

dured, and I am happy to say the government proposed to start this road this spring.

Mr. Cashin Did I understand Mr. Job to say that Britain had placed or was about to place an order for fresh fish in Norway, and the reason they could not place it in Newfoundland was because of exchange difficulties?

Mr. Job Yes.

Mr. Cashin How much was it?

Mr. Job About 20 million pounds at 15 cents a pound.

Mr. Cashin To my mind that order should have been placed in Newfoundland. With regard to exchange, they have it right here. We pay them \$3.25 million interest in sinking fund on our sterling debt. Consequently if they felt like giving us that order, it would not involve purchasing dollars in Great Britain; it would mean paying the interest and we in turn here would pay the dollars over to the fish exporters who supply the fish for that order. In my opinion that is a very flimsy excuse for not buying fresh fish in Newfoundland. That was the only point I wanted to make, and I want to congratulate the Fisheries Committee on their excellent report.

Mr. Starkes During the past few years, we have been selling fish through the International Food Control Board; I understand that board is now to be discontinued as far as Newfoundland fish is concerned?

Mr. Job I understand that after the end of March there are no more sales through the Combined Food Board.

Mr. Starkes If anyone got an order for 20,000 quintals, would they ship it direct or through the Fisheries Board?

Mr. Job I think it would be through the Fisheries Board.

Mr. Starkes In connection with small steamers, I understand there were a few men — returned soldiers from the US — who came here in a steamer to get supplies to go to the seafishery. I am told the position is that before she could sail from St. John's or from Newfoundland, she had to pay \$4,000 tax or get a clearance from the Customs to sail for Halifax. Their intention was to bring in the seals and manufacture them and give employment here. The position is today if a man took sick or the boat lost a propeller and had to make port, as soon as he entered port her first obligation is to pay \$4,000 tax to the New-

foundland Customs.

Mr. Job That is under the old Sealing Act.

Mr. Chairman The matter is not strictly relevant to the issues before this Convention; but as a matter of information, if any member of the Convention is in a position to answer, I will allow the answer.

Mr. Job I am not in a position to answer it. I have no doubt they are sticking to the Sealing Act which was made for the protection of seals and men. What the actual position is, I do not know. I think six or seven years ago when Norwegians came out they were refused clearance — they wanted to discourage foreign vessels.

Mr. Harrington The Fisheries Report has now been debated for 22 hours and I do not propose to keep it on the carpet much longer. There were a couple of points which struck me. On page 39 — referring to the local consumption of fish in 1946, 68,760 quintals worth almost \$1 million. The average family is given as 4.5, that makes 25 pounds of fish per person per year, less than a half pound a week. We are a great race of fishermen but we do not each much of it. There is an argument there for a strong campaign of "Eat more fish" or a "National Fish Week". If the local consumption amounts to \$1 million in 1946, I see no reason why we would not be persuaded to treble that or double it, which would mean something.

On page 44 — this matter of centralisation. If this country has a problem, this is it. We have heard a lot of talk about it, most of the delegates know about it at first hand. I am representing St. John's but I have travelled a great deal of the coast — I have been on most of it. I have seen some of the places where our people live; I tell you it goes to your heart sometimes, it does to mine, what they have to do without, living in those places! There is a big argument there for this business of roads (which caused a lot of controversy). I am not taking sides; if it is a case of removing isolation, then by all means we should see what we can do about it. But I do not believe in this business of roads alone, just to link up all settlements. No government can possibly do that or attempt to do it. Mr. Vincent has referred to centralisation several times. I strongly support the idea. We have to get our people together into large communities or we are not going to get anywhere under any form of govern-