

PRELIMINARY
UNEDITED
TRANSCRIPT

HOUSE OF ASSEMBLY
FOR THE PERIOD:
10:00 a.m. - 1:00 p.m.
FRIDAY, APRIL 7, 1978

The House met at 10:00 A.M.

Mr. Speaker in the Chair.

MR. SPEAKER:

Order, please!

STATEMENTS BY MINISTERS

MR. SPEAKER:

The hon. minister of Labour and Manpower.

MR. ROUSSEAU:

Mr. Speaker, I have a statement here; I only have one copy though I will try to get some more later on. I would like to announce today the appointment effective the 1st. of April of Dr. Austin B. Colohan as the executive director of the newly formed Occupational Health and Safety division within the Department of Labour and Manpower. The new division of Occupational Health and Safety in the Department of Labour and Manpower is being established in response to growing concerns over health and safety conditions in the work place by management, labour and government. These concerns were highlighted during the provincial conference on Occupational Health and Safety which the department sponsored in October of 1976. Many of the recommendations arising from the conference are currently under active consideration by the department, including the drafting of new legislation.

Dr. Colohan brings to this position as the new Executive Director a wealth of technical and administrative experiences. He obtained his medical degrees at Queen's University in Northern Ireland. He has held positions in hospitals in Great Britain and in Newfoundland. In 1951 he became the assistant medical superintendent of the West Coast Sanatorium in Corner Brook, where he remained until 1959 except for a two year period as the Medical Director of Mass Miniature Radiography for the Manchester Regional Hospital Board in England. In 1959 Dr. Colohan was appointed Medical Administrator of the St. John's Sanatorium. In 1971 he became Assistant Deputy Minister of the Department of Health. In 1975 Dr. Colohan undertook training in the field of Occupational Health at the London School of Hygiene in England and on his return to Newfoundland was appointed Director of Occupational Health in the Department of Health. Dr. Colohan is a Director of the Newfoundland Tuberculosis and Respiratory Disease Association and a past president

MR. ROUSSEAU: of the Canadian Tuberculosis and Respiratory Disease Association. He is a past executive member of the Canadian Thoracic Society.

The new division of Occupational Health and Safety will consolidate health and safety services which are now the responsibility of five departments and agencies of government, namely, the Department of Health, the Department of Mines and Energy, the Department of Labour and Manpower, the Workman's Compensation Board and Newfoundland and Labrador Hydro. All units involved in Occupational Health and Safety will be transferred from the respective departments and agencies to the new division during the next twelve months, commencing with the Occupational Health Unit of the Department of Health which has been transferred to the new division effective the 1st. of April 1978.

MR. SPANER: The hon. member for Baie Verte - White Bay.

MR. RIDEOUT: Mr. Speaker, let me say very briefly for our side we certainly welcome the appointment of an Executive Director of Occupational Health and Safety branch within the minister's department. For our part, we have been agitating for some time the setting up of such a division within the minister's department and we are very happy to see that the wheels have been put in motion and people are being appointed to get it off the ground.

I was hoping the minister would make some reference in his statement as to whether or not there had been any consultation with the labour movement in the Province as to regards the appointment of this particular gentleman. I know Dr. Colohan personally. I think he is no doubt a very qualified person and can do the job as necessary, but I am wondering whether or not any consultation has been sought with the Labour Movement and I say that not to be critical, Mr. Speaker, but certainly the person who will be managing the Occupational Health and Safety Branch his main dealings will be with management as well as the union groups around the Province, so it is important that the person who is in charge be able to have a good working relationship with these people.

MR. RIDEOUT:

The other point I wanted to make, Mr. Speaker, is it also important that this Occupation Health and Safety Division be given some authority. And of course it is all very fine to have a director and a staff and so on but we have to give them some authority with legislation and so on and I am hoping that we can see that before the House very shortly as the minister indicated to us yesterday in Question Period. But we are very happy that the minister has made this move and I wish Dr. Colohan and the people that are working with him every success.

SOME HON. MEMBERS:

Hear, Hear!

PRESENTING PETITIONS

MR. SPEAKER:

The non. member for Ferryland.

MR. POWER:

I would like to present a petition signed by over 3,000 residents of the district of Ferryland, Conception Bay South and Harbour Maine. The strange thing with regard to this petition is that although it has over 3,000 signatures for the upgrading and paving of a stretch of road, the stretch of road included does not have one single person who lives on that piece of road full-time.

MR. POWER: The prayer of the petition reads, "We, the undersigned, residents of the district of Ferryland, Conception Bay South and Harbour Main, along with other interested persons and companies, trucking firms, pray that our petition will be given serious and sympathetic consideration for the rebuilding of the seven miles of gravel road, along with paving the complete road known as the Witless Bay Line, from the Southern Shore Highway to the Trans-Canada Highway. We feel that the project is feasible for the benefit of the following industries, primarily fishing and tourism, along with the three districts, especially Ferryland, where we do not now presently have a direct access to the Trans-Canada Highway."

The petition is probably one of the most detailed petitions that has ever been presented to this hon. House. We find that the signatures are all in order. We have letters of support and I would like to read a few comments from some of these letters of support.

One of the first comments from Mr. Arthur O'Brien of Newfoundland Quick Freeze, who has to be the guiding light behind this petition in getting these names and signatures on this petition. Mr. O'Brien's letter of support, "We strongly support the petition to upgrade, pave and finish the Witless Bay Line and feel strongly that it should have priority for all other paving work in this area. Our company for one moves to and from other plants some 20 million pounds of fish, offal and other food products. This past Fall we bought from the fishermen in Foxtrap, Holyrood area, over 1 million pounds of squid to freeze at our Witless Bay Plant. If that road were upgraded and finished we would find work in our area for over sixty people from Bay Bulls Sea Products.

"The road is used constantly for the trucking of primary fish products to all plants on the Southern Shore from Conception, Trinity and Placentia bays and likewise is used for hauling fish, crabs, etc., from the Southern Shore to plants in Conception and Trinity bays. We feel the improvements in this road would greatly benefit the fishing industry and the Avalon Peninsula besides

MR. POWER: having a decent access to the people of Ferryland district to the Trans-Canada.

"The fish meal plant in Witless Bay is used by many fish companies both on our end of the Avalon and on the other side."

A letter from Mr. Mike Ryan of Bay Bulls says;

"Sir, I cannot stress strongly enough the benefits which would be realized not only for the district of Ferryland but also the neighbouring urban and rural districts as well. This road is vital to the fishing and tourist industries of Ferryland." It says, "Following the presentation of a petition to the Administration of the hon. J.R. Smallwood immediate action was taken and seven and a half miles were upgraded. It is hoped that the efforts of this Committee will receive the same co-operation at this time."

Letters came from many different companies and firms both in Ferryland district and in Conception Bay South and Trinity areas, and from Ocean Harvesters Limited in Harbour Grace. This is about the oldest of communication links between Conception Bay and the Southern Shore of the Avalon, a vital one at that because in addition to being widely used for the general public, thousands of tons of fresh fish is transported over it yearly as well.

From Golden Eagle, letters of support because they transport over 1 million gallons of fuel oil up our Shore each year. Some of the major food distributors for Ferryland and St. Mary's section of the Avalon received their food products from M.A. Powell and other food distributors in the other areas of the Conception Bay and Trinity areas of Newfoundland.

I strongly urge the Minister of Transportation, whose district is directly involved, the district of Harbour Main, to give this petition as much support and consideration within the department as is humanly possible. It is not a road in this day and age that has social values in the sense that it will make people

MR. POWER: more comfortable, or will make access to their homes much more easy. It is an economic road and because, if that road is developed the economy of the Southern Shore will greatly improve both in a tourist sense, where we now do very little tourist business, and certainly in our fish plants which employ well over 2,000 people in our our area, it certainly has some room for improvement. Thank you, Mr. Speaker.

MR. SPEAKER: The hon. member for Conception Bay South.

MR. NOLAN: Yes, I assume the hon. member has tabled the petition and it is being presented to the department to which it relates. Well I rise certainly to support the petition as presented by the hon. member, and a very, very fine petition it is, and effecting, as he said, not only the residents and/or businesses involved in Ferryland, or in Conception Bay South, but also in Harbour Grace, in Trinity, and in many other communities. And this is a priority item. Although we have letters of recommendation and support from a number of businesses, Ocean Harvesters and Fish plants and so on on the Southern Shore, the fact is that from a tourist point of view, and I hope the Minister of Tourism is aware of this, I am sure he is, that it offers a tremendous opportunity, if you had a half decent motorable artery that will go from the Trans-Canada over to the Southern Shore and vice versa; but from an economic point of view this is something that cannot be denied. Now the Minister of Transportation I know will want to address himself to this and to state clearly what his intentions are for the coming year since he has been in charge of the public purse for so long.

MR. HEARY: And his own constituents signed the petition.

MR. NOLAN: And his own constituents are very forceful, I notice, in this petition here. And I am sure that he will want to act in an honourable and very sensible and practical fashion on this petition as I am sure he will.

MR. HICKMAN: (Mr. Nolan) was supporting this petition but apparently he is not. He is more concerned about the Law Society than he is building a road to Witless Bay. And as the petition is related to the Witless Bay Line then obviously these rather gratuitous comments, inaccurate as they are, are totally out of order.

MR. NEARY: To that point of order, Mr. Speaker.

MR. SPEAKER: I have begun to rule on it so I would not be able to allow further submission at this time.

The point put by the hon. Minister of Justice is a correct one. To my knowledge he had not intervened and then the hon. member got into matters of the Law Society. So we ask him to restrict his comments to the road in question.

MR. NOLAN: Well, even members of the Law Society probably would like to use this road, Mr. Speaker. However, getting back to the petition again, I would merely like to say that this is a very important matter that deserved the attention of all members of the House of Assembly and certainly we are here now speaking on behalf of all those who have real problems that they have been faced with for a long, long time on this particular road. And I know that the Minister of Transportation opposite is waiting to stand now and announce exactly what his programme is for this year on the Witless Bay Line, what they intend to do, whether they are going to do one mile or two or three or whatever it is. And also perhaps he might be good enough to outline his plan for other districts while he is at it. But let us first of all see what his intentions are on this road for this coming year which is so very, very important. So we certainly support the prayer of the petition as presented by our hon. friend opposite.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: Hon. member for Bay of Islands.

MR. WOODROW: Mr. Speaker, I rise also to support the petition so ably and well presented by the member for Ferryland (Mr. Power) and made up in such a genuine manner. I was under the impression when

MR. NOLAN: Millions of pounds of fish are transported every year over this road. I think it is probably passable about seven months a year. Am I right on that, approximately?

AN HON. MEMBER: Yes.

MR. NOLAN: We are talking in this respect not only for the owners of the plants but truckers, drivers. It is amazing the number of people who are effected either directly or indirectly by the state of the Witless Bay Line. It is the only link that I know of, that I can think of at the moment, between the Trans-Canada and the area. It would also be a marvelous scenic route, as I indicated earlier. So I believe that we now have, I do not know if the hon. member mentioned this, about fifteen million pounds of fresh fish that is hauled yearly to and from the plant and also -

MR. POWER: That is only for one company.

MR. NOLAN: Just for one company. Yes, of course.

AN HON. MEMBER: (Inaudible)

MR. NOLAN: Perfectly correct. And there is fish offal and there is, as you have indicated, oil. The non. member mentioned oil and gas and so on. It is unfortunate sometimes that we cannot perhaps convey in the House the seriousness of the situation as the person who is driving or attempting to drive that road daily has to go through, or in the months when it is closed up the circuitors route that they have to go in order to get to the Southern Shore, back around Conception Bay and so on.

So I hope that the minister with all the problems that he has on his plate will take a look. The House Leader opposite thinks it is all very humorous. If we were talking about the Law Society now and I suppose the recommendations of Queen Councils you would wring your hands and roll your eyes heavenward. This is a very serious problem.

MR. HICKMAN: On a point of order, Mr. Speaker. I was under the mistaken impression that the hon. member for Conception Bay South

MR. WOODROW: the non. member for Conception Bay South (Mr. Nolan) spoke that he was speaking on behalf of all the members of his caucus. I am saying this because I believe petitions, while they are very important seem, to be getting a little repetitious. My opinion is that if two people from each side of the House support it, it would probably get the point across. However, that is not my decision to make.

MR. NEARY: Same persons.

MR. WOODROW: No, not necessarily that. It is to try to

MR. WOODROW: necessarily that, it is to try to help the people of the Province. In any case, Mr. Speaker, I support it for the following reasons: First of all it is going to help the most important industry in the Province of Newfoundland and Labrador, namely the fishery; number two, it is also going to have an effect on tourism which is coming to be a great industry in the Province; and I do not know whether we could say more important, but also it is going to have a big bearing on economic development which is so important in our Province as well; and last, but not least, it is coming from one of the hardest working members in this hon. House of Assembly -

AN HON. MEMBER: Hear, hear!

MR. WOODROW: - and I support it from the bottom of my heart.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. the member for Bellevue.

MR. CALLAN: Mr. Speaker, I rise in support of the petition presented by the member for Ferryland (Mr. Power). I am prompted to rise in support of any petition that has to do with roads in this Province.

Now, Mr. Speaker, in supporting this petition I understand that the Minister of Transportation and Communications has approximately \$100 million worth of requests for paving, upgrading and so on, of roads in this Province this year - that is outside, of course, the money allocated for the TCH - \$100 million worth of requests and the minister according to the Budget has \$14 million to accede to \$100 million worth of requests.

Mr. Speaker, in running the danger of getting into the realm of debate, of course, I cannot help but say that, you know, this is not the first time that a petition was brought in -

AN HON. MEMBER: And ignored.

MR. CALLAN: - in connection with this road.

I remember a petition being brought in last year and I suppose, well,

MR. CALLAN: perhaps the last ten years, I do not know. I have not been here that long, but I am wondering perhaps in view of the fact that the minister has only \$14 million in his Budget - the Province can only afford to spend \$14 million - to accede to \$100 million worth of requests, if this road for that reason cannot be paved or upgraded this year, perhaps it would be wise to have better maintenance on not only this road but other roads as well. I think, for example, of the Markland Road which is a perennial problem - it comes up every year - and this time of the year, of course, it is in a terrible, terrible state. And I wonder, Mr. Speaker, whether or not ministers of Transportation and Communications, as they come and go, put enough time and effort into seeing that the maintenance crews of the Department of Transportation and Communications are doing all that they should be doing? I had a conversation last night with a lady from Markland who told me that the grader was in every now and then, but the blade is not even down, you know, so blindfolding the devil in the dark, I think, is what is happening in a lot of cases. And I have had occasion to 'phone the local foremen in connection with grading, getting rid of potholes on roads and so on, and why these things are not done on a regular basis is beyond me. Why is it necessary for me or a lady in Markland or anybody else to have to keep 'phoning to foremen or to supervisors, superintendents and so on to try and see that the road is maintained in a half decent condition in the middle of the summer or in the spring thaw or whenever it happens to be?

So perhaps if money cannot be found for this road - I hope that money can be found for this road, I hope that money can be found for many of the bad roads in all the districts, in my own as well as others, but obviously it cannot, we know from the Budget figures that it cannot and we know from what the minister has been saying in connection with the \$100 million worth of requests. So perhaps that is not a bad idea to keep in mind, to make sure that the maintenance crew are spending their dollars wisely and using their

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MR. CALLAN: machinery wisely and spending their
time wisely. You know, we hear from time to time about the highways
people playing cards during the winter and so on. I travel on the
TCH every day, and yesterday

MR. CALLAN:

morning as I drove in, you know, it was treacherous driving on sections of the Trans-Canada. You know, you could see the difference between where one crew, one highway's crew was in charge of doing a section of the Trans-Canada, and then there was a cut off where the other crew took over, and there was the difference between night and day. There is something terribly wrong. There is something terribly wrong with the discrepancy that exist between what one highway's crew can do and what the other can do. Mr. Speaker, I support that petition whole-heartedly.

MR. SPEAKER: The hon. member for Mount Pearl.

MR. N. WINDSOR: Mr. Speaker, I am just going to take a moment to support the petition so ably presented by my colleague for Ferryland (Mr. Power) for two reasons, Sir. First of all, because it is just amazing to me that this piece of road has not been upgraded and paved before. It is just so logical that it escapes the imagination of why it has not been given higher priority in years gone by. The effect that it will have on the economy of that area, the transportation of fish and fish products and the tourist industry in that area, Sir, would certainly be a fair justification for giving that road a higher priority.

