

being able to find sufficient herring they owed our government \$141,000. I think it should be the duty of the Committee to find out whether our government got anything. If they can put up \$225,000 for outside concerns, we might persuade them to put some up for local firms.

**Mr. Crosbie** Where did you get those facts?

**Mr. Hollett** From Mr. MacKay's book.<sup>1</sup>

[*The section was passed as read. The Secretary read the next section and Appendices B and D.*<sup>2</sup>]

**Mr. Job** Some of this report is out of date. The government did agree to make a survey. I got permission from the committee working on this section to send a copy of it to the Commissioner for Natural Resources before we presented it here. I think that is what brought about the survey.

**Mr. Smallwood** That is one thing the Convention has done, anyway.

**Mr. Job** Another matter, we have quite stringent regulations regarding inspection of ships prosecuting seal fishery. These were supposed to apply to ships coming in here. It is interesting to note that within the past few days a ship arrived here under the Panama flag and sailed for the seal fishery without inspection.

**Mr. Smallwood** That is inspection under the Sealing Act?

**Mr. Job** Yes.

**Mr. Job** That matter has to be taken into consideration by those who are prosecuting the seal fishery and have to compete.

**Mr. Smallwood** Why was it allowed?

**Mr. Job** They claimed that, being under the Panama flag, they had no authority to inspect. They may be right. If that ship comes in here to land her seals, they have the right then.

**Mr. Smallwood** It is too late then.

**Mr. Job** Looking at this report, we have to provide for the good and the bad years. It does not look very promising this year.

**Mr. Hollett** Does Mr. Job know if the Norwegians carry any insurance on their fishermen?

**Mr. Job** I do not know. We have no insurance on our fishermen except against the chance of their being caught out after dark as in the case of the *Newfoundland* disaster and the *Greenland* disaster.

**Mr. Hollett** To what extent?

**Mr. Job** It covers the amount provided in the act.

**Mr. Crosbie** \$1,000.

**Mr. Hollett** The reason I ask is that you arrive at this figure of 1/8th of 1% casualties; you could easily arrange a nice insurance.

**Mr. Ballam** These men, do they not come under the Workmen's Compensation Act?

**Mr. Job** No, they are sharemen.

**Mr. Ballam** Is the liability insurance looked after by the firm or is it paid by the firm?

**Mr. Job** It is paid by the firm.

**Mr. Smallwood** The firm insures its own risk.

**Mr. Job** We are liable under the act if they are caught out after dark and lose their lives.

**Mr. Hollett** What happens if they lose their lives before dark?

**Mr. Job** There is no insurance.

**Mr. Hollett** Do you think that is detrimental to the sealers?

**Mr. Job** I would not think so because the risk is so small. If you are going to apply that to the seal fishery, it ought to be applied to everything.

**Mr. Hollett** If the risk is so small, it should be easy to work up a nice insurance.

**Mr. Job** It adds considerably to the expense.

**Mr. Hollett** I cannot see that, if it is only 1/8th of 1%.

**Mr. Job** Would you accept the risk of 1/8th of 1%?

**Mr. Hollett** I am not a broker; if I were I would take a chance.

**Mr. Crosbie** The rate of insurance is \$4 per \$1,000 per man.

**Mr. Hollett** It is not very much, is it?

**Mr. Job** It is a lot more than 1/8th of 1%.

**Mr. Smallwood** The loss has been more than 1/8th of 1%, since 1862. That may be so if you take the four disasters when 323 lives were lost and divide that into 250,000 men, that gives you 1/8th of 1%. But you can double that since 1862 — not on sealers, but on sailing craft.

**Mr. Job** We have taken into account the loss since the introduction of steamers.

**Mr. Hollett** I feel strongly about this insurance. For a good many years I lived in Burin. I was born there. That is where men go out to fish in all weathers at all times of the year. I have seen many cases where men lost their lives — where a whole

<sup>1</sup>R.A. MacKay, *Newfoundland: Economic, Diplomatic and Strategic Studies* (Toronto, 1946).

<sup>2</sup>Volume II:215, 226.