

ordered to do it....

In dealing with this report of the Tourist Committee I hope I am not going to throw cold water on the enthusiasm expressed by other members. I note 1½ pages are taken up with tourist trade in Canada, which gives us some interesting facts I cannot find in the rest of the report about Newfoundland. In looking at the tourist traffic as it applies to Canada, and looking at it as it applies to Newfoundland, we are looking at two different propositions. In the United States a man gets in his car, takes his family, and drives to some place in Canada with little or no inconvenience.... In this country, there are 90 miles separating us from the mainland, absolutely no ferry service. When you get to Port-aux-Basques you get on a train which is slow moving and you eventually arrive at Glenwood. I have been there and I have seen tourists coming to Glenwood. At one time I heard a lot of curses from four tourists who came up from the Gander River and had to stand outside the station, the waiting room was locked, waiting for the car, a train coming up from Grand Falls. They did not like the trip very much. The type of tourist we will get will be sportsmen, people who want to get away from it all, get clear of the office and into the wilds where no one can get at them; men who do not mind roughing it. They will go to the Humber and the Gander and other lakes. That is the type we have been getting in the past. In the report I think the Committee envisages what Oliver and Mathes envisaged; that is, that the government should construct a road; that they should build a first-class hotel at Stephenville with several cabins; that hotels be built in other places, and so on. I do not see that the Committee has brought in any figures to show just what this scheme is going to cost the government.

**Mr. Smallwood** It is in the appendix.

**Mr. Hollett** That is only a small part in a large scheme. I would say the Committee has not been able to get facts or figures from the Tourist Board as to the possible outlay of money it will cost the country. I am not speaking against the tourist traffic; it has possibilities. I feel that there is little possibility of making much money as a private concern until we get a road through the country, and until we get a few landing places for small planes where people with lots of money can come in and drop down near the lakes or rivers where they want to fish. Such a plan as that brought forth

by Oliver and Mathes would have to be presented to Dominions Office, and when you say the Commission of Government turned down the suggestions of the Tourist Board, simply say Dominions Office. They, in their wisdom, cannot see any possibilities in this country for tourist traffic. If we can ever get to the point where we get transinsular road, I do not think we will have to ask the government to start business.

**Mr. Smallwood** In the Mathes' Report the very point which Mr. Hollett raised is dealt with:

#### C. Accommodations

We must be extremely frank and say that here is Newfoundland's first great weakness. But it is not one that cannot be quickly remedied. As the Bank of Montreal plainly stated in their recent report on tourism in Canada, the American sportsman and tourist wants first class accommodations. This means attractive location, distinctive appearance, good beds and mattresses, hot and cold running water, showers and private toilets, cleanliness and paint. That is not their idea of luxury — just comfort.

Section three of the report covers the other points raised.

Mathes and Oliver do not say there *must* be a transinsular road. At the point where tourists land, whether it be Port-aux-Basques, Corner Brook, St. John's, Lewisporte or wherever, there ought to be roads leading out; that does not involve a transinsular highway. If they land in Port-aux-Basques, where are they going to go then, when there is no road leading out of Port-aux-Basques?

**Mr. Hollett** Where did the 2,000 think they were going?

**Mr. Smallwood** They were on four wheels and probably thought they would wander around Newfoundland and go back by way of Nova Scotia. But if there had been a ferry across the Gulf even, there still would be no place to go when they got in Port-aux-Basques. They would just have to go back across the Gulf. That is the problem to be solved.

**Mr. Fudge** I have listened with a great deal of interest to Mr. Smallwood's report on the tourist trade, and one thing strikes me as outstanding. You will remember that Mr. Smallwood was able to give the exact number of tourists entering Canada during 1945, even the exact number of