Secondly, that the paving and upgrading of that road would greatly reduce the amount of traffic in other areas. The route that people are now forced to take in the Kilbride area and in my own area of Mount Pearl and the Donovans area, taking the tractor trailers and the heavy trucks that are hauling these fish products and putting them over that route is a great advantage to other areas outside of the Ferryland district itself.

So I would certainly, Sir, give that petition my whole-hearted support.

MR. SPEAKER: The hon. member for St. John's West.

DR. KITCHEN: Mr. Speaker, I too would like to add my support to this petition. I can appreciate very well the problem that the Minister of Transportation has in allocating priorities amongst the various roads that need to be paved and upgraded. I was wondering in supporting this petition if we could also perhaps make some thoughts

Dr. Kitchen: with respect to how money is allocated and the criteria that are used.

Such criteria, for example, could be used as commitments in the last Provincial election, the promises, and if Markland was promised Markland should be paved over one that was not promised, or, say, if Witless Bay was promised. That might be a criterion, to check back into the election promises. I happen to know, for example, that the candidate for the Conservative Party in the election in Bellevue district did promise that the road would be upgraded and paved, for example. The previous Minister of Transportation also made a written commitment, of which I have a copy, that that road would be upgraded. And I think that these previous commitments made by previous ministers could be checked when you are figuring out where the \$14 million should be spent, if previous commitments could be looked at whether it be Witless Bay, Markland and so on, and also petitions that are presented.

Also perhaps another one would be the economy of the area. It is mentioned that the Witless Bay Line carries fish offal and fish going back and forth. That is an important point. Another point might be whether an area is a farming community, such as Markland, where they would export their products, sell their farming products to people who come and go. That would improve the economy greatly, or getting to work in Come By Chance or wherever they happen be working, in ERCO.

So what I am saying is that we should have certain criteria perhaps that could be used to decide which of these very deserving roads, including the Witless Bay Line, needs paving, and not the least of which should be previous promises made in an election and by previous ministers and present ministers.

MR. SPEAKER: The hon. Minister of Tourism.

MR. MORGAN: Mr. Speaker, in saying a few words in support of the petition I am sure it is recognized by the administration, recognized by the Department of Transportation, in fact, as long ago as three

Mr. Morgan: years ago that the importance of that road to be upgraded and paved, and the importance it is to a number of provincial districts, and it was viewed then by the administration here that it be considered to be a road to resources because of its importance to the fishing industry and to the tourism industry in the area. And looking at the tourism industry, for example, the potential in the Ferryland

MR. MORGAN: area, the Witless Bay bird sanctuary, the Avalon wilderness area, the historic points in the Ferryland district in general, it would definitely improve the tourism industry by having that road paved.

I recall the last two years that I was in Transportation we asked the federal government for assistance, because it is a road to resources, and we were hoping that the federal Department of Regional Economic Expansion would consider including that road in their DREE agreement. However, it was not included. I know there are limited funds again this year. We are talking about \$14 million or \$15 million in provincial funds. All the roads in the Province cannot be paved, but I am hoping that our colleague the Minister of Transportation will give every consideration, which I know he will, to that road. But it depends, again, on the amount of funds available for all over the Province and the priorities and demands in respective areas of the Province. But I do support the petition because it means a lot to the general area in regard to industry for the future.

SOME HON. MEMBERS: Hear, hear!

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN

MR. SPEAKER: The hon. Minister of Health.

MR. H. COLLINS: Mr. Speaker, I have the answer to question No. 35 in the name of the hon. member for LaPoile. He asked me, "What is the cost per bed for each of the following hospitals." I will not list them now because I will have to list them again in a minute. We prefer to give the cost per patient day rather than the cost per bed, because the best way to to this to truly reflect what it costs one to occupy a hospital bed is a per patient day cost.

The St. John's General Hospital -
all of the hospitals are not mentioned here, just the ones

MR. H. COLLINS: which the hon. member asked for - the St. John's General Hospital the per diem cost in 1977-78 is \$181.45; the James Paton \$114.20; the Central Newfoundland \$108.60; Carbonear General \$124.60; Waterford \$72.30; Western Memorial \$151.60; The Capt. William Jackman \$171.30; Dr. Charles A. Curtis \$114.20; Dr. Walter Templeman - these are the names of the hospital, Mr. Speaker - Dr. Walter Templeman \$142.50; Sir Thoma Roddick \$133.20; Channel \$102.50; Bonavista \$115.00; Burin \$115.00 and Grand Bank \$115.00; Notre Dame Bay Memorial Hospital \$96.30 and the Springdale Hospital \$151.15. These are the various rates of cost per patient day.

AN HON. MEMBERS: What accounts for the difference in rates?

MR. H. COLLINS: Well, you have to look at the ratio. The ratio is in terms of the number of days which beds are occupied.

Question - I think this is question No. 41. "To ask the Minister of Health to lay upon the Table of the House the following information:

Has the Government a master plan for homes for geriatric care throughout Newfoundland and Labrador? If so, would the Minister table a copy of this plan?"

I am pretty sure it is question No. 41 but it should be directed to my colleague the Minister of Rehabilitation and Recreation.

MR. SPEAKER: The hon. Minister of Mines and Energy.

MR. PECKFORD: Mr. Speaker, I want to respond to a question that was asked me when we were going through the estimates of the Department of Mines and Energy and I thought this was the best chance for me to put it into the record, because I had undertaken to do so.

MR. PECKFORD: The question was concerning what subhead did the Heritage of the Sea booklet which was distributed throughout Newfoundland - under what subhead was that paid. The subhead is 1101-02-03 which is professional services, and it was part of the allotment that was passed by the House in last year's budget and did not take an additional amount.

ORAL QUESTIONS

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: In the absence of the hon. the Premier, Sir, I wonder if the Minister of Justice, the Minister of Finance could tell us if the government have received the telex from Peat, Marwick stating that there are only two proposals in connection with the Come by Chance oil refinery, one from Ultramar and one from some mysterious Arabian corporation?

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: My colleague, the Minister responsible for Intergovernmental Affairs, is still the minister with the prime responsibility in respect of negotiations. So if the hon. gentleman would prefer I would like to refer the question to the minister responsible for Intergovernmental Affairs. Stop pointing, it is rude to point.

MR. SPEAKER: The hon. Minister of Intergovernmental Affairs.

MR. DOODY: Mr. Speaker, there was a telex came in last night from the receiver which outlined the details of one offer, not two offers, an offer from Ultramar, Golden Eagle, that is a lengthy document which is currently being analyzed by the officials in the Department of Industrial Development, Finance and Intergovernmental Affairs and we will know more about the details and contents of the offer later today I would assume.

MR. NEARY: A supplementary.

MR. SPEAKER: A supplementary.

MR. NEARY: Would the hon. the minister indicate whether or not, and I am sure the minister had gone through the document, the telex, it cannot be that long, to be able to tell the House whether or not this is a proposal just to store oil at Come By Chance, to use it as a trans-shipment port and not operate the refinery and just employ fifty or sixty people, maybe a less number, and would the minister indicate whether Ultramar have upped the ante from \$10 million to \$12 million now in this latest proposal of theirs.

MR. SPEAKER: The hon. Minister of Intergovernmental Affairs.

MR. DOODY: It is true, Sir, that I have had an opportunity to skim the document but I certainly will not be able to speak with any authority as to the absolute content of it. So the hon. House will have to accept anything that I say with the reservation that I have not had the occasion and probably the talent to be able to fully analyze the fine print. It is a very lengthy document. I guess it is about twenty pages of a telex so it takes a little bit of doing.

MR. DOODY: The intent, as I gather, is that the original operation of the refinery would be as a trans-shipment and storage facility with the ultimate aim within a period of a year or two, I am not sure of the time area, to translate that or transform that into an operating refinery. Whether that is a commitment or a possibility or a probability or a certainty or a guarantee, I am not certain of. As I say, I have not had an opportunity to get that kind of information or that kind of detail.

I do know that the \$10 million which has subsequently been described as \$12 million, are numbers that were used not as a payment as such for the refinery as an asset, but rather as a payment to the British who looked after the mothballing and storage charges during the past period of time since the shutdown. The amount which was quoted at \$10 million some time ago is now closer in the vicinity of \$12 million and so I assume the \$10 million has been raised to cover that additional amount of money. It is not intended, as I understand it, as a payment for the refinery as such, but rather to relieve the British of the obligation for the mothballing and maintenance charges that they have undergone over the past period of time.

MR. NEARY: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. NEARY: Would the hon. minister then care to indicate what happened to the Shaheen proposal? My understanding of the answer the hon. gentleman just gave me is that there is no provision made to take care of any of the creditors in this Ultramar deal, which seems to me to be scandalous if the government accepts that, but be that as it may, the government has it in its power to veto this agreement and I hope that they do it. But what happened to the Shaheen proposal whereby they would spend \$100 million to repay the first and second mortgagee, pay off the local creditors, and start up the refinery, make the necessary adjustments to the refinery, and repair it, and demothball

MR. NEARY: it, get it back in operation and so forth, what happened to that proposal? You know, why is that not before the minister?

MR. SPEAKER: The hon. Minister of Intergovernmental Affairs.

MR. NEARY: If the hon. gentleman has a copy of such a proposal or can have access to such a proposal, the Government of Newfoundland will be most happy to see it and to entertain it, to look at it and to seriously consider it. Unfortunately we have no such proposal. I understand that a proposal was forwarded through the receiver to the Government of Great Britain, or at least

MR. DOODY: the ECGD and Kleinwort-Benson, and I understand further that they have returned that proposal to the Shaheen interests. The Province of Newfoundland have not seen that proposal, have not been involved in that proposal and have not been privy to its contents much as we would like to. It could very well be a much more favourable proposal than this one; I do not know, I have not seen it, I cannot say. All I can say about it is that we have not seen it, it has not come to us. We would like to see it, to examine it and to know exactly what it contains.

I heard Mr. Taube this morning on the radio talking in terms of an immediate start up with 400 or 500 jobs and 2,500 construction jobs, which is an absolutely delightful concept. There is nobody in this House or nobody in this Province who would question such a proposal if it came forward - they would be crazy to turn it down - but I have seen no such proposal and I am sure that nobody in government has seen such a proposal. And as I say, if the hon. gentleman opposite can provide us with a copy, we would be delighted to have a look at it.

Another statement that the hon. member made was that government have the power to veto this proposal which came in. It may not be technically correct. I do not think that we do have the power to veto it. Maybe this Legislature has the power to take some action to prevent such a disposal of the asset. There is a difference, as the hon. member pointed out, detailed to us here in one of his lengthy lectures a little while ago about the difference between the government and the Legislature, and I always pay very close attention to the hon. member and listen attentively and learn quite a lot - not necessarily always beneficially, but I learn quite a lot.

MR. NEARY: (Inaudible)

MR. DOODY: There could not be a better demonstration of that dictum.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: I will not ask the hon. gentleman -
embarrassing questions now (inaudible).

MR. WOODROW: Consider yourself destroyed!

MR. DOODY: That is one of the first recognitions
of humility that the hon. gentleman, who has so much to be humble about,
has ever come forward with.

MR. NEARY: Would you not have a better transaction being
married off to Mr. Shaheen?

MR. DINN: Another red herring.

MR. N. WINDSOR: Another red herring, yes.

MR. DOODY: Mr. Speaker, there very well may be
some sort of vendetta carried on against Mr. Shaheen. I have absolutely
no knowledge of such goings on. It sounds - I think that is an Italian
term that is mostly associated with a Mafia type operation. I have no
knowledge of it, I have no interest in it and I am certainly not involved
in it. I have nothing to do with it at all, if indeed there is such a
strange custom in being.

MR. NEARY: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary by the original questioner.

MR. NEARY: Does the hon. gentleman not think it is
worth his while in view of the fact that the hon. gentleman heard the same
telephone conversation that I heard this morning, and in view of other
information that the hon. gentleman has and knowledge that the hon. gentleman
has, does he think it is not worth his while to check with the receivers,
to check with Peat, Marwick to find out if there is a proposal? Because
my understanding of what that gentleman said this morning was that there is
no doubt in anybody's mind that there has been a telex sent to Peat, Marwick
making a proposal, and there have been letters of credit from the banks and
so forth. And this proposal is to reopen the refinery, to demothball it,
start it up again, put in a petro-chemical complex, put in the necessary
equipment that was left there - or correct the mistakes that were made
in the original refinery and so forth, and this sounds like a pretty good

MR. NEARY: deal. Why would the minister not be interested in following that up?

MR. J. CARTER: Why do you not 'phone your friend, Shaheen, and find that out?

MR. DOODY: Mr. Speaker, I thought I just made that perfectly clear that if such a proposal or such an opportunity is available, the Province would be very interested in following it up. Indeed, we would be more than irresponsible if we did not follow it up. We have every intention of contacting the Peat, Marwick people this morning. As a matter of fact, I understand they have one of their representatives in St. John's on stand-by waiting to have a discussion with us on this proposal that came in on the telex last night, and as soon as we get the opportunity today we will be meeting with them. If, indeed, there is some substance in the telex that the hon. gentleman describes as coming from the Shaheen interests, we will certainly be asking Peat, Marwick about them and we will follow it up.

There was some suggestion this morning of a reputable or well-known bank who are willing to underwrite the cost of this operation on behalf of the Shaheen group. There was no name of the bank given, but presumably that information must be in the hands of somebody other than the Shaheen group. It is certainly not in the hands of the Government of Newfoundland.

MR. DOODY: We know the name of no such bank, but if Peat, Marwick do, or if ECGD, or Kleinwort-Benson or any of the other principals have that sort of information they certainly should have given it to us earlier. We will find out from them today, if they have it, why they have not given it to us.

MR. NEARY: Your Honour, one final supplementary.

MR. SPEAKER: A final supplementary. The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I would hope, Sir, that there is no political vendetta involved in this whole matter, that the interests of the Province are being put above personal or political vendettas. I would ask the minister to assure members of this House that before any deal is made with Ultramar to take over that refinery down there to use it for a transshipment port or to store oil, and not operate the refinery, that any proposal will be first of all brought before the floor of this House so that it can be thoroughly debated and that the facts can be laid on the Table of the House. I want to get the minister's assurance that that will be done.

MR. SPEAKER: The hon. Minister of Intergovernmental Affairs.

MR. DOODY: Mr. Speaker, insofar as it is within the capability or capacity of this government to make that assurance, certainly that I will do. I cannot be held responsible for the actions of the ECGD people, of the first mortgage holders. If they make some sort of a deal with Ultramar we may have to take some action after the fact.

MR. NEARY: Do not weasle your way out.

MR. DOODY: I am not trying to weasle my way

MR. DOODY. out. I do not know what they may do outside this House of Assembly. We may have to look at it in the House of Assembly after the fact.

MR. NEARY: (Inaudible) we can deal with it.

MR. DOODY: Well, that is exactly what I just said. After the fact we may very well have to have a very serious look at it in the House of Assembly. But I cannot give an undertaking on behalf of those other principals, other than the Government of Newfoundland. The Government of Newfoundland will certainly provide the House with all the information that is at its disposal before the Government of Newfoundland makes a decision.

MR. SPEAKER: I recognize one supplementary. The hon. member for Bellevue then the hon. gentlemen for Conception Bay South and Stephenville.

MR. CALLAN: Mr. Speaker, is the minister saying then that before any decision is made by this government regarding the disposal of the refinery, is the minister saying that there is a possibility in view of the fact that there is a resolution on the Order Paper in my name, in whose district, of course, the refinery sits, is there a possibility that this resolution will be called and that the House can have a full-scale discussion and debate on the whole Come by Chance thing? Because there never has been a debate. I think the former Premier spoke a couple of years ago for a few minutes and John Crosbie, but there has never been a full-scale debate. Can we assume this resolution will be called before any decision is made by government?

MR. SPEAKER: The hon. Minister.

MR. DOODY: Mr. Speaker, all I can undertake to do is to keep the House fully informed as to the events that transpire surrounding the Come by Chance negotiations as they are provided to the Government of Newfoundland, and that I have undertaken to do. I am

MR. DOODY: certainly not in a position to inform the hon. member when a resolution will be brought before the House. That is certainly not within my jurisdiction or authority.

MR. SPEAKER: The hon. member for Conception Bay South.

