

dollars spent there. I wonder if Mr. Smallwood would be good enough to tell us where he got this information and from whom? When it came to the question of the exact number of items comprising the purchase by the government of the equipment at Gander this fine detail was not available. Surely some sort of inventory was made and that self same inventory must now be in the possession of the Commission of Government. Further, it appears to me that if Mr. Smallwood had taken the same pains to obtain this inventory as he did to get the figures of the tourist trade in Canada, this information would now be in our hands. The purpose of this Convention is to enquire into the position of this country, and no doubt by his figures he intends to show what the tourist trade will mean here. That depends on the future form of government we may have, as the Commission of Government, I understand, has already turned thumbs-down on the tourist trade. However, Mr. Smallwood's figures on the value of the tourist trade to Newfoundland 1929-1939 are small in comparison with Canadian figures. I cannot understand why our Commission of Government turned down the aggressive policy to encourage this trade. Certainly an explanation should be forthcoming. It is a question of vital public importance. I feel hot under the collar when I am reminded of the Gander deal whereby the Commission saddled us with \$1 million a year operating cost and then turned down a profitable tourist trade. I can only come to one conclusion and that is that their only interest is to run us in the hole. Perhaps we cannot expect the Dominions Office to display great interest in our welfare, but we should expect and demand from the Newfoundland representatives their sense of duty to the people of our country.

Mr. Smallwood Mr. Fudge asks the question as to where the Transportation Committee got its figures on tourism in Canada. We did not need to look for it; the Bank of Canada in one of its monthly circulars gives an article on that very topic, and the Tourist Board considered it part of their job to know the movement of tourism in Canada, so that they had figures and they kindly provided the Transportation Committee with a copy. As to the inventory of the equipment at Gander, I said before, and I repeat, I doubt if the government has a complete list of the endless variety of things they bought from the

RCAF when they took over Gander.

Mr. Harrington I am in accord with everyone else who condemned the present regime for their utter disregard of the possibilities of the tourist trade. It is one of the things I always believed in, and I believe in it more now because I see the Commission of Government does not. It seems, as Mr. Fudge says, that anything that costs money, they are all for it — Gander for example; any way we can make money, that is out. Page 10 of the Oliver report says:

So many Newfoundlanders with whom I discussed travel trade, and its chances of expansion, talked in terms of, "But we have only three months of a season here", or, "Yes, but we never see any tourist money," or "Tourists won't come, our summers are too chilly", or, "Why would we let tourists spoil our fishing for us?"

This is not defeatist talk. It springs from lack of appreciation and understanding of the industry, and is a natural argument for people who have still to rub shoulders, so to speak, with tourist traffic in great volume. These people are not aware that in the province of Ontario, which annually takes approximately 70% of Canada's total tourist revenue, most of the first-class summer resort hotels operate most profitably on a two and one half month's basis. These people are not aware, either, that the tourist dollar, no matter how or where spent, eventually to some extent and in some form touches every person's pocket. Nor do they know that long before Ontario had any main roads, or even before there were motor cars, Americans came tremendous distances by train and boat, to locate summer cottages, fish and hunt, and generally relax and rest.

Not realising that what can be accomplished elsewhere can be accomplished in substantial degree in Newfoundland, the average Newfoundlander talks of tourism without thinking, and unconsciously builds, within himself at least, an unwarranted prejudice against your travel trade cause. It is important that we get tourist consciousness. As a matter of fact I was talking with a gentleman on this tourist business and one point he mentioned interested me, it would only be a small part of the overall scheme, but he spoke of Harbour Grace and the possibilities of making