

our fish to the West Indies and bring back salt and molasses. Steamers cannot get into these small outports due to their draft, and if we did have part of these taken away to serve the Nova Scotia people in the West Indies it would be to the detriment of the Newfoundland people, because they have saved us time and money, and I am afraid that many of us did not realise the impact of this on our export trade if they are taken over by the federal government, and not maintained in the same service. That was why I wanted an answer to that, but apparently they cannot give us an answer to it.

Mr. Smallwood I may be mistaken, but I thought it was Mr. Job who raised that question.

Mr. HickmanMr. Job mentioned it, but I raised the question.

Mr. Smallwood Who owns the Clarenville boats? To be quite frank with you I felt a bit ashamed, for myself only, not for the other members of the delegation, that I had not got that matter made absolutely crystal clear when we were there. These boats do not belong to the Railway — they belong to the Government of Newfoundland. The Railway, for a fee from the government, has been managing them, but they do not own them, and when they take over the Railway system they don't have to take over boats which the Railway does not own, so it seems to me that they would continue to belong to the Newfoundland government. The reply he has just read out from the Government of Canada shows clearly that they think that they belong to the Newfoundland government, and under confederation why should they not continue to remain the property of the Newfoundland government? The provincial government of Newfoundland could make an arrangement for the Railway to go on managing these boats, or for the federal government to manage them, but in either case they would be managed in the interests of Newfoundland, because Newfoundland owns these boats.

Mr. Hickman The Canadian government got some officials to value these boats in the event of taking them over, and the value was considerably lower than we have put on them today. I realise our value is higher because of the fact that we had to first build a shipyard. The most important part of the question was: In the event of their taking them over would they maintain them in the

present service? That was not asked, and we have not got an answer to it.

Mr. Smallwood Frankly I don't think we need doubt that.

Mr. Hickman I am afraid I am full of a lot of doubts.

Mr. Cashin Because in the Grey Book it says they are going to take over the Newfoundland Railway, including steamship and other marine services of the government. And also I would like to point out in this respect that another section definitely states that our government would not be permitted to subsidise any industry which would be in competition with a similar industry in any other province of Canada. If we had our own steamers we would, in a sense, be subsidising the industry.

Mr. Smallwood There are literally thousands, as Major Cashin knows a lot better than I do, of boats, ships in Canada privately owned and operated, that are subsidised by the Government of Canada. Every little twopenny-half-penny boat in the Maritimes is subsidised every year by the Government of Canada.

Mr. Cashin Even at the present time they are subsidising them, and not in competition with the Newfoundland Railway.

Mr. Hollett I rise to point of order. I understood we were supposed to be discussing Commission government and responsible government, and now we are discussing confederation.

Mr. Chairman I think the point is well taken, we are getting far afield. Before I advert to the orders of the day, for the particular benefit of my learned friend Mr. Bradley K.C., Major Cashin and Mr. Smallwood, and members generally, I would now like to direct the attention of the House to a letter I received today from the Commissioner for Justice, arising out of observations made by these gentlemen on Monday afternoon last:

J.B. McEvoy Esq. K.C.,
Chairman, National Convention.

Dear Sir:

I have considered the question concerning the continuance of the National Convention, raised at a recent session of the Convention, to which your letter of January 20 relates.

The Convention, is constituted by the National Convention Act, 1946, with the duty and function in that act set forth. A conven-