MR. NOLAN: Mr. Speaker, a question for the Minister of Rehabilitation. I wonder would the minister be good enough to inform the House, or tell us to what degree there was political interference in admitting the young lady who has been much in the news recently to Exon House? And was the board that would decide on admissions, who apparently, from the evidence we have, suggested and said and stated that the lady in question should not have been in there in the first place, how is it then that that young girl did end up in Exon House? Perhaps the minister would now be good enough to explain to this House the political implications of such a decision.

MR. NEARY: Hear, hear!

MR. SPEAKER: The hon. Minister of Recreation and Rehabilitation.

MR. HICKEY: Mr. Speaker, first of all let me say that there was no political interference in the admission of this young lady to Exon House.

AN HON. MEMBER: Oh!

MR. HICKEY: I am sorry if I am not giving some hon. gentlemen over there what they might like to hear, seeing they want to use this issue as they have been trying to use it for the last few days, Mr. Speaker. If they want the truth I will give them the truth.

MR. NEARY: Answer the question.

MR. HICKEY: There is not anything to hide in this case. Not one single thing to hide, nothing.

MR. NEARY: The Premier admitted already
he -

MR. HICKEY: The Premier admitted no
such thing, Mr. Speaker. The Premier admitted doing his
job as a good M.H.A. for a constituency which every
single member in this House does, including every hon.
gentleman opposite.

SOME HON. MEMBERS: Hear, hear!

AN HON. MEMBER: Answer the question, boy.

MR. HICKEY: I am trying to answer the
question, if you can have somebody just put a button on
their lip over there.

MR. NEARY: Behave yourself, now.

MR. HICKEY: As recent, Mr. Speaker, as
this week a member of the Opposition made representation,
strong representation, to Exon House for the admission of
a child to that institution. Did he know all the facts,
pertinent facts, as

Mr. Hickey:

to whether or not that child should have been in there, should not have been in there, what her I.Q. was, or his I.Q. whatever the case might be? No! He was doing his job as a MHA, the same as the Premier was doing, and that is all the Premier did. That is all the Premier did, Mr. Speaker, was simply made a representation, and in fact I do not even think the Premier himself did it, I think his office did it as such, which is very often the case. And I want to say categorically right now there has been some evidence given by a member of the Admission's Committee that must not be construed to mean that the Committee as a whole did not favour the admission of this young lady. I have the file which I have gone through in detail, and I have a comment from the former administrator, who was chairman of that Committee. He says, "This case is a very deserving one for this institution, but because we have no room shall not be admitted at this time." That was to a social worker in Corner Brook. And then he asked for a report from the social worker in Corner Brook, and the social worker came back with a detailed case history on the girl herself, the family problem, the inability of the parents to cope with the girl, her whole case history, the case history of the parents, the mother especially, and her problems from a point of view of ill-health, and her inability to cope with the situation. There was just no other place to place this young lady. We do not enjoy the luxury, Mr. Speaker, of having sheltered foster homes. That programme is now in place. It is unfortunate that it was not put in place long ago when that institution was first opened, but they are in place now.

And I want to say categorically, and I hope that this is the last time I have to say it, that whilst there might have been some dissension on the part of the Admission's Committee to admit this girl, purely and simply from the point of view that the institution, operating as it was at the time, not that she did not have a problem with regards to retardation, but because of the structural facilities

Mr. Hickey: in terms of the institution, and the lack of some facilities in the institution, plus the fact insofar as the doctor's comments were concerned who was the person who had some objection to it, was the fact that this girl could be trained, and could receive training which would obviously greatly improve her I.Q. and this has indeed been proven.

There is also a statement in the files from the administrator in the Department of Social Services, and a detailed report from a social worker after the girl was placed in this second foster home I might say - she was first placed in a foster home on the West Coast, and could not remain there because the people could not cope with the girl.

MR. NEARY: Merely a behavioural problem.

MR. HICKEY: And it was after that -

MR. NEARY: - that is all.

MR. HICKEY: It was after that - "Well whether, Mr. Speaker, it is a behavioural problem or whatever it was I am sure the hon. gentleman is the first to agree that this government or this administration cannot leave a young girl like that on the street, if her parents cannot cope with her.

MR. NEARY: Professional people said do not put the child in that institution.

MR. HICKEY: Professional people said no such thing. One professional person said that. Three other professional people said, yes. Three.

MR. NEARY: Who said do not put her in?

MR. HICKEY: One.

MR. NEARY: The one who gave evidence (inaudible).

MR. MORGAN: Do not get involved in a debate with him.

MR. HICKEY: Mr. Speaker, I said that -

MR. NEARY: Who is the authority?

MR. HICKEY: - we have information of one medical doctor, and that lady, who is well respected and well regarded and whose comments or opinions are not taken lightly, spelled out very clearly her

Mr. Hickey: reasons for concern, and they were valid, Mr. Speaker; it was because of the inadequacies of the institution. She at no time certified that this young lady did not suffer from mental retardation. She at no time said that this young lady did not receive or want treatment.

MR. NEARY: How do we know that? We want an investigation.

MR. HICKEY: The hon. gentleman knows because I am telling him -

MR. NEARY: Oh I see, and everything the hon. gentleman -

MR. HICKEY: That is why he knows it.

MR. NEARY: Everything the hon. gentleman tells us is true.

MR. SPEAKER: Order, please! Order, please!

MR. HICKEY: Yes, it is true.

MR. NEARY: Oh, yes.

MR. SPEAKER: Order, please!

The hon. minister was replying to a question from the hon. member for Conception Bay South, and I cannot allow internal debates.

A supplementary, the hon. member for Conception Bay South.

MR. NOLAN: A supplementary to the hon. minister.

Is the minister prepared to table in this House, omitting the name of the individual concerned who was admitted, the recommendation of the Admissions Committee that this individual should have been admitted? And secondly, in view of the fact that there are people in this Province that many members of this House know need this kind of care in that home, is it now necessary to have the direct intervention of the Premier to have a worthy person admitted to that home? What is your policy?

AN HON. MEMBER: Come on.

MR. HICKEY: Mr. Speaker, that is about as cheap a form of politics as I have ever heard in my life.

MR. NOLAN: Well tell us about it.

MR. HICKEY: Because the RMA for the district from which this lady comes happens to be the Premier of the Province, is the hon. gentleman saying that any of his colleagues over there when they call my department or directly, I might say, the administrator of that institution do not receive good service. Are they saying that?

MR. WHITE: We do not (Inaudible)

MR. HICKEY: We do not know. We sure do know, Mr. Speaker. The people in my department and the people in that institution bend over backwards for any member of the Opposition any member of this House, any doctor or any member of the public because we are committed to help families who have children who are retarded and who suffer from mental retardation. That is not a partisan issue, Mr. Speaker, it is anybody's case and it would behoove some hon. gentlemen opposite if they would keep this in mind and not attempt to drag this case and this issue across the floor of this House any more than is essential. I can assure my hon. friend right now - let us put the whole issue to rest. I know that we can be reasonable. And let me simply say this; I will investigate the possibility of tabling whatever information can be tabled without

MR. HICKEY: violating the privacy or any personal thing which should not indeed be tabled. I assure my hon. friend and I assure every member of this House, I assure them for the final time, Mr. Speaker, that I have investigated the case and if I was not so sure I could sit here and be silent and not answer the question in this kind of detail, I give the assurance now that the Premier of the Province did not, I repeat, did not place this girl in that institution. My department placed her there. There was a difference of opinion on the committee, The former administrator, who was the chairman, has in writing indicated the views of the committee as such. The Social Worker in Corner Brook recommended it. Now what else do we want? Are we going to try to say now still that the Premier put this girl in the institution?

AN HON. MEMBER: We are not saying that.

MR. HICKEY: Not saying that - oh, no!

MR. HICKEY: Mr. Speaker, the other point that must be made, and it is a very critical one, the other point that must be made is this; the public at large might well get the impression from the debate in this House that someone went through the Welfare of Children's Act under the section covering neglect and literally took this girl from the home. That is not so, Mr. Speaker, There was representation made by the parents to the institution, to the department, to the Premier's office; they were desperate, they were begging to have this girl placed. What in the name of God are you supposed to do? Let the girl, as I said, run on the paths?

DR. KITCHEN: A supplementary Sir.

MR. SPEAKER: A supplementary. Hon. member for St. John's West.

DR. KITCHEN: Mr. Speaker, the question which has been raised here on which I want to ask a supplementary is a very serious one concerning a great number of children in this Province, some of whom are in my district. I remember a case where the parents had been trying to get their child into Exon House for nine years.

MR. JOLAN: Nine years?

DR. KITCHEN: Nine years. And this is why this question is so important as to the procedures by which children are admitted to the care that they need when the home on the advice of psychiatrists and other people find it unable to manage these children or to provide the care, the specialized care that is required. So my question is this, when can the minister assure us that we will have some sort of a census carried out as to the total needs in the Province, and when can we have an adequate programme proposed to the House for the care of all such people? Nine years is too long. And when can we have a proposal put in the Budget, these three things, a census, a programme and the funds to cover it? Maybe it would require more than just a quick answer. Perhaps sort of a Ministerial Statement on it or something.

MR. SPEAKER: The hon. Minister of Recreation and Rehabilitation.

MR. HICKEY: Mr. Speaker, I welcome the opportunity to speak briefly on the subject raised by my hon. friend. He is absolutely right when he says that there is a need for this kind of assessment. I can assure him right now that that assessment is ongoing at the moment, at this very moment, one of the chief recommendations of the recent enquiry or report, or better and more appropriately, the assessment which was done by the National Institute. And Mr. Speaker, we must bear in mind that the institution was, before becoming Exon House, as a home for mental retardation patients, caring for some, as an orphanage, sixty-odd children. When it was opened there was something like 120 went in there and that is the reason I said the other day, Mr. Speaker, that the institution was conceived as a hospital which it never should have been.

MR. NEARY: It certainly was not (inaudible).

MR. HICKEY: The hon. gentleman now, Mr. Speaker, I

MR. NEARY: The hon. gentleman made a hospital out of it.

MR. HICKEY: Mr. Speaker, I stand on my rights, I stand on my rights, Your Honour, and I ask to be heard in silence -

MR. SPEAKER: Order, please!

MR. HICKEY: - by the hon. gentleman who is guilty of creating the hospital.

MR. SPEAKER: Order, please! Order, please! The hon. gentleman does have the right to be heard in silence. Obviously if there is a difference of opinion there will be an opportunity for debate of the matter, but right now the hon. gentleman insists on his rights and he does have that right.

MR. HICKEY: Thank you very much, Mr. Speaker. Any hon. gentleman who cannot stand the heat get out of the kitchen.

MR. NEARY: A point of order.

MR. SPEAKER: A point of order has arisen.

MR. NEARY: I would like to point out to the hon. House, Sir, that the hon. gentleman just stated a falsehood, that one of the most knowledgeable men in Canada, Dr. Stanley from New Brunswick, came down here, was an adviser on the opening of that institution. It was a training institution. It got off the rails after the administration changed. My hon. friend is misleading the House, I do not know whether it is deliberately or otherwise, but he uttered a falsehood and the hon. gentleman should retract it or be disciplined by Your Honour.

MR. SPEAKER: Order, please! On that point of order, I do not see that there is a point of order. There is a difference of opinion between two hon. members. One hon. gentleman states that it was opened as a hospital, the other hon. gentleman states that it was not. It is a difference of opinion but not a point of order.

MR. NEARY: The record speaks for itself, Mr. Speaker.

MR. HICKEY: Thank you, Mr. Speaker.

MR. HICKMAN: A point of privilege, Mr. Speaker.

MR. SPEAKER: A point of privilege has come up.

MR. HICKMAN: Whilst there may not have been a point of order, there was an accusation by the hon. member for LaPoile (Mr. Neary) that the hon. Minister of Recreation and Rehabilitation uttered a falsehood. That is totally and absolutely unparliamentary and I ask Your Honour to direct the hon. the member for LaPoile (Mr. Neary) to forthwith, unequivocally retract it.

MR. SPEAKER: I do recall hearing the hon. gentleman say that the hon. minister deceived the House, whether knowingly or not he was not sure, whether knowingly or not. I would ask the hon. gentleman to retract that.

MR. NEARY: I withdraw, Mr. Speaker.

MR. HICKEY: Mr. Speaker, before I was interrupted I was attempting to explain.

I am accutely aware of the situation at Exon House because I was Minister of Social Services in 1972. And the hon. gentleman may not want to agree with this and if I were in his shoes I would not want to either. But the fact remains, Mr. Speaker, I know how many children were in that institution when I became minister and took over from the hon. gentleman. It was filled to capacity.

MR. NEARY: Yes. So what?

MR. HICKEY: So what? It was not sixty-odd children like should be there. It was not sixty-odd children like we are working towards right now, as a training institution, as a transient institution where children will come in for assessment and training and go on to sheltered foster homes, and go on to bigger and better things, and not be a hospital.

ORDERS OF THE DAY:

MR. SPEAKER: The time has elapsed.

On motion that the House resolve itself into Committee of the Whole, Mr. Speaker left the Chair.

April 7, 1976

Tape 722

DW - 1

MR. CHAIRMAN:

Order, please!

MR. HIGMAN:

Head 1301, page 83.

MR. CHAIRMAN:

Heading 13, Tourism, page 83.

Shall 1301 carry?

The hon. Minister of Tourism.

MR. MORGAN:

Mr. Chairman, because of the

limited number of hours on this department I will not take too much time on the heading of the minister's salary because I want to get questions from the Opposition on the different headings, any information they want to obtain.

I want to say a few words though.

In the moving of this portfolio I look forward with great enthusiasm to the what I call a resource industry for this Province.

SOME HON. MEMBERS:

Hear, Hear!

MR. MORGAN:

In fact I would say that tourism is going

to be the bright star on the horizon of the future economy of this Province.

SOME HON. MEMBERS:

Hear, Hear!

MR. MORGAN:

This year I think it spells out the

fact that we have \$25 million for Tourism, a record spending for this Province, twenty-seven per cent more than last year and equal to the Department of Fisheries. I think that surely indicates the importance we stress on this new industry, I will call it, new industry for our Province. The industry in fact is important across Canada, for example, last year, 1977, the value of tourism in Canada was \$9.2 billion. And the information I am passing on to the House is information supplied to me from the Federal Department of Tourism in the Federal Department of Industry Trade and Commerce. That is equal to 5.5 per cent of the gross national product of Canada. Not only is it a very important revenue source for the economy but also it is a very important employer. For example, last year across our Country 860,000 jobs were provided through the industry of tourism.

SOME HON. MEMBER:

dear, Hear!

MR. MORGAN:

That is twenty-one

MR. MORGAN: per cent more than 1971. I am giving these facts to indicate how fast growing the industry of tourism is becoming. Indeed it is becoming a fast growing industry and I am quite pleased that the Federal Government of Tourism, the Federal Government, is recognizing as well the fact that it is so important to our Province. I am indeed honoured to move into the portfolio at a time when the Federal Government for the first time ever is recognizing the importance of tourism to Newfoundland by means of recently signing a \$13.6 million agreement for this Province.

AN HON. MEMBER: Thanks to Mr. Jamieson.

MR. MORGAN: Mr. Jamieson was involved, and thanks indeed to Mr. Jamieson. I have no hesitation in saying that.

SOME HON. MEMBERS: Oh, Oh!

MR. CHAIRMAN: Order, please!

MR. MORGAN: I welcome - a very appropriate time to thank him. I did not know he was in the house.

MR. CHAIRMAN: The hon. minister has done what I was going to do in a way but I am sure hon. members of the Committee would like to meet and greet the Secretary of Foreign Affairs.

SOME HON. MEMBERS: Hear, Hear!

MR. CHAIRMAN: Hon. minister.

Mr. Chairman, I can assure you in giving these compliments to the federal minister I was not aware he was in the House of Assembly. But my words are sincere for him. He is a great great Newfoundlander who fights hard for Newfoundland in Ottawa and we all recognize that.

SOME HON. MEMBERS: Hear, Hear!

MR. MORGAN: Mr. Chairman, the fact is that now that we have the support of the Federal Government in recognizing the uniqueness of our Province, and I say unique because we do have unique things to offer in regards to tourism. We are unique even from the rest of the Atlantic Provinces. I refer to it now as a unique corner of the North America Continent and we are using our promotional material along the Eastern seaboard and across the country of Canada along these lines.

