

probably hearing more on the radio, and one of them expressed the opinion, in very strong terms, that it was a terrible thing that a commission set up by the Government recommended taking everybody out of the Maritime provinces. The language in which that view was stated would not look well on *Hansard*.

I notice from the report that the commission's first public hearing was held in St. John's, Newfoundland, and it lasted for part on one day; in the province of Nova Scotia the hearing lasted for just three days. Now I know for a fact that when their visit was made to St. John's for the official hearings the general public and the organizations who would have liked to make submissions were not fully aware of the significance of this commission's work. The newspapers of course had written about it and so on, and people knew generally about the royal commission, but there was not a public awareness of the significance of the work of this organization whereby various interested bodies could prepare the factual submissions for their public hearings.

I should be surprised if the same apathy, or unawareness, if I may so term it, did not prevail in the other Atlantic provinces where, altogether, there were six days of hearings, spread over a little more than one week. The commission's report, of course, had to be based on the submissions made to them, but these submissions, to fulfil so far-reaching a function as this royal commission had, should be the result of expert study and investigation in each of the fields covered. As the commission went on and held hearings in the other provinces, I have no doubt that they received explanatory statements and submissions and a far greater breadth of information than was the case in the Atlantic section.

The report in its section on the Atlantic provinces makes reference to the case that was before the commission for improvement of the transportation system of the area. They rightly suggest that this is a matter for special inquiry on which policy could be determined.

As far as the province of Newfoundland is concerned, the transportation problems there are of unique significance, and certainly in that relation must not be considered only as part of those in the eastern area of Canada. It is unfortunate, I think, that more adequate provision was not made for communications and transportation in the early days when discussions for entry to the dominion were being carried on. Perhaps in other provinces, in some areas, railway transportation may be subordinate in importance to the roads.

But Newfoundland, with its widespread population along the coasts, has unique conditions and problems which require special consideration.

Another factor which must be borne in mind in considering Newfoundland's future is that the sea is its greatest natural resource. That fact is not generally recognized, and to my mind it is not brought out in the report with the emphasis that it should be given. It is true that today the mineral development which is going on there is commanding almost worldwide interest. We have also, as is generally known, a pulp and paper industry which is making use of our forests in a very capable and progressive manner. Further, we have an increasing number of diversified types of industry. On the other hand, thus far there has been brought forth only a very limited policy for making use of the products of the sea and for the general promotion of the fishing industry.

The report anticipates that by 1980 the number of fishermen will have dropped by one-sixth, but that by reason of greater mechanization during the next 25 years the productivity may increase by 60 per cent. That anticipation, surely, is nothing more than an estimate based on present trends and has been arrived at without consideration of what an adequate modernizing program commensurate with the natural resource would mean. It is a fact that today the wealth of the sea in relation to the available production is barely touched by Newfoundlanders.

It was my privilege a few months ago to be able to inspect a new Russian fishing ship which called at St. John's and was much publicized. It cost several million dollars and is, I believe, the pattern on which a large fleet is to be built by the Russian Government. It was a floating factory on which the fish that are caught are processed. The crew freeze what fish are required for human consumption, and process into oil, meal and so forth, what is needed for animal consumption and soil fertilization. Not a particle is wasted. I question whether there is in the North Atlantic a ship which compares in efficiency with that boat.

The French, Portuguese and Spanish boats are fishing off our shores, and scores of them use Newfoundland ports as their base. They are progressing in their efforts and increasing their catches, while ours in many branches are declining. In world markets our competition is greatest from the production of France, Norway and Iceland; in fact Newfoundland is being forced right out of some markets.

The Gordon Commission's interim report points out that it is a general policy of many