

a government started to raise a bond issue of nearly \$100 million. Yet what they've done in Iceland will have to be done here. In 1946 the exportation of Iceland fish and fish products amounted to 244 million kroner equal to 80% of its total exports.... That's what they've done in Iceland, with one-third our population. I am critical, but I hope it's constructive criticism I offer.

But now let me leave this, and pass to what in my opinion is one weak link in our economic chain, the lack of a merchant marine. No country, especially an island can do without one. Let's do a little figuring, and see what the country has to offer in the way of freight to keep us from selling our ships at half-price. I'll only take a few essentials, over roughly the life of a ship. First I'll say figures don't lie, but liars can figure. If you doubt them, you can check them. First I'll talk salt for the years 1925 to 1942, 16 years, not quite the life of a ship. We imported 762,503 tons at a freight rate of \$2.80 per ton — that's peace-time freight rates — an annual freight bill on salt of \$132,438. For 16 years that makes \$2,119, 008. Now coal, for the same period we imported 5,792,191 tons of coal at a peacetime freight rate of \$1 per ton, or an average of \$321,788 annually. Next let's take flour. It can all come in by ships. Over a 21 year period, still in the life of a ship, we imported 8,249,000 barrels of flour at a freight rate of 60 cents a barrel: \$4,949,000 in freights on flour or \$235,686 a year. The last of the four commodities I'll refer to is fish. And it won't be the least. From the period 1924-25 to 1944-45, we exported dried and pickled fish to a total of 24,532,550 quintals. At a freight rate of 70 cents per quintal, it cost us \$17,172,785: an annual average of \$817,751.

Now this means that an annual freight bill went to outsiders totalling \$1,507,563 on these four commodities alone. That money was lost to this country, wages were lost to our seamen, and wealth to our internal trade. In ordinary peace time that meant a loss to the country, a total loss, due to the lack of a merchant marine, of \$31,033,384 over the period referred to. If the government had built those three ships of 2,000 tons in 1925, ... what a different story. We can easily see how over that period this country paid out \$80 million in freight, 99% of it going to outside interests. So that way too, did Newfoundlanders help to bring this cod-vention into being, if it wasn't the main cause. How can

300,000 people afford to take in \$31 million from poor countries mostly, and then pass it out to outside interests, just on essentials? Can we afford to play Santa Claus to outside interests? Only the "B block" can do that, a red-blooded Newfoundlander can't. No! The figure is too heavy, \$2-3 million annually for freight, gone clean. Not one cent left in the country, and that sometimes out of a total export of less than \$25 million in some years.

That is a sum we can't afford to lose, the trade loses, the government loses and worst of all the seaman loses, he has to eat the dole while in many cases government-owned or subsidised ships carry away his livelihood. And you have to have seamen in a national emergency. They are the first line of defence, and they must be trained. You cannot make an officer or an engineer overnight or a helmsman either. And a ship that is sunk because an officer doesn't know his job is just as much a casualty as if sunk by enemy action. I think I have shown without a shadow of a doubt that there is cargo to be had for a merchant marine, and we should have one. Our flag should never have gone from the seas. There is always work for ships to do. Besides the things I have mentioned, the freight potentialities have not been scratched. We have the brawn, and the capital; I say again, do we lack the brains? Can't we plan like the Icelandic parliament? Why the defeatist attitude? Only when we do plan like this will the man on the bill of Cape George and all the other bills get his three square meals, his suit of clothes and his tight roof. We can't get it out of baby bonuses and old age pensions. Let the people of the country demand that we get it. Let us learn by our mistakes of the past. We have the resources here. Let us at one blow lick what we have always been up against. Let us pledge her to the hilt. Men can do it, cowards can't. Men looking for fame and opportunity won't let us cut out the uneconomical. If a fishery doesn't pay, let's get rid of it. I heard my friend in the "B block" the other day speaking about the state of affairs in his part of the island, putting up a poor mouth because the Labrador fish are not to be caught, and is a drag on the market to sell when it is caught. Is that any reason why this cannot be changed, when without going 100 miles from their homes they can come to the finest fishing grounds in the world? All the schooners that are