AN HON. MEMBER: programs. (inaudible)

April 7, 1976

Tape 722

DW - 3

MR. MORGAN:

I will not. That is a good reminder.

enough.

So now that we have the recognition and support of Ottawa we look forward, I do as the new minister, with great enthusiasm for this industry. We do have many things that need to be done for example and we are looking forward to getting these done by the help of the DREE agreement. For example, there are many attractions around our coast, around the rural areas of the Province, many historic attractions, many scenic attractions, many attractions that can be developed but have not been developed but should be developed. And now thanks to this funding from Ottawa we have the funds to go out and develop the attractions that will draw the tourists.

MR. MORGAN: off the Trans-Canada Highway, off the major network, down to the rural areas of the Province, the side roads and the byroads out to where there is something to offer tourists.

Of course we all know the tremendous hospitality Newfoundlanders are noted for. That is one trait in itself that is a big beneficial factor to us in promoting tourism. We can sincerely talk about the hospitality of Newfoundlanders and say it with good meaning across the country. It has been recognized and been promoted and we are going to continue to do that.

We are talking about developing, for example, things like historic villages. We have \$1.5 million to be spent this year in the community of Trinity on the Bonavista Peninsula, not in my district but nextdoor, and recognized by Ottawa, by the federal officials as a very historic background, an historic village, and there is going to be approximately \$1.5 million spent in that community to develop it as such, an historic village that would draw the tourists to that area.

We are talking about developing a fisheries lifestyle project whereby we will have - and the exact location has not been decided yet - but a project that will show the typical way of life of Newfoundlanders living in the outports like, for example, development of a fisherman's stage, and wharf, and his boat, and the boats he uses, small type boats. Attached to that we hope to have a restaurant and some kind of an outlet selling local Newfoundland crafts and products. Also, and important, selling Newfoundland meals, selling Newfoundland food products.

We have not emphasised enough the quality of our crafts and the quality of our foods we

MR. MORGAN: have to offer. I am a bit disappointed to find in my travels in this Province that we cannot find enough of the actual seafood products that we can produce and promote. We should do more of that. Fortunately, under this new agreement we have funds available whereby we will be able to train the personnel involved in servicing tourists, and this will involve as well, what we will call a taste of Newfoundland. We will be emphasising development of Newfoundland meals, Newfoundland dishes and have these to cater to the tourists.

So the development of attractions and the development of accommodations, I refer to these two points in the new agreement and under the programme coming up for the next number of years in the Department of Tourism.

Accommodation is something that is lacking. We do not have enough accommodations. Across Canada, for example, we have, and these are facts supplied me by the Federal Department of Tourism - we have 80,000 businesses employed in the tourist industry, in the private sector - 43,000 restaurants, 20,000 hotels, lodges and motels across the country.

In our Province, for example, we have 50 motels listed now with the Department of Tourism, 45 hotels, 21 inns and 43 hospitality homes. Over and above that a number of cabins. In the cabins sometimes we refer to what we call cabin beds, there could be two or three beds in a cabin to accommodate tourists. We have 1,100 cabin beds. So totalling up all the accommodations that we have we have approximately 6,700 spaces or bed accommodations for tourists throughout Province. It is a fair number but far from being adequate. There is a definite need to improve and develop accommodations in the rural areas of the Province

MR. MORGAN:

in particular.

In the urban centres like St. John's and Corner Brook we have a fair number of accommodations but that is not where we want to get the tourists. We want to get them in the urban centres, sure we do, but we get them now without too much trouble. We want to get them in the rural areas of the Province, off the main networks. And that is what we have to do to get them down there. We cannot draw them down, for example, to the Burin Peninsula or the hon. minister's area from Ottawa, we cannot draw them down there without having somewhere for them to go, number one, something to attract them, number two, and someplace to stay, number three. We have to get these things developed before we can go out in an all-out promotion of our attractions and the uniqueness we have to offer. There is not much point in myself going out in an all-out campaign promotion this year on tourism down in the Eastern States and down across some parts of the Western States, and even over to Europe, which we are talking about, until we get the tourism plant - I call it the tourism plant - developed. We have to get the accommodations developed in these areas before we can go out in an all-out campaign to bring the tourists in.

So these are the kind of things we are going to

MR. MORGAN: be doing. I will be able to answer questions on the DREE agreement and give the information in detail that I am able to give. As the hon. gentleman in the Opposition is aware, it is a joint federal/provincial programme and I do not want to play any politics with it, to take credit for it because it is a very important programme, but I will be able to give certain information that we have agreed upon as two governments, the Management Committee, etc., that is involved in that and what will be taking place this coming summer.

Looking at tourism, of course, I think it is a good move on the part of the Premier - and he is the only one who can choose the ministers for these portfolios - to follow suit with many provinces across the country where they have taken the minister from Transportation and put him into Tourism, because transportation is synonymous with tourism. And that has been done in Ontario; it has been done in the Western provinces, two of them; and it was done in New Brunswick - because transportation being so important to tourism, it is important to be aware of the problems we have in transportation and to be aware of the connections and transportation carriers, etc., to discuss with them the importance of improvements and the need for improvements.

Only recently I was indeed pleased with the two national carriers, one being a service transportation carrier and the other the air carrier, where they have now been getting involved for the first time in promoting and developing cheaper transportation. The fact that this year the country had a deficit in our travel of \$1.8 billion - \$875 million of that with the U.S.A., our neighbours to the South - shows that we have to promote more travel within our own country of Canada. To do that we need the support of the industry, and the industry, the major sector, is the transportation industry. So what we are doing as governments - federal/provincial - is talking to these carriers and getting them more involved in promoting tourism, promoting travel in our own country. Air Canada is involved in that quite heavily, but not to the extent we would like to see them involved. We were hoping to see

MR. MORGAN: Air Canada get involved in what we call ABCs, which is the Advanced Booking Charter tours, for our country. They got approval from MOT to do that across our country of Canada, but unfortunately they decided not to go ahead this year. However, they have established what they call 'nighthawk service', and that 'nighthawk service' enables, for example, people in Ontario who want to come to Newfoundland this year to be able to travel from Toronto to St. John's for the return fare of \$139. Now the 'nighthawk' is mainly, as I said, a night service, but a return fare from Central Canada to St. John's, Newfoundland for \$139 is a good, reasonable cost in transportation. And that is going to obviously -

AN HON. MEMBER: What time will they be leaving -
* (inaudible)

MR. MORGAN: Well, the times - I am not sure of the details - I know one leaves very early in the morning and the other one leaves late at night.

AN HON. MEMBER: - arrives early in the morning.

MR. MORGAN: I am sorry, it arrives early in the morning. And it is basically travel at night and it is called 'nighthawk service.' That is Air Canada. So that is a big help this year in bringing tourists to our Province.

The other one is, I am quite pleased with the regional carrier that we have in the Atlantic region - EPA. And Eastern Provincial Airways has gone and taken the lead in Advanced Booking Charter tours which has now been given approval by MOT, and that is a major boost in my view for the tourism of this Province. It means that not only from Toronto, but now from Montreal this coming summer they will be able to travel to Newfoundland - tourists and visitors - some of them being our own native Newfoundlanders working away from the Province for the last fifteen or twenty years, some of them, coming back home to visit, but they spend tourism dollars.

AN HON. MEMBER: Are you talking about inside Canada or outside of Canada?

MR. MORGAN:

This is within Canada.

AN HON. MEMBER:

(Inaudible)

MR. MORGAN:

Yes, ABC, it is within Canada.

And now this year a flight from Montreal this coming summer by EPA will cost - a return fare - \$99; and the fare St. John's/Toronto return - \$149. And these are regular hours of travel, daytime travel.

Now these two transportation carriers alone, I had meetings with them before they announced them and talked about the importance of getting the cost of transportation reduced.

And this is what I am saying of the importance of the industry connected with the tourism industry, in this case the transportation industry.

And now I have learned as of recent weeks that the Via Canada - Via Canada, of course, is responsible for rail passenger service across the country - they are looking at in our Province the

MR. MORGAN:

road cruiser, bus passenger service by CN, and they are going to get involved in packaged tours. So it means that once we get the co-operation of transportation carriers in reducing the cost of transportation, and everybody knows transportation cost is a major factor in regards to this industry, the tourism industry.

So it means that now we have the support and the enthusiasm through some extent, from the transportation industry, we can look forward to more tourists coming into our Province. I have also been assured in meetings with the CN Marine that this coming Summer on the Gulf, and I would like to mention that the Gulf ferry service is one of the most important transportation services in connection with tourism, I have been assured by the Operations Manager for the Atlantic region and CN Marine, Mr. Tingley, that there will be at least five boats operating this Summer, five boats operating across the Gulf, two into Argentina and three into Port aux Basques from North Sydney. So if we can maintain that level of service throughout the Summer, I am a bit concerned, as I mentioned yesterday, over the Labrador portion of our Province and I am sure my colleague from Labrador will speak on this matter, from Naskaupi area. Yesterday an announcement was made by CN Marine to the effect that they were not sure of the date that the Sir Robert Bond vessel could be modified to go on that route this Summer, and it could very well have to take one of the boats off the Gulf.

Now with all due respect to the Labrador service, I will not be satisfied with taking any reduction in the Gulf service this Summer. The Gulf service is the important service of this Province in general and I agree also that the Labrador service is important. But I do not want to see any reduction of the level of service on the Gulf and in fact I will not tolerate it without many meetings and discussions with the officials and the federal government. But I am hoping that the guarantee made to me will stand. There will be five vessels on the Gulf

MR. MORGAN: and I am hoping as well that the Sir Robert Bond modifications can be carried out in time to get that service on, but I am very doubtful in connection with that.

Looking at the other aspects, I would like to inform, by the way, the Hon. House of Assembly, and members and the media that this coming Sunday, April 22nd., at 9:30 across national TV broadcast across the country, on the CBC network at 9:30 there will be a movie, a programme called, "Voices From The Sea," and it is all about Newfoundland and the roots of the Newfoundland people, where they came from, and how they settled and where they settled, etc., in our Province. It is a very interesting film. I would ask you all to view it and maybe you can give us your opinions, and I am talking about the Department of Tourism, give us - we intend to use that film if we feel it is beneficial to us, in many areas of the States and in fact maybe in Europe at a later date. It is a very interesting film so I would ask you to view that film, "Voices From The Sea," on Sunday evening at 9:30.

Recognizing again now that we have the governments concerned about tourism and promoting tourism, recognizing the importance of the industry, I feel as the minister as well it is important for me to involve industry more and more, and over the past three weeks I have met with the Hotel/Motel Association people throughout the Province, I have met with the Restaurant and Food Services Association people throughout the Province, and I have met with the Lounge Owners and Operators Association of Newfoundland and Labrador as well. All of these groups are out there but they are involved in tourism, and they are directly involved. So my profile will be over the next number of months, to work in co-ordination with the industry and not go off in our own direction without consultation with the industry because they are the ones directly involved. Tourism, in my view, is everybody's business and we want everybody who is involved in the business to work in co-ordination. So I will making an emphasis over the next number of weeks as I carry on in getting the new programme brought into effect in our Province.

MR. MORGAN:

Now rather than carry on any further -

I will say one point, by the way, that it is not an ill wind that blows someone some good. And the reduction of the Canadian dollar, the devaluation of the Canadian dollar in my view is benefitting tourism for our country. It is going to help the emphasis being placed by the governments to stay within Canada, travel within Canada, see your own country and fortunately it is going to boost the tourism industry. It is going to have more Canadians travel more in their own country rather than travel abroad. And the facts and figures show now that Canadians are the most travelled people in the world. They travel everywhere except within their own Country. Now I know we are going to have problems in keeping people back here in the Wintertime when they can travel South at very low transportation costs and sit and lie in the sun for about two or three weeks

Mr. Morgan: but in the warm seasons or in the Spring, Summer, and Fall seasons at least we get, the dollar is helping to keep Canadian in our own country.

AN HON. MEMBER: CBC said this morning -

MR. CHAIRMAN: Order, please!

I have to inform the hon. minister his time has elapsed at this stage.

MR. MORGAN: Okay, Mr. Chairman, so I will be looking forward to the views from the Opposition.

MR. CHAIRMAN: The hon. member for Fogo.

CAPT. E. WINSOR: Mr. Chairman, I certainly agree and I am very much interested in the minister's enthusiasm about the tourist industry. I would prefer, Mr. Chairman, and I do not know if the Committee will agree to this, I would much prefer rather than getting into each member making twenty minute speeches, I would much prefer myself getting into the estimates item by item. Because yesterday, Sir, we put through \$83 millions in the Ministry of Transportation and Communications, and very little information came out of that five hour period. Now that is no reflection on the minister. I am not blaming the minister. I am blaming, you know, ourselves. But very little information came from that department, and consequently, of course, now we have to go and either ask the minister during the Question Period questions that we should have sought for and obtained during his piloting of the estimates through the House of Assembly.

SOME HON. MEMBERS: Hear, hear!

CAPT. E. WINSOR: And this is what I would hope that we can do with Tourism, and perhaps other departments as well.

Having said that, Mr. Chairman, if I were a member of the present administration, and the Premier of that administration had appointed me to the Portfolio of Tourism, I certainly would not take that appointment as anything less than any other department of government -

SOME HON. MEMBERS: Hear, hear!

CAPT. E. WINSOR: - at this particular time. I certainly would not belittle that appointment. Because, Sir, I feel as Minister of

Capt. E. Winsor: Tourism I would be given one of the greatest challenges of this Province today, and certainly a challenge whereby one would have the opportunity to promote and develop the tourist industry which in fact I suppose should be among the top in money and in jobs, among the top contributors to the economy of this Province today. But it would have to be developed. And as the minister said there are so many problems, so many, many problems which we have to deal with, so many programmes which have to be developed because the tourists, let us face it, they are not just coming to Newfoundland to sit around and drive over gravel roads, driving all day with very limited accommodation, and as the minister pointed out they come to Newfoundland for the uniqueness of what we have to offer in Newfoundland, and it is unlimited. They will not come, Mr. Chairman, the tourists will not come to Newfoundland because we take it for granted we have an unlimited natural resource, an attraction. So that attraction must be developed to the point where we are going to encourage tourism to come.

Now there is one point I would like to make which I have not been able to pinpoint any heading in the estimates for, and that is attractions. It is a known fact that the greatest attraction now in the Terra Nova Park is that tour on the old Xipawo. That seems to be attracting -

MR. NEARY: Is she still afloat?

CAPT. E. WINSOR: She is still afloat and doing good. That tour on that boat and apparently is attracting more visitors who are visiting the park, and this is the sort of thing and we need an awful lot more of that type of boat. At the National Park I would say there is room perhaps for another boat, and there is need for, or at least the need could be there, if properly organized.

CAPT. WINSOR: and one for Port Blandford, the Clarenville area, up there in the Northwest arm--

MR. WHITE: Notre Dame Bay.

CAPT. WINSOR: I am coming to - Lewisporte, Bay of Exploits, Botwood and there are numerous places where if you had what you would term as a cruise boat or tour boat, I suppose, to take passengers or take tourists around the bays. The scenery around many of our bays, Mr. Chairman, is just unbelievable. Tourists who are driving all day do not want to sit around and watch the sunset and a few people going fishing and swimming and going up to the dump and have a look at the few bears that come out there, etc. etc. perhaps they will see a few moose. There is room for a number of those small tour boats all around our Province. The beautiful Humber Arm, the Donna Bay area. But, Mr. Chairman, the cost involved makes it almost prohibitive. I have discussed this matter with the Minister of Finance. To get a boat or get a number of boats would cost a tremendous amount of money, because if you get the type of boat, 100 foot boat with the proper accommodation, not overnight accommodation but just seating accommodation - we all have seen them with a Flexiglas side where you can sit in the boat comfortable and just glance out the side of the boat or the glass windows and observe -

AN HON MEMBER: How about one like -

CAPT. WINSOR: No, she is no good - and observe the scenery. But, Mr. Speaker, I would suggest that perhaps the Minister of Transportation would probably consider the fact of giving a low interest loan to any promoter who might want to go into that business. There are a lot of them. At least three people have mentioned the fact to me within the last month. This is the sort of thing they have in mind since the federal government is now making a great contribution of \$13 million to the tourist industry. People are beginning to come alive and they say, "What can I get into to promote the industry"

CAPT. WINSOR: and of course make a dollar. Then there is another stumbling block in that, Mr. Chairman. As we know and as we have seen by the contracts that have gone out for the construction of longliners, it is unbelievable what one of those small liners would cost to build today- not equip, but to build. The contracts which have gone out to our shipyards, one quarter of a million for a fifty-eight or sixty foot boat- and higher. This is a pretty high cost and by the time you get the machinery installed in that boat it is a pretty costly boat. This is the same thing as with the other boats, with the CSI regulations shipping is very, very costly today. And I would ask the Minister of Finance to think very seriously about abolishing that old reference or the act, that part of the clause of the act of the SSA tax which applies to those small boats. Because if a person is going to have to spend - and many of those boats cannot be built in Newfoundland. They are either built of fibreglass or aluminum and they are very costly and they cannot be constructed in this Province the type of boat that I have in mind and I think the type of boat which would be most suitable for those tourists. I would ask the minister take very seriously the fact of repealing that part of the sales tax relating to small boats.

