerable. If you remember there was a time when there was hardly a Newfoundland seaman, master, mate or anything around because we had foreign owners down here getting men to man their ships. I can't see for the life of me why it costs ships more to operate in this country than anywhere else, because I know that when you are sailing foreign you can buy in the cheapest markets in the world

<sup>1</sup>The *Ungava* was a Job Brothers sealing steamer; the *Halcyon* was a foreign ship.

<sup>2</sup>A Reid Newfoundland steamer.