

that town a convention town with the possibility of clubs and societies in the States coming here to hold their conventions — for example the Rotary Club, and other societies. This whole tourist business is a splendid opportunity. I would like to go on record as being thoroughly disgusted with the regime in its dealings with the Tourist Board.

Mr. Miller Before I get too indignant over this Tourist Board business, I think it essential for us to have the cost of the proposed programme. We have what it cost under different headings — we know we must have better roads, but at \$50,000 a mile, how many of these can we afford? We also must have cabins; we must have ferry service on the Gulf; but we do not know what all this is going to cost, and that is the essential information. We have a surplus of \$27 million — this programme looks extensive — would it cost \$27 million? I do not think it would be justified. If it cost \$2 million, yes. I do not know how far this programme was recommended to the government, I do not know what it will cost. If something better than a guess should have been made and should have been presented here, then I could really feel that the Tourist Board were handed out an injustice. It is essential for us to have that. It is an important point and one to which we will, possibly, have to look to in the future when the thing is considered again. With regard to the government's setting up of cabins, I disagree, I think that should be done by private enterprise. The government should find the roads and facilities. Sometime the highway will be inevitable. But the cabins should be done by private enterprise — the least we get the government into business, the better for Newfoundland.

Mr. Smallwood There were three points raised. In one of these reports the amount of money which the Tourist Board proposed to be spent was stated. It is not even \$2 million. As to the point about this being the job for private enterprise — yes, the reports all say that it should be done by private enterprise, but they point out that this is a country in which businessmen who have money to invest don't seem to have great deal of faith in it, and the pioneer work should be done by the government. The government should build just one to test it out and see if it works. If the government built them all it would cost about \$2 million, but for one it would cost \$100,000.

The other point that Mr. Miller raises is also dealt with in one of these reports. He ventures to assume that roads for tourists must be paved. It says in the Mathes report that a paved road is better than gravel, nevertheless tourists coming to Newfoundland would not be expecting to find paved roads, but a half-decent gravel road over which they could travel at 25 or 30 miles an hour. The fact that a road is not paved, but gravel, is rather quaint and different to tourists.

Mr. Penney With the spirit and principle of the Tourist Board before us I am in sympathy and appreciate the services of the very fine men who served on that Board for so many years without any pay, but sitting here this afternoon and listening, Mr. Smallwood made me a little nervous in talking about the development of the tourist traffic, where he envisaged thousands of motor cars up there in North Sydney trying to get across and come down this way. I felt very nervous over it, because they will drive to the right, and half the people around Conception Bay might be wiped out. Then again they are going to catch our salmon and sea trout, our partridge and snipe, and take away our venison, and even if we have lots of money we won't have so much fish. Insofar as the principle of the tourist traffic is concerned, I humbly step in with the rest of the men who have spoken regarding the members of the Tourist Board, but if we left our natural resources open to a great multitude of tourists we will hardly have anything left but money.

Mr. Vardy I agree with the previous speakers. We are all too conscious of the fact that almost every bit of advertising that Newfoundland has had has been usually bad, apart from the little bit of favourable publicity given us by the Newfoundland Tourist Board. We who have travelled on the various continents know that. I have seen five of the seven seas. In view of my knowledge of what little has been done in the way of advertising our country abroad, I was not surprised to find that so little is known of Newfoundland. A few days ago I received a letter from New Zealand, addressed to "Newfoundland, Canada". Not long ago I received a letter from a friend in Australia addressed "Newfoundland, North America". He was probably correct!

In reviewing the action of the Newfoundland Tourist Board, I fail to see, in view of the government's insane attitude, how the Board