MR. HICKMAN: 300 tons and under.

CAPT. WINSOR: 300 tons and under. As the act applies now all fishing vessels are exempt from that tax. But a coaster or a ferry or a tug or those tour boats that I have in mind, they are all eligible if they are not over 300 tons. But John Jones can bring in a boat 290 tons and have to pay the SSA tax but if Bill Brown brings in one just 300 tons he is exempt. This is a very unfair and discriminatory act and I sincerely hope that the minister will - if we are going to promote the tourist industry let us go all the way and let us provide the attraction. One of the attractions will be a tour around the beautiful bays that we have and inlets. Now we can go to Labrador, and I am sure the hon. member

CAPTAIN MENSOR:

for Naskaupi (Mr. Goudie) will agree. You know, I do not think you see Labrador at all until you go North of Goose Bay.

The best scenery in Labrador is going up through the fiords there, and up in Voisey Bay, and it is breath-taking, you know, what we can do to attract tourists. But of course we have to get the tourists in there, this is the problem. This is the problem. And I would strongly urge the Minister of Finance, and the Minister of Tourism if he is going to go all out to develop the tourist industry as it should be, then these are the things he has to bear in mind.

Accommodations we all know, we have all experienced the type of accommodation, aside from the Trans-Canada Highway it is limited. And our sea foods, it is almost unobtainable outside of the big hotels. And it is almost too expensive there to buy.

So, Mr. Chairman, I have not expired the twenty minutes but if I carry on for twenty minutes then that is probably going to encourage everyone else to do so. And I would like to get into the readings where we can deal with each heading separately. I feel that we can get more out of the estimates by doing item by item. And of course it gives the members on the opposite side a chance. I see the member for Bonavista North (Mr. G. Cross) there, now he has a problem down there. He has one of the nicest attractions in Bonavista North, you know, Greenspond, for instance. People would like to go out to Greenspond, but the whole Bonavista Bay area, Bonavista North, the Loop Road, and the Gender Bay. I think of, you know, many, many people who would like to take a tour but -

MR. MORGAN: Greenspond is in that film by the way.

CAPTAIN MENSOR: Unfortunately if they put that ferry in that film that will dampen -

MR. MORGAN: No. No.

CAPTAIN WINSOR: Well I hope not because here is another case, Mr. Chairman, where we have a ferry that is not adequate for the job. But the previous operators, Beothic Fisheries, could not obtain sufficient subsidy to be able to improve on that boat.

MR. MORGAN: Would you yield for a question?

CAPTAIN WINSOR: I yield for a question from the hon. minister.

MR. MORGAN: Talking about Greenspond, on my visit to Greenspond last year I put forward the same thing to them; do you think that if a causeway was built to that island community, a beautiful community, it would take away from the uniqueness it now has - if we built a causeway, replaced the ferry - or would you think rather a ferry to continue on back and forth to service the island?

CAPTAIN WINSOR: Well, you are thinking of a causeway from Shamblers Cove across to Greenspond. Well, the people of Greenspond one time came out with guns to fire at us. The Greenspond Tickle was frozen over, and that was the means of the Greenspond people getting firewood from the Mainland and we went down through there in our boat, in the Spring, as a matter of fact we were taking the sealers back home, and we broke the Channel, we went down through and we broke their highway and they were not very well pleased at that particular time. They threatened us. But it was late in the Spring and I felt that they had most of their firewood out anyway. But getting back to the causeway, you have to weigh the two. You know, any place, and this applies to Fogo Island, any place where you can drive without having to go on a boat is much more better than being transported by boat unless you have a real classy boat. You know, the distance is sufficient to be able to have an hour or two of relaxation. The run from Greenspond to Valleyfield is only twenty minutes or so but here is where we have - if you had a proper ferry there, the causeway is going to cost a lot of money but in the meantime it is going to take several years to provide that causeway.

CAPTAIN WINSOR: But I am sure, and I am sure the member for Bonavista North (Mr. C. Cross) will agree, there are companies who are concerned and anxious to provide a boat for that service, but they cannot do it with the present subsidy, Nor will they be able to get one in Newfoundland. They are going to have to build one to take cargo.

CAPT. WINSOR: That ferry only takes passengers it does not take cars. I do not know if there is a road on Greenspond Island to drive a car on anyway, but nevertheless, that is a side attraction.

Mr. Chairman, I will take my seat. I have probably gone just about my time anyway.

MR. NOLAN: You have.

CAPT. WINSOR: I am sorry about that.

MR. WHITE: Mr. Chairman.

MR. CHAIRMAN: I thought the hon. member for Fogo was finished and I did recognize the hon. member for Port au Port. I will recognize the hon. member for Port au Port.

MR. HODDER: Mr. Chairman, I just want to make a few short comments. I will be very quick. I realize that the member for Lewisport has to catch a plane.

I wanted to ask a few questions of the minister about the DREE agreement which was signed with the Province. Now I understand there is an aspect to that agreement which concerns the whole Province, such as food services and hospitality services. I also understand that there are some areas which have been sort of specified as areas which are to get special treatment; I believe they are the Northern Peninsula, the Bonavista Peninsula and the Burin Peninsula. I am also aware that there is a planning committee and some changes might be made on that. But I wanted to talk a few minutes about the Bay St. George area of the Province.

The unemployment in that particular area as we all know is very high at the present time, and that is no reason to bring in tourists but it is a reason to look at that area to see what can be

MR. HODDER: done to combat this unemployment problem.

Now one of the advantages for Bay St. George to be looked at as a tourist development area is that for one thing it is at the gateway to Newfoundland. If we look at the whole area there is Sandy Point. The Sandy Point Heritage Committee has submitted some very good recommendations to make Sandy Point a heritage village. Now I do not want to get into saying Sandy Point should be heritage village rather than Trinity or anything like that, but it is one of the oldest communities on the Island. It was the main community on the West coast a hundred years ago, it has a tremendous history, it has many of the artifacts and buildings and things of that nature still left there. It is a most interesting place which I am sure the minister is aware of, and so was the former minister.

I feel that that area should be looked at in terms of development. As well, Stephenville, the central part of that particular area, has tremendous accommodations and there is one particular building there, once belonged to Javelin, which is well suited to turning into a convention centre or a hotel. There are hotels in the area.

The Port au Port area is one of the most scenic areas of this Province. I might point out something about the Port au Port area; the Quebec government has placed Port au Port on their tourist brochures and this year will be promoting trips to Port au Port, and that is because it is the only remaining area in the Province which is French. There is an area there, Red Island, which the French once owned and was a major fishing station.

The area certainly has great tourist potential and I think this potential of Quebec

MR. HODDER: people coming to Port au Port is one that we can well play upon because interest is being shown more and more all the time. Their French Association is there, they have advisors who come down from Quebec occassionally, and they have shown that they are very interested in this area. I think we can get an awful lot of dollars from Quebec, from people coming down to visit the true French areas of Newfoundland.

MR. HICKMAN: You see a lot of strange plates on the cars but you never see them from Quebec on the Burin Peninsula.

MR. HODDER: No? Well, they are coming down our way.

MR. WHITE: They go through St. Lawrence.

MR. HICKMAN: No, you see them from Ontario and Manitoba and British Columbia and Nova Scotia all going down to the Burin Peninsula, but I guess it is because they do not like the temperate attitude that is so prevalent in Grand Bank and Fortune. But whatever the reason is, they do not seem to do it.

MR. DOODY: Count your blessings.

MR. HODDER: I believe one of the universities in Quebec has a French Summer School -

MR. HICKMAN: The University of Toronto.

MR. HODDER: The University of Toronto, that is right.

Mr. Chairman, I would just like to say a couple of other things quickly. One is that I believe the minister is responsible for the caribou herd on the Port au Port Peninsula. I want to raise that question.

Mr. Hodder: The herd is down to thirty-four animals at the present time. The people of the area are very, very concerned about it. Now last year I raised this question in the House with the former Minister of Tourism, he said at that time if the people did not want the caribou then let them go. Well if we took that attitude about all of the game in this Province we would not have any regulation whatsoever. That herd, as I said, is of great concern to the people of the area, and I have had volunteers come to me to say, Look we will police that herd if we can get a bit of money for gas, you know, \$50 or something so that we can be paid for our expenses just to police that herd. I would like to talk to the minister about that at another time because if they belong to the Militia, the Ranger Force of the Canadian Militia, two fellows came to me with that proposal. I am getting an awful lot of flak on it. I fear that the herd may be wiped out. And, Mr. Chairman, it is not the people of the area who are killing those animals, it is one of two, It is the same thing as if - you know, the only surveillance out there is helicopter surveillance. There is no way really for anybody to police the herd unless residents of the area do it, and there are people who are very concerned, and I stress again that they are willing to take upon themselves, and they are very responsible individuals.

MR. MORGAN: You say the herd is down to thirty-four.?

MR. HODDER: It is either thirty-four or thirty-seven left the last word I heard.

And the last point I want to make, Mr. Chairman, was that just talking about the private parks throughout this Province, I think that we should be trying to develop those private parks and at the present time they are in competition with the provincial parks. And one of the regulations that governs the private parks is that they cannot put signs along the road letting - now maybe this is changed, I do not know, but it was not last year - they cannot put signs along the road to warn people that there is a private park coming up, and there are so many units, and whatever. These are businesses. There are several in Western Newfoundland. And the only sign they can put up is right immediately in front of the area.

Mr. Hodder: When you travel the Mainland you can see signs all the way along, you know, with ten miles to such and such a park, hook-ups, water and all that sort of thing. We do not have that in this Province, and I think that a lot of people are missing the boat. A lot of these owners are missing tourists. And I think that we should change this rule even though I know it means that we are cluttering up the Trans-Canada Highway.

That is all I have to say, Mr. Chairman.

AN HON. MEMBER: Mr. Chairman.

MR. CHAIRMAN (MR. YOUNG): Order, please! I will recognize the hon. member for Lewisporte, but before I do I would ask the Committee do not blame me later on for setting a precedent, but I understand the hon. member has to catch a flight.

The hon. member for Lewisporte.

MR. F. WHITE: Mr. Chairman, I do have to catch a flight, and I do have a couple of things to say, and one of the things that I want to mention right off the start, if the minister takes action on this will probably do more for tourism in Newfoundland this Summer than anything else I can think of. During the past eight months, Mr. Chairman, I have had the opportunity of driving to the Mainland and driving back from the Mainland on two occasions, and the most recent occasion was during the Easter break. I drove up to Montreal and back down again. Now I want to tell the minister that from Montreal to Port aux Basques there is only one sign all along the Trans-Canada Highway indicating there is a ferry to take you to Newfoundland, and that one sign is twelve miles from North Sydney. That is the only sign on the entire Trans-Canada Highway right across this Country as far as Toronto that indicates there is a ferry to Newfoundland.

Now you will notice if you are coming out of Montreal on the auto route, the 20 East Road, that as soon as you get into New Brunswick there is a huge sign over the highway that says, PEI ferry so many miles, and then you go down another fifty or sixty miles and you will see another big sign right across the highway, PEI ferry so many more miles, and the same going up. Now there is no sign anywhere to indicate that there is a ferry going to Newfoundland,

Mr. White: nothing whatsoever, Mr. Chairman, except one small sign on the side of the road that says Newfoundland ferry twelve miles, and that is the only thing there.

I would say to the minister to get together with his colleagues in New Brunswick, Quebec and Nova Scotia and Prince Edward Island and get some signs up, equal to those that PEI have up on the highways across the country, indicating that there is a ferry coming to Newfoundland. I wanted to mention that, Mr. Chairman, because it has concerned me very, very much every time I have gone to the Mainland by car, and I am sure there are people who drive down through the Maritimes that if they were reminded that Newfoundland is over there, the ferry is so many miles away, that I am sure they would try to get on it.

MR. WHITE:

Mr. Chairman, the visual aspect of advertising and of the media is very important today, probably the most important thing we have going for us in the world in terms of the electronic media and also in terms of the print media - the visual aspects of advertising. That is why I relate this to signs. And the same thing applies to signs in this Province. I think the government's policy with respect to signs along the Trans-Canada Highway is a total mish-mash. It is a hogwash policy in my opinion, Mr. Chairman. No signs are permitted up along the Trans-Canada Highway - you drive from Port aux Basques to Central Newfoundland or right to St. John's and there are no signs telling you where you can go to find Newfoundland hospitality; there are no signs to tell you where you can go to see Newfoundland tourist attractions; there are no signs indicating that there are motels or hotels anywhere off the Trans-Canada Highway, and consequently, in Newfoundland you have a predominantly Trans-Canada Highway tourist. That is about the only thing you have, a Trans-Canada Highway tourist, because he does not know that within a few miles of the Trans-Canada Highway is some of the most beautiful scenery in this Province and some of the nicest communities and villages that they could be visiting.

And this is something that I think the government should change. Nova Scotia, Prince Edward Island and New Brunswick have no such policy. All down through the Maritimes there are signs indicating this and signs indicating that, but in Newfoundland, absolutely nothing, and if somebody puts a sign up that you can see from the Trans-Canada Highway, instantly there is somebody in to tear it down.

I had the occasion once to be with the Minister of Tourism, the present minister, in a car, and we were driving along the highway down in my own district. And there is a guy down there who has a poodle kennel. I am only bring this point up - it has nothing to do with tourism - but he has a poodle kennel and he

MR. WHITE: has a little sign out on the road which says, you know, it is a poodle kennel and come on in. And the minister then who was the Minister of Transportation and Communications, said to the official that was with him, ' We have to get that sign down out of it.' Now I think that is the totally wrong attitude to have with respect to signs along the Trans-Canada Highway. Everywhere you go in every state in the United States where tourism is really being promoted, and every province in Canada where tourism is being promoted, there are a lot of signs along the highway indicating - now I am not saying that anybody can just paint an old sign and stick it up on the highway. I would say there should be regulations with respect to the kinds of signs that can be put up, but I do not think it should be restricted only to government signs, which is essentially the policy today, that no signs can be put up on the Trans-Canada Highway other than those that are put up by the government itself or by the Department of T. and C.

So, Mr. Speaker, I would urge the minister to do something about that, because it is a very, very important matter.

I also want to mention briefly the advertising policy of the government. I think it is antiquated, I think it is 1950s and not 1970s - 1980s style. Mr. Chairman, we can remain unique in this Province, we can maintain our heritage in this Province, but that does not mean that we cannot adopt the American way of doing things in terms of promotion and advertising. I do not see any ads -

MR. MORGAN: lots of them in magazines (inaudible).

MR. WHITE: Yes. I do not see any ads, Mr. Chairman, on the national CTV network advertising Newfoundland; I do not see any ads on the national CBC network advertising Newfoundland. I think that would be a first step. The minister has \$1 million to work with in terms of advertising - \$1 million in this Budget for advertising in various places - and I would say to him that he should try to develop a slick

MR. WHITE: American advertising kind of approach and not the kind of dull approach that we have seen in recent years with respect to advertising in this Province. We should have a slick approach, Mr. Chairman, with respect to advertising, because we can maintain our uniqueness, as I said, and at the same time adopt the American way of doing things in terms of advertising.

There is only one other thing I want to mention. I want the minister to make sure that he does maintain an emphasis with respect to the Northern ferry service. Now, Mr. Chairman, let me give you one example of the kinds of things that Americans find when they come to Newfoundland and try to see some of the things they want to see. I got off a flight in Gander one time last July and I did not have a ride to Lewisporte. Usually I just go out and I catch a ride going out with somebody to Grand Falls and I did not have a ride to Lewisporte. So I went over to the EPA counter and I said, 'Anybody around going to Lewisporte?' And when I said that, there were two people who were sitting down on one of the chairs and when they heard the word 'Lewisporte' this gentleman jumped up and came over and he introduced himself. He was a Doctor from Harvard University in Boston, and with him was his girlfriend, who is a psychologist at the same university,

MR. F. WHITE:

and they wanted to get to Nain, Labrador. They could not find in Boston and the Eastern seaboard the route that they took up to Newfoundland. They could not find anything that showed them how to get to Labrador, not a single thing. They had one little piece of material that they had taken out of some encyclopedia with an Inuit photograph in it and that was the only thing to indicate Labrador. But because this particular gentleman was interested in anthropology and other things he wanted to visit Nain. So he came out to Lewisporte with me, they stayed at my house for three or four days because the ferry was late, and finally-it was just after the Carson sunk so they could not get down-we made arrangements for them to go up on one of the smaller vessels up to Goose Bay and I gave them a letter of introduction to the member for Eagle River who was living in Nain and they went up there. Now since that I have had numerous letters from this particular individual in Boston. He was delighted with the trip. They are coming back again this summer and they are going to bring a whole crew with them, a whole whack of guys with them. They are going to come up and they are going to spend about a month in Newfoundland this year only because I took some interest in the individual, showed him what he was in for because by the time he got to Gander Airport and did not even know how to get to Lewisporte he was lost and they were thinking about turning back and going somewhere else to spend their vacation. So I would say to the minister that it is very important to keep an eye on this Northern Ferry Service. It is one of the major things that can attract tourists to this Province. Labrador is talked about in tourist circles around the United States more so than Newfoundland. Labrador is talked about because a lot of new publications are coming out on Labrador, a lot of university publications are coming out of Labrador, there are a lot of anthropology studies that are being done on Labrador and generally throughout the North American Continent Labrador is being emphasized. And I would say that this Northern Ferry Service can be of major importance to the tourist

MR. F. WHITE: industry in this Province. I know it is also important in terms of the food stuffs going up to Labrador and etc. but in terms of the tourist potential -

AN HON. MEMBER: People in Labrador travel.

MR. F. WHITE: Yes, use for people in Labrador travel. I realize that. But we are talking about tourism now and I just want to emphasize that that is very important in terms of tourism. And while I am on that subject, Mr. Chairman, I am sure the minister - I do not know if he has looked into a proposal that has come from my district yet with respect to trips up to Labrador. I do not want to mention too much about that but I want to emphasize that I hope the minister does look seriously at that particular proposal that has been made to him for some tourist activity along the coast of Labrador.

And one other thing that I want to mention, Mr. Chairman, The minister last year when he was the Minister of Transportation and Communications made a commitment to me in the House during his estimates that he was going to put a sign on the Trans-Canada Highway, both sides of Notre Dame Junction, indicating that the Northern Ferry Service did in fact go out of Lewisporte, and to this day the signs have never been posted and I would say to the minister that it is very important for the signs to be posted as quickly as possible. We have had cars come into Lewisporte, transport trucks come into Lewisporte after passing by the Junction, going on into Gander and finally getting into Gander and realizing they had passed by the Junction turn off to come out to Lewisporte. It happens all the time. There are about 150 transports that come into Lewisporte everyday and half the time if it is their first trip down they pass by and they miss out on it. Those are the few points I wanted to mention, Mr. Chairman.

MR. CHAIRMAN: The hon. minister for Bonavista North.

MR. G. CROSS: Mr. Chairman, as I rise to speak let me first congratulate the hon. member for Lewisporte for certainly the important and interesting facts that he put forth. I am sure when the minister replies that will be his job. But as I rise to speak today in the debate on the estimates for the Department of Tourism,

MR. G. CROSS: certainly I have no intention of being negative, no intention of looking too far back in the past, no intention of issuing statements of ridicule and blame. but for a moment or two I would like to return as low as in history as 1975, the year that I became -

MR. P. CANNING: (Inaudible)

MR. G. CROSS: (Inaudible)

MR. CHAIRMAN: Order, please!

MR. G. CROSS: Oh, you want me to turn on the volume then, the hon. member for Burin - Placentia West.

Yes. As I stated as I rise to speak, I have no intention of being negative.

MR. CROSS: no intention of looking to the past, not too far back in the past, no intentions of issuing statements of ridicule or blame, but I would like to look back as far as 1975; that was the year that I got involved and my first year in the House of Assembly. And if we look at the dollars spent in tourism since 1975 this is certainly what we see: In 1975 the dollars to the nearest millions that was allocated to the Department of Tourism was \$13 million. In 1976 the increase was by \$3 million, to \$16 million, in 1977 the amount remains stable to \$16 million and this year in 1978, certainly in listening to the minister we see that the amount has gone to \$25 million. So if we look at the total for '75, '76, '77, we see that a total of \$45 million was spent. In this present year, \$25 million in one year. So I think all hon. members will agree with me that it is a substantial increase. And I can only stress the fact that I am glad to see this happening because I do, like many members who have spoken before, and maybe like all of us, I have a belief that our resources must be developed and certainly I have a belief that our tourist potential is a great asset to us and certainly it is a wise move to put more dollars into tourism regardless of where the dollars come from.

I may say sometimes I feel that when we talk of dollars being spent we stress the point, when we hear of dollars coming from Ottawa, we say in our attitudes, I think, that why. I think we have to remember that the dollars we get I think we deserve, and the dollars we get we make a contribution to Canada in order to get them, whether it is in history, culture or whether it is in plain dollars and cents.

Certainly we have much to offer in Newfoundland. There is much to be offered to the tourists in the district that I represent, the district of Bonavista North. And certainly through the years, the past three years, with the great improvement in transportation that is coming about due to paved roads, I think what we have to offer will be more accessible to the people of the district

MR. CROSS: and therefore we have to advertise ourselves.

Certainly we have some of the best trout streams and salmon rivers to be found anywhere in Newfoundland. Certainly we do have big game, moose. We have the small game, birds of different species and rabbits. And certainly I believe that we have to be careful. I believe that we have to have laws and regulations to protect our wildlife to ensure that there is something left for future generations. It is very important. And certainly laws that are made and that are not kept are useless. It is the laws that are enforced that makes the difference.

I have a feeling and I believe that there is a need for more wildlife officers to see that wildlife regulations are adhered to and enforced. I think at the moment the facts state that we have thirty-nine wildlife officers in this Province. Wildlife districts are too large. In the district of Bonavista North really there is one so perhaps we are a tiny bit better off than some other areas.

AN HON. MEMBER: How many in Bonavista North?

MR. CROSS: One for big game regulations and so on.

MR. CROSS: Certainly in the district that I represent, like in many other areas of Newfoundland, there is a need for more parks and camp sites and picnic sites. We have one provincial park in the upper end of the district, and on the border of the district in the North certainly the park, Windmill Bight, where I think there is need for expansion although it is not in Bonavista North, it serves the people of Bonavista North and the people of Newfoundland and it is certainly filled to capacity on many, many occasions.

So we have things that can attract. There is a need for more parks and camp sites. There is one good, I think, and ideal location in the district that I represent and that is in Indian Bay, a great good location for a park could be established and I am sure would contribute to the economy of that area. There is a good salmon river on site there and certainly there are many ponds and streams that are an angler's delight and I think people know that many times the prize fish has been taken from the waters of Indian Bay in contests. Certainly people from St. John's have gone to fish in the waters and elsewhere in Newfoundland, and brought back good catches and big fish. Certainly there is a need for regulations too. I think there is very great need for conservation, conservation by government. But I think there is need for an education into conservation, an education of our people. Whether this fact is true or not it is a statement that I have heard quite often, Very often we as Newfoundlanders are a tiny bit destructive. Not everyone, but it seems to be in our nature.

Certainly there is a need for tourist chalets. On the old Loop Road there is not one as yet but we look to the future with hope that this can come about.

The hon. member for Fogo (Captain Winsor) spoke of Greenspond. Certainly many people for the size of the community travel to and from Greenspond. The population of Greenspond at this point in time is 382 people. And last year that little community, in two months alone, catered to 1,500 people. Whether they were people from the Mainland, people

MR. CROSS: from elsewhere in Newfoundland, or people who formerly belonged to Greenspond or who were going home for holidays, that is a great number of people.

These were the people who travelled on the ferry, may I say, The little boats that we cannot count and the motor boats that took people back and forth, that is not a true estimation. Certainly there is need for an improved ferry service.

The hon. minister spoke of the historic community of Trinity, and that there will be \$1.5 million spent this year to improve that community. Certainly Greenspond is an historic community as well that has a great tradition with the past.

MR. W. CARTER: It used to be the capital of Bonavista North.

MR. CROSS: The capital of Bonavista North, yes. The first time that I cleared as a boy to fish on the Labrador, I had to go to Greenspond to the customs office and sign on, as the saying was. It was the capital of the North. And in some respects as far as heritage and traditions are concerned now it is still the capital of the North.

MR. NEARY: South West Coast.

MR. CROSS: I do not mind speaking the truth, how I feel. I think honesty, sometimes, is the best policy. I have a great regard for Badger's Quay, it is my hometown. I have a great regard for all of the district. But naturally you have got to have - my roots are there and you cannot have the greater patriotism without having the lesser patriotism. It begins at home.

CAPTAIN WINSOR: How about Wesleyville?

MR. CROSS: Yes, Wesleyville too, because it is so close.

CAPTAIN WINSOR: Great people came from there.

MR. CROSS: Great people, Sir. I will get to that in just a moment, before I sit down. Certainly we do, not only in Greenspond

MR. CROSSL: but in Newfoundland, in Bonavista North in particular and in Newfoundland in general we do have a fascinating history and a great heritage. And I think certainly communities in the district that I represent have made great contributions to history and to our heritage. Certainly there are significant historical buildings and there are great names in our heritage. I think of our Labrador fishery to a point that the floater and her sails all drawn as she sails to shore, that is gone and many great skippers, certainly many famous names, and I do not think in reading those names I will be leaving some of the other communities out. Certainly the great sealing captains from the district, the Carters, the Blandfords, the Knees, the Winsors, the Barbour's the Keans, these are the men who brought the seals. The man himself who brought the million seals was born on Flowers Island in Bonavista North. Certainly all of these people have contributed much to the history and the heritage of Newfoundland. They have left us certainly a very colourful past.

In closing I believe that down the road our Province has a bright future. I believe that tourism will play the part to help us develop our economy so that we can live in a Province that we love. Thank you.

SOME HON. MEMBERS: Hear, hear!

MR. CHAIRMAN: Hon. member for St. John's South.

DR. COLLINS: Mr. Chairman, I just want to put a few questions very briefly to the hon. minister and they really come under the subheads but I would not have an opportunity to do that without creating a rather peculiar situation, so I take this opportunity of doing so. In looking at the estimates for the department, particularly under historic sites, it seems to me it was very little in capital expenditure and I particularly notice that there is really not very much from the federal authorities. I would like to ask the minister how much interest do the federal

DR COLLINS: authorities have in funding the development of historic sites in the Province? I do not need to tell this Committee the history of the Province and how noteworthy it is and especially from a tourist point of view. We have everything from the Vikings to the early discoverers to the French-English wars to the Portuguese and the Spanish fishing fleets and so on and so forth. It would seem to me that if other provinces can attract federal funds we certainly should get our share and I just wonder if we are getting our share and how much effort has been put into getting a share from the federal people? In my own district I certainly would be most interested in seeing historic sites developed. I have in my district Fort Amherst which was involved in the French-English wars, it was involved in the First World War and it was involved in the Second World War. This is right at the entrance of the harbour, a most striking sight on that basis alone and it would seem to me that this would perform a great service to the tourist attraction of the city if that area was developed. And I would think it should largely be developed through federal funds.

The next point was that the minister mentioned the Robert Bond, the development of the Robert Bond for the Northern run. I wonder if he could give us some more information on that? This is a major undertaking and what it amounts to really is building a hotel on a ship, and I would think that if that is going to be done and is going to be done for the services in our province if at all possible it certainly should be done in the province. Now whether that is - The time constraints was one of the difficulties here and we may not have had the facilities to do it within the time frame that was originally set down. I understand that that time frame now may be a bit more flexible and if that is so we certainly should make great efforts to have this major construction undertaking come to this province.

Thank you very much, Mr. Chairman.

MR. CHAIRMAN: The hon. member for Burin-Placentia West.

MR. CANNING: Mr. Chairman, I am going to make a few remarks. I will be brief because I realize that time is running out for the passing of this, according to the time allotted the House.

Mr. Chairman, most of the previous speakers covered our attractions, what we have, what we can develop and so on. I will mention a few of them. The facts we all know. We have the scenery, we have rugged scenery. The historical area, we are the oldest part of North America. We have a friendly people and tourist attractions, I would say, equal to anything in Canada, the rest of our country. We have a lot of things unique to Canada in Newfoundland.

MR. MORGAN: Mr. Chairman, I cannot hear what is going on. With conversations in the back, conversations over there, I cannot hear what is being said by the hon. gentleman.

MR. CHAIRMAN: Order, please!

The hon. member has the floor and he has difficulty making his remarks heard.

MR. CANNING: Mr. Chairman, I never talk when anybody is speaking. I do not prevent anybody else from speaking. I would appreciate silence or attention.

Mr. Chairman, the one thing that struck me when I was listening to the other speakers is that there are two benefits from the tourists when they come to Newfoundland. I am glad to see them come, I want them to know my country, I will be glad to meet them. From that viewpoint I want them to know us better and whatnot, but who gets the money and what are they contributing? It would be very easy for me to get up and tell the Minister of Tourism, Get after the Government, subsidize this and subsidize that, but from a pecuniary, or from a money, or from a profit viewpoint - if the

MR. CANNING: minister is not going to listen to me, Mr. Chairman, I am wasting my time. I have no desire to have my speech recorded in Hansard for posterity.

Mr. Chairman, I do not know what my constituents are going to do with me if I stand in the district again, but if anyone launches a campaign that I have not taked enough in the House, or have not brought up the demands of the district, I will tell them that I could not do it. I will tell them I did not prevent anybody else from doing it, and I will have to retire from it and not go there to be defeated. So if I get the attention of the House I am going to speak, but if I do not I am not.

With regard to our own side - we have one from the other side and two on this side, the majority, making a noise. Just one from the other side.

Anyway, Mr. Chairman, I will get my point across because it is very important. There is one thing we are forgetting, and it comes to me every day, it came to the morning the sealers were down here on the waterfront, when they were given the blessing we were shouting out to the sealers and whatnot - I think one Newfoundland vessel went, the others came from Halifax. As far as the ships were concerned, we were blessing the ships, wishing them good luck, defending the ships, but no Newfoundland ships there which brings me to my point. I said, who is getting the most out of tourists coming in here? I said I wanted them to come, the hon. Minister of Justice wants to see them go to the Burin Peninsula, we would be proud of that. Mortier Bay, Beau Bois, Grand Bank, St. Lawrence, you mention them. We are proud of it, we would love to see the tourists coming to see it.

MR. CANNING:

We would treat them well.

And one thing either of us can do, I can assure you, get up on the Burin Peninsula and see our area, the area we represent and I will tell you you will find the friendliest and the nicest people in all Canada and, of course, that refers to all over Newfoundland. So we have a lot to offer them in that way and we want to see them coming. But who are the people who will benefit out of it? It is the business people.

Now, Mr. Chairman, I will say in this House today without fear of contradiction that the business people in this Province are doing - you cannot get to a checkout counter when you walk down through the supermarkets. The business people are cleaning her today - there is a lot of unemployment insurance, a lot of old age pension cheques and whatnot - but what are they putting back in the tourist industry? They come to the government, they look for contracts, the great contractors, they will make a million bucks off the taxpayer and do a damn poor job in

MR. CANNING:

the meantime. We have lots of them. We have lots of millionaires in this Province at the moment who should be putting money into the tourist industry. Mr. Chairman, 99 per cent of them did not produce anything, they just made it off our taxes. So our business people, it is time they woke up. The Board of Trade is a great crowd to shout out, you know, put out pamphlets and, big deal, give lectures on the tours and tell us what we have. But are the business people in the Board of Trade doing anything? If they want them to come into the stores I do not care. It means nothing to me. I am not going to get one nickle out of either store in Newfoundland today where a stranger comes in and spends his money. We want the new dollars and why can they not do something about it?

Last year there were the Summer Games - I mean, who got ready for the Summer Games? Who made them attractive? Unfortunately, we did not have very many tourists here. I saw more foreign cars in St. John's in February of this year than I saw last summer while the Games were on. They did not come here. Well, who made the money off it? Who got the \$5 million contract passed out on a platter without a bid? - and then when they were criticized it was almost blasphemy to mention the name of the firm - blasphemy! What? Mr. So and So? You do not think he is not going to carry out the contract? He is the only one here who can build it. Who built the Aquarena? A firm from Montreal took a slice off that for a million, passed out on a platter without tender by the Mayor of the City.

Well, anyway, Mr. Chairman, most of the people who have done anything to make for accommodations or for restaurants or whatnot are poorer people who had to go to the government to look for handouts; they needed it, and they found it very difficult to make it pay and most of them went broke. The business people in this Province should start ploughing some of that taxpayers' money they are getting back into the Province and get the

MR. CANTING: facilities, get the boats, get the ferries, or put something into the ferries, put something into restaurants, entertainments or amusements or whatever goes with tourism.

Now, Mr. Chairman, it is going to be very difficult for us to bring our Province up to the standard required or to the attractiveness unless the people are prepared to put something into it themselves. It is time we stopped going to government especially these people who have it. They are making the money, they are going through the best times in their lives and let them, instead of shouting out about it or criticizing the government, let the business people who are getting the money out of it put something into it.

MR. CHAIRMAN: The hon/ the Minister of Rehabilitation and Recreation.

MR. HICKEY: Mr. Chairman, I do not intend to delay the Committee too long. I want to make a few remarks on this very important department and certainly a very important segment of our economy.

I am encouraged by the speech - or maybe my hon. friend would prefer if I termed it his remarks on tourism of the hon. member for Fogo (Capt. E. Winsor). I am encouraged, Mr. Chairman, to hear as I have heard from some other hon. gentlemen opposite as well, that they at least agree with the government that indeed there should be and should continue to be a very viable and productive Department of Tourism; that indeed, it is a challenging portfolio and one that should take second place to none other.

I am particularly encouraged, as I said, because one of their colleagues so many times in the last few months, for whatever reason I do not know - I do not think he does either - attempted to play down the importance of tourism in relation to my colleague who had just taken over this department. The same

MR. HICKEY: gentleman, Mr. Chairman, was fighting very hard to put an interpretive centre in Port aux Basques, but he refers now to those interpretive centres and the chalets as 'those foolish chalets' and this kind of thing. I do not know where this kind of thinking comes from, Mr. Chairman, because anyone does not need too much of an imagination, indeed, they do not need too much brains, to figure out the contribution that tourism makes and can make to the economy of this Province. We have used the figures, and they are conservative, very conservative figures in terms of value of the tourist industry to this Province

MR. HICKEY: and I should emphasize and point out that not necessarily in total the tourist industry, but the tourist and travel industry, and therein lies the area of question, \$120 million. My hon. friend from LaPoile (Mr. Neary) in his speech some six or eight months ago challenged that and played around with that and attempted to minimize the accuracy or the importance of it. I want to tell him and this House, Mr. Chairman, that that figure is not hearsay -

MR. NEARY: A point of order, Mr. Chairman.

MR. CHAIRMAN: A point of order has come up.

MR. NEARY: Mr. Chairman, the hon. gentleman, Sir, is misleading the House. The hon. member for LaPoile did not challenge those statements. The statements were challenged by a group of students at Memorial University and I was merely quoting from the report of this independent study that was done.

MR. HICKEY: Mr. Chairman, I am aware that my hon. friend I know he was going to rise on this issue - quoted the study and the figures and agreed with them.

MR. NEARY: That is right.

MR. CHAIRMAN: Order, please! I think it is clear that this is a difference of opinion here. I do not think I need to rule that as a point of order. I think the point has been made as a matter of fact by the interruption.

The hon. Minister of Tourism.

MR. HICKEY: Thank you, Mr. Chairman. The only point I am trying to make, Mr. Chairman, is that you can take figures and twist them or use them whatever way you wish if you want to be blind by the facts and how those figures can be applied if you look at them in the total context. Those figures, Mr. Chairman, were the figures of the travel and tourist industry. There is a great difference when you say the tourist industry, the tourist industry meaning the out-of province or in port tourist dollars, that in the past year, Mr. Chairman, is something like \$40 million to \$44 million. To use a yardstick of doubling that in any given year and you come up with the domestic travel, which to

M. HICKEY: anyone, Mr. Chairman, is pure dollars being spread around throughout the Province and very critically important to the establishment and to the hospitality industry to keep those places in business. So to say that the tourist industry is \$3 million and \$4 million and \$5 million, as this study and as some people have been saying, is just pure nonsense.

It is very important, Mr. Chairman, to recognize, as the member for Burin - Placentia West (Mr. Canning) mentioned, that the business people should put money back in. Sure they should. We are all in favour of that. But I think one has realize that with the accommodation situation that we have, and with the kind of problems we have, the private sector cannot go out and build establishments totally and independently without some guarantee of some return and that they are going to stay in business, because we are in a seasonal situation. And another very critical and very interesting point, and one which concerns, I am sure, the Department of Tourism, the minister especially and his staff, is the prospect of what is going to happen this year again with the facilities which get people to this Province. And most of our people, Mr. Chairman, still come to this Province by car. That has been shown. That has been proven. And that is I referred to the renovations of the vessel to go on the Labrador run and I was appalled and astounded, Mr. Chairman, to find out the other day that Mr. Rompkey, the member of Parliament for Grand Falls - White Bay - Labrador, said that if that vessel was not ready to go on that run that the Sir Ambrose Shea would be pressed into service.

Now, Mr. Chairman, as I am sure my colleague agrees with me, that I hope, as he does that that does not happen this year and that Mr. Rompkey realizes the importance of all of his riding and the tourist industry to this Province and that he presses the Government of Canada for some other arrangements and not the Ambrose Shea to be taken off the Argentinia run. Because last year, Mr. Chairman, as a result of that decision by Mr. Lang in Ottawa to redeploy the

MR. HICKEY: Ambrose Shea, it cost this Province thirty-two point some per cent of a decrease of traffic on the North Sydney - Argentina run. That can be translated into about 10,000 out-of-Province visitors. And that, Mr. Chairman, can be translated into many millions of new dollars.

MR. HENRY: Is the minister saying that tourists were turned away because there was no way over?

MR. HICKEY: That is right. Exactly.

MR. HICKEY:

Because of that situation and because of that decision. And the other thing, Mr. Chairman, I would appeal to Mr. Rompkey to take this into account because one of the hardest hit areas last year as a result, not totally, I suggest, as a result but certainly to a great degree in part as a result of the Argentina - North Sydney run and also the problems which were encountered up on the North Sydney - Port aux Basques run, because they managed to fool the whole thing up, was the Central Newfoundland region suffered heavily from the point of view of the tourist industry during the last season. My friend from Burin, who said he did not see too many foreign cars in the city during the Summer Games, a good reason for why, Mr. Chairman, again because of the ferry services and the inadequacy of the ferry services and the very wrong and the very stupid decision to redeploy that vessel which in turn turned some and fouled up some 5,000 reservations and had very detrimental effects on the industry.

Mr. Chairman, I suggest and I am going to take my seat because I know other hon. gentlemen want to get into this debate - I do not think two hours is long enough for this kind of department. I hope that next time round we add some more time to it because there are many many things to be discussed and should be discussed that are very vital to the continuing development of this very important industry. And all I want to say in closing is that I am delighted to have had the opportunity to be part of the development of the tourist industry, and what makes me even more delighted is that finally the Government of Canada has seen fit to recognize the value of the tourist industry as it applies to this Province, indeed as it applies to the whole Country in terms of the great deficit in balance of payments, and as a result come up with some programs, not to mention of course the DREE agreement which was signed not too long ago. I know that my colleague will find, as he has already found, that he is in one of the most challenging portfolios of government and I am sure that under his administration we will see the programs put into effect that have been planned and I wish him the best.

MR. CHAIRMAN:

The hon. member for Terra Nova.

MR. LUSI:

Mr. Chairman, I just want to make a few comments. First, I am a little disappointed in the short time and I know that these were properly arranged but as a private individual I think this is too short a time for this portfolio and a portfolio that is going to be hopefully a major portfolio to this Province. It does not give us very much time at all to discuss the many things that we will want to discuss, the questions with respect to the estimates and ideas and suggestions to the minister.

I am glad to hear the minister's approach to tourism. He referred to the fact that he thought that this would become a major industry in Newfoundland and I agree with him that with the proper development of tourism that it could become one of our major industries.

I just want to give some advice to the member, some humble advice. I think the minister has some great attributes for this position, I sincerely believe that. The minister has a tendency to become a little political, partisan politics, and I would hope that in this portfolio that he would refrain from this as much as possible. This is a portfolio where partisan politics I think have to be removed. We are talking about the development of a major industry and it takes a PR man, and I do believe that the minister has some of the characteristics that are needed. I think we are going to be hearing a lot from the Department of Tourism under the hon. present minister and I just give him that advice. I think we are looking for a man who is going to entice tourists to come to this Province, and given the proper infrastructure that this can be a booming industry really in this Province. And I do believe that the minister, as I said before, has some of the attributes that can make this a highly visible portfolio. He is a hard worker and I think he just has to watch his communications a little bit and I believe he can make a great contribution to tourism in this Province. We have had our differences when he was in the

MR. LUSH: transportation portfolio, and I expect we will still have them but I have always found that we always work co-operately. We have had our differences inside the House and outside the House, but I have still found him when we have had problems to discuss, that he has been willing to do it on a co-operative basis and I -

MR. NEARY: Except when he kicks delegations out.

MR. LUSH: Oh, when he kicks delegations. But the minister, I think he realized at that point that he did the wrong thing and I think he corrected it in the end. And it was bad at that moment but he corrected it in the end. He gets a little hot tempered from time to time but then he comes around.

I do believe, as I have said, that the minister does have some desirable attributes that can be channelled in the proper direction and I believe that he will do a fine job in tourism.

I just wanted to make a few suggestions with respect to promotion of tourism. I would like to have the time to question the minister as to, for example, the total dollars that is coming into this Province, the \$120 million, what proportion of that is from our own tourists? And it does not matter really to some extent as long as we get the dollars, but I am wondering whether the promotion is to get outside tourists in or whether it is to our own people. I believe there has got to be a greater emphasis to get more tourists in, certainly a balance between keeping our own dollars here, but to add to these dollars get the outside dollars from tourists on the Mainland and in the States and other places. So I would like for the minister to comment on that as to where the emphasis is with respect to promoting tourism and I would like to see a greater emphasis to attract outside people and to attract in new dollars.

Now I just want to make one further comment and I am prompted to do this but the reference to the CN ferries, the gulf ferry services by the hon. member for St. John's East Extern (Mr. T. Hickey).

MR. LUSH: Now there is no question about it that this is one of the greatest detriments I think to the development of the tourist industry in Newfoundland is the CN ferry services. And I suppose it is a fact of life that we are an island but there has got to be a new philosophy develop with respect to the CN ferry services. I think they have to be considered as an extension of our Trans-Canada Highway. As long as the rates are as high and as excessive as they are, I think we are going to run into great problems of getting tourists to come to this Province. It is amazing the number of people, tourists who plan to travel all across Canada, right across Canada, and stop in North Sydney when they find out the rate coming across. I do not know what the average rate would be, say, for a man and his wife and four children, but it is an excessive amount. And if you were to take the amount that it costs to come across there and to try and come up with some equivalence as to what that would cost for the equal distance by road, I am sure that you would be able to travel a much larger distance than 100 miles across the Gulf. It is an exorbitant rate and I think somewhere along the line we have got to try and come to grips with that and try and come up with more reasonable rates. And as I have said, you have got to put this philosophy into action, that to my mind it should not cost any more to use the ferries than it would by the equivalent road distance in miles. It should not be. And with that, Mr. Chairman, I will finish.

MR. MORGAN: Mr. Chairman, this is a point of really clarification. only two hours of debate for this department, which means I think around one o'clock the debate comes to an end. I was hoping to concur with the wishes of some spokesmen in the Opposition that we go down heading after heading, so I would be able to reply to some questions from the Opposition. But we have had I think, twice as many speakers from the Opposition as there was on our side. I know we all want to get a chance to speak but that is the point I want to make, if it is possible to do that or -

MR. NEARY: On that point, Mr. Chairman, we are quite prepared now to go down item by item, if the hon. gentleman can just get his members to take their seats, put seat belts on them.

MR. WOODROW: They are not going to take your example, will they? You should practice what you preach.

MR. CHAIRMAN: Order, please!

The hon. Minister of Tourism.

MR. MORGAN: - questions put forward by the members who have spoken briefly and then we can get down to their headings.

MR. MORGAN: Mr. Chairman, in connection with the member for Fogo (Captain Winsor), he talked about boat tours and getting these kind of things involved. We are hoping to create the environment or atmosphere this year so that we can get the private sector more involved in doing this. It is very successful in Terra Nova National Park. We want to see more of these type of tours, especially in the bays and harbours around the Province, and we are hoping that this will get moving in a bigger way in the next couple of years.

On the Port au Port Peninsula, the gentleman from that area mentioned that Quebec was promoting Port au Port. I am very enthused over that. That is a good beginning. I note with some dismay that the Quebec Tourism Department is promoting the Quebec tourism industry using Labrador as part of the Province of Quebec. I take exception to that, strong exception to it. The material being used in the States for example, is showing that Labrador is part of the Province of Quebec. But on the other hand, I am enthused over the idea of Quebec promoting the French sections of our Province, French communities in our Province like Port au Port.

He talked about as well the need for advertising the Trans-Canada Highway, as many of the speakers did today. The gentleman from Lewisporte (Mr. F. White) mentioned the same thing. Commencing this year, in the next number of weeks in fact, we are going to be calling tenders for what we call information plazas. It is a new policy of government and we are going to at least eight this year. There will be at least eight of these information plazas constructed by tender and established on what I would call the most important intersections of the Trans-Canada Highway, along the secondary roads, to get the tourists down on these secondary roads. And of course the information plazas will be a type of a large billboard whereby all the information as what is down, for example, the Burin Peninsula, or down the Baie Verte Peninsula, any of these areas will be indicated on the billboard as to what is down there, where they can go, and what they can see and where they can stay.

MR. MORGAN: So these plazas will be -

MR. NEARY: This is the Ottawa money, is it?

MR. MORGAN: No, not necessarily all Ottawa money. It is a provincial policy but we are getting some assistance from Ottawa on the construction of the plazas. But it is a new policy of signage for the Trans-Canada Highway and secondary roads. So we are hoping to have eight of these tendered this year and established this year to help the tourists.

MR. NEARY: Will the hon. minister be on these billboards?

MR. MORGAN: The advertising, Mr. Chairman, the advertising campaign we are putting on, we are not using too much television media. Some members thought we should be using a slick type advertising. We are staying away from that for the time being, the electronic media. We are using ads in all the national magazines, including The National Geographic, and all the largest magazines, circulations of one million to one and a half million circulation. And we are using ads which are emphasizing the people of our Province more so than the attractions, and that is for this year, and next year we will combine the attractions and the people and what they have to offer in our Province and there will again be more emphasis in magazines than in the electronic media.

The hon. gentleman from St. John's South (Dr. J. Collins), yourself, Mr. Chairman, mentioned a point which I did make note of as I heard last night's news about the Sir Robert Bond going to be converted into a sort of a travelling hotel to be used on the Labrador ferry service. I am not sure whether or not the dockyard facility in St. John's bid on that tender call. I am hoping they did. I would like to see that work carried on in the Province, in fact if at all possible in the hon. Chairman's district. It is a very big project but I am concerned over the fact that the Sir Robert Bond will not be available for this year's service, that is my impression at this time, for the service to Labrador.

The Bonavista North (Mr. Cross) member mentioned

MR. MORGAN: something which is of concern to me taking over the portfolio just recently and it is in connection with the Wildlife Division. Tourist services is one division of the Department of Tourism; there is the Wildlife Division and there is the Historic Services Division and there is the Cultural Affairs Division.

The Wildlife Division is responsible for the management of our wildlife around the Province. I am concerned over the inadequate numbers to enforce the wildlife enforcement required in this Province. And the hon. gentleman from Bonavista North (Mr. Cross) mentioned this. We only have a total of thirty-nine. I want to see that number improved if and when the financial restraints of government can allow to increase that number. I would like to see it increased to enable these men, who are doing a tremendous job by the way, of managing our wildlife around the Province, I want to see these

MR. MORGAN:

numbers increase so they can do a better job than what is being done now.

AN HON. MEMBER: They should increase their salaries too.

MR. MORGAN: That is a good point. That is being looked at right now; being looked at and being considered, by the way.

SOME HON. MEMBERS: Oh, oh!

MR. MORGAN: I agree with the hon. gentleman that the wildlife enforcement officers who are doing a tremendous job are underpaid. And as the new minister I am taking over and following the concerns of my previous ministry -

MR. NEARY: That is not the kind of wild life you hear about on the eighth floor, is it?

MR. MORGAN: Mr. Chairman, the hon. gentleman, I guess, who has never fired a gun in his life would not know what I am talking about. But the fact is there is a need for an increased number of wildlife officers and also a review of the present salaries being paid to these men doing such a good job as they are doing.

The hon. gentleman for Terra Nova (Mr. Lush), I think it was, mentioned the fact he would like to know what the value in dollars was to the tourism in the Province. Last year in 1977 the studies done by federal-provincial governments indicated that the value of the tourist dollar spent by non-resident tourists, in other words, the visitors to our Province, was \$44 million and the value of the dollars spent by the travellers within our resident travellers, was \$81 million. Now I agree with the hon. gentleman that should be changed. That is going to be my aim over the next number of years, to change that the other way around or double it in each case to get the non-resident travellers spending more in our Province, we could get more of them coming in. Last year we had a total of 240,000 visitors. We need more of these visitors and that is the main emphasis, as well, of our promotional campaign and advertising, to get more tourists into our Province.

Another point, I think mentioned by the previous minister, he mentioned, of course, and he being - by the way, Mr.

MR. MORGAN:

Chairman, may I take this opportunity to commend my predecessor in doing a tremendous job in the portfolio. I am fortunate in taking over many of the programmes commenced by that hon. gentleman and I am indeed honoured to do so.

SOME HON. MEMBERS: Hear, hear!

MR. MORGAN: But he mentioned a very important point about the CN ferries and so did the other speakers. The CN ferries is a very important part of the transportation sector of the tourism industry and I am concerned about, sometimes, the lack of courtesy shown to tourists. They could be more friendly towards them and treat them as they are kings, if you wish, make them feel good - they are travelling to our Province - and that is not taking place on the CN boats and I have discussed this matter in great detail with the management of CN Marine and they agree that there is a need for improvement in the attitude of the CN employees. Make them ambassadors of our Province, if you want, in promoting tourism in crossing the Gulf.

The other thing is, this year for the information of the House of Assembly, we will be having on each of these CN ferry boats two information officers paid by the Department of Tourism. And that is going to be an improvement. We will have these -

MR. NEARY: Are these going to be political appointees or will they be advertised?

MR. MORGAN: They will be advertised, Mr. Chairman. These employees will be on these vessels, two on each vessel, crossing the Gulf and will be there to cater to tourists, to give them all kinds of information they require, places to stay, places to go fishing, places to go hunting.

SOME HON. MEMBERS: Oh, oh!

MR. MORGAN: Mr. Chairman, if I could get some order.

MR. CHAIRMAN: Order, please!

The hon. member wishes to be heard with more silence.

MR. MORGAN: So these people will be again like ambassadors and it is important to have the right type of personnel doing that kind of thing, talking to tourists, personal contact, making available to them all information

MR. MORGAN:

leaflets and brochures we have for them and explaining to them what we have to offer in our Province. These will be on the CNR vessels this Summer.

So without going down in any further comments from me in a general way, I would like to have - we only have ten minutes or so left - to go down through the headings and any questions you have to ask, I will be obliged to answer.

MR. CHAIRMAN: The hon. member for LaPoile.

MR. NEARY: Mr. Chairman, the actual fact of the matter is, Sir, that tourism in this Province has gone down in the last several years. It is all right for the present minister to get up and praise his predecessor. We have seen a lot of that in this session. The member for Bay of Islands (Mr. Woodrow) over there, who cannot wait to get on his feet has been trying to get recognized by the Chair for the last hour or so, will get up and tell us what a fine gentleman the present Minister of Tourism (Mr. Morgan) is and what a fine gentleman the former minister was and then make a district speech.

Well, Sir, the actual fact of the matter is that in the last several years in this Province tourism has gone down and not for the reasons that were given by the member for St. John's East Extern (Mr. Hickey) a few moments ago when the hon. gentleman was referring to the Summer Games in this Province. The hon. gentleman pawned the blame off on CN when in actual fact, Sir, I doubt very

MR. NEARY: much if there was a backlog of tourists. There was no bookings so we were told at that time. The bookings were down and the reason they were down, Sir, so I am told, was because the minister had done such an ineffective job of showing people across Canada and down in the United States, but mainly across Canada, who were interested in coming to Newfoundland for the Summer Games that accommodations were available. People felt that if they came to this province -

MR. HICKLEY: Tell the truth.

MR. NEARY: Mr. Chairman, the C/I announced at the time that bookings were down. Air Canada announced bookings were down except the charter flights and the flights that were bringing in the athletes and the officials of the Summer Games, and apart from that bookings were down and they were down, Sir, because people felt if they came to Newfoundland there would be no place to stay because everybody was flocking into Newfoundland, so they were told. The CEC was announcing right across Canada about all the people who were going to be in Newfoundland for the Summer Games and they never turned up and the people felt that there would be no accommodations if they came here. That was the real reason, Sir. The minister had done an ineffective job and very poor advertising, very poor PR on the part of the minister.

Now, Sir, we see the government embarking on another advertising scheme. Here we have the present minister sitting there and I must say MUN Camera or whoever took the photograph made a pretty good job of it - 'James Morgan, Minister of Tourism.' The minister looks very serious.

MR. MORGAN: (Inaudible).

SOME HON. MEMBERS: Hear! Hear!

MR. NEARY: "Tourism is good business. Tourism is big business. Tourism is your business. Tourism is everybody's business," but the key line is this, "Get to know your own province - vacation at home." Well, Sir, if the Page would come down and take this I am going to send it across the House and have it laid on the Premier's desk and I want to underline that part, Mr. Chairman, for the benefit of

MR. NEARY: Premier and ministers: "Get to know your own province - vacation at home," lay it right on the Premier's desk and we hope that the hon. the Premier will take the advice of the hon. gentleman -

MR. MORGAN: And your Prime Minister.

MR. NEARY: - and in future vacation at home.

MR. LEWIS: Listen to the Panama kid.

SOME HON. MEMBERS: Hear! Hear!

MR. NEARY: Mr. Chairman, the hon. wild-eyed Minister of Municipal Affairs is trying to be smart-alecky again. Well if the hon. gentleman wants to find out about Panama he should ask his hon. colleague, the Minister of Industrial Development, and I am sure the minister would be glad to tell his colleague all about it, the number two man in this province, the number two man in the Cabinet. If the minister wants to find out about Panama just ask the hon. gentleman and the hon. gentleman would be glad I am sure to give the hon. gentleman all the information.

MR. HICKEY: A point of order, Mr. Chairman.

MR. CHAIRMAN: Order please! A point of order has been brought up.

MR. HICKEY: Mr. Chairman, I did not think we were discussing the Panamanian situation or anything like that. The hon. gentleman is running off at the mouth as usual. He should stick to the estimates. He has a lot of leeway, Mr. Chairman, but surely goodness he can stay within the country if not the province.

MR. CHAIRMAN: Order please! The point has been brought up that the hon. member is straying unduly from the estimates. I might say that this was in response to an interjection -

MR. NEARY: That is right, Your Honour.

MR. CHAIRMAN: - so the Chair has to take that into consideration. However I think that is a point that could be kept in mind that is short and that in committee we do have to speak precisely to the heading.

Is it agreed that the clock stop at a few minutes to one?

MR. HICKMAN: A few minutes after one.

MR. CHAIRMAN: A few minutes after one.

MR. NEARY: Anytime my hon. friend, Sir, wants any information about Naussa or Panama I am sure it is available on the hon. gentleman's side of the House.

MR. HICKEY: He is ignoring your ruling again.

MR. NEARY: No, I am not, Sir, this has to do with tourism.

MR. DINN: You are provoking me again.

MR. NEARY: Well, the hon. gentleman got his answer. Now, Sir, Mr. Chairman, the real problem, really, is here we are in an energy crisis, we have the price of gasoline is going up, the price of everything is going up and unless and until, Mr. Chairman, that we can solve the problem of getting tourists across the Gulf then our tourist industry is not going to be very substantial in this province. And I would submit, Sir, to the committee that one of the best things that this minister could do if the minister is really sincere in building up the tourist industry in this province is to take some of the money in here that is being wasted

MR. NEARY: on extravagance and waste, and I can give the ministers examples. The Norma and Gladys is a good example of that. We have not been able to find out how much was spent -

MR. MORGAN: You will get a chance.

MR. NEARY: We will not get a chance, Sir, because of the way the estimates are being done.

MR. HICKEY: Because of the way you agreed.

AN HON. MEMBER: Because that is the agreement you made.

MR. NEARY: Mr. Speaker, I made an agreement with the hon. House Leader of the other side, Sir. The hon. gentlemen on the government benches have abused that agreement and they have used the time of the estimates to make political speeches, to make district speeches and the only way that I can get my shot away, to get in on the thing, is to get up and have a few words now because the clock stops at three minutes past one and then the estimates will be passed automatically. And it is too late, Sir. But I hope when we get to the Department of Health, that between the minister and myself we can show the House how to do estimates. It should be done item by item. And that is what we have been attempting to do. I have been sitting back here for two hours listening to ministers on the government side of the House making political speeches and making district speeches. And we have not been able to get any information about the films that are being made by George McLean that have never seen the light of day. We have not been able to get the cost of the Norma and Gladys foolishness. We have not been able to get any information on how this advertising money is going to be spent. Is it the government's PR people, in Montreal who are going to get it? We have not been able to get any information -

MR. MORGAN: Look the recent Maclean's, It is not the front page naturally but the second page, Newfoundland's ad. Look. See that. That is where the money goes.

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: Mr. Chairman, I started to say when I was so rudely interrupted by the Minister of Municipal Affairs, Sir, that the only way that we can make a success of our tourist industry is to get the tourists to cross the Gulf. And I believe, Sir, and I have said this both inside and outside of this House, that the only way we can do that is to subsidize the genuine tourists who are coming into this Province. There is no other way to do it, Sir. They will come down to North Sydney, they will ask how much it is going to ask, they budget for so much for their vacation, how much is it going to cost to get across and that is not included in their budget and there is immediately an obstruction, a road block put in their way. The actual fact of the matter is they cannot afford to come across.

PREMIER MOORES: How about the tourist chalet, are you for that?

MR. NEARY: The tourist chalet what? That was built by the Government of Canada.

PREMIER MOORES: Are you for it?

MR. NEARY: I am all for it, built by the Government of Canada. Even when the Government of Canada gave the provincial government a half million dollars it took them three or four years to make up their mind whether they were going to build it or not. They cannot even spend the money when Ottawa gives it to them.

PREMIER MOORES: The taxpayers of Canada gave that money.

MR. NEARY: Yes, but it is the taxpayers of Canada when Ottawa does it but when the hon. the Premier and his administration do it, it is the government, it is not the taxpayers.

Mr. Chairman, we are going to have to subsidize the genuine tourists coming across that Gulf, and that is the only way we are going to get the tourists to come into this - You can do all the advertising you like in The National Geographic, and all the other magazines. The tourists will not come, Sir, unless it is attractive and then you have to show them where to go and what to do when they get

MR. NEARY: here.

So I claim, Sir, that the tourist industry in this Province has deteriorated. It has gone down. The service in the motels and the hotels and the restaurants has deteriorated. There will be no new parks worthwhile built in the Province.

MR. WOODROW: What about Stag Lake?

MR. NEARY: Yes, what about Stag Lake?

MR. WOODROW: What about it? Yes.

MR. NEARY: What about it? What about it?

MR. WOODROW: -- is being built.

MR. NEARY: Is it being built?

MR. WOODROW: Of course it is.

MR. NEARY: Thanks to Bowaters. No thanks to this administration.

MR. WOODROW: There is thanks -

MR. NEARY: One of the biggest tourist attractions on the West Coast is the hon. member for Bay of Islands (Mr. L. Woodrow). They should put his picture on these billboards that are now going to clutter up the countryside. I am sure the hon. minister will have his picture -

MR. MORGAN: Your colleagues want that done. Every speaker today wants it done.

MR. NEARY: Mr. Chairman, we cannot build hospitals, we cannot put extensions on hospitals -

PREMIER MOORES: We will charge admission to this place.

MR. NEARY: Yes, that might be an idea. We could have a dinner in here and charge \$1,000 a plate, best entertainment in the city and it is free.

MR. DOODY: Would you put the apple in your mouth?

MR. NEARY: Mr. Chairman, the service industry is going down. There will be no parks worthwhile built in the Province and the whole tourist industry

MR. NEARY:

generally has just deteriorated over the last several years. And it is not because of the policy of CN or the policy of somebody on the Mainland. It is because of the policy and the attitude of this administration. It is like everything else they have put their hand to, Sir. Everything has failed. And the students were right. Where is that report my hon. friend has there? It was not me who made the -

MR. DINN: The kid of Panama hits again.

MR. NEARY: Why does not the Minister of Industrial Development (Dr. Farrell) - I beg your pardon?

DR. FARRELL: Heave it out of you.

MR. NEARY: Yes, why does not the hon. gentleman go down and try to straighten the hon. gentleman out.

MR. MORGAN: The hon. gentleman's colleague wants to answer some questions under some headings. Are you going to allow me the time? There are only a few minutes left.

MR. NEARY: Mr. Chairman, this study was done by the students in the Community and Development Studies Programme over at Memorial University, which unfortunately is going to be wiped out now because of the government's restraint programme. The Community and Development Studies Programme at Memorial, which was one of the most valuable and worthwhile programmes ever implemented at the University, it is now going to be wiped out because of the miserable policy of this administration. And these students, Sir, point out that the real value of the tourist industry in this Province is about \$1.85 million. The real tourists we are talking about, not people who are coming down to visit their friends and relatives who would come anyway, or travelling salesmen, or people who come to funerals and that sort of thing. The real value, Sir, according to the study that was done by these students - and these are not my words -

MR. HICKEY: On a point of order, Mr. Chairman.

MR. CHAIRMAN: A point of order.

MR. HICKEY: When did the hon. gentleman become such a great advocate and

MR. HICKEY:

a great supporter of the University? He changed his policy on that as he has on tourism.

MR. CHAIRMAN: Order, please!

There is not a point of order I can rule on.

The hon. member for LaPoile.

MR. NEARY: Mr. Chairman, I would commend this report to any hon. member in this House. It is an excellent document that should give the minister some sense of direction if the minister is interested in developing the tourist industry and not only interested in foisting his ideas or what he thinks should be the direction in which the tourist industry is taking in this Province. The minister should take a little advice from people outside his department.

So, Mr. Chairman, I would submit that the minister get that report and read it. The hon. minister's predecessor did not seem to be very concerned or very interested in it.

MR. HICKEY: A (inaudible) of efficiency, you are. Look at the Mifflin report.

MR. NEARY: Yes, and I will also look at the report in the Department of Public Works on A.B. Walsh when that comes in, and I will also take a look at Dhoon Lodge, and I will also take a look at El Tico, and I will also take a look at the Bull and Bear and anything else the hon. gentleman wants me to take a look at.

MR. HICKEY: On a point of order, Mr. Chairman.

MR. CHAIRMAN: A point of order.

MR. HICKEY: If the hon. gentleman wishes we will look at all the clubs and the hotels and the whole bit in the Province. I am for that. The hon. gentleman - why is that? Because I saw Dhoon Lodge once upon a time. Is that what he is talking about, because my brother owns it? I am not my brother's keeper? What is he talking about? Either put up or shut up.

MR. CHAIRMAN: Order, please!

MR. HICKEY: Now let us have it out. Do not make those veiled threats.

MR. CHAIRMAN: Again there is not a point of order that I can rule on.

The hon. member for LaPoile.

MR. NEARY:

Mr. Chairman, this is unreal. The hon. gentleman is so sensitive and touchy and jumpy and irritable. Sir, does the hon. gentleman have anything to hide? Give us the cost of the Norma and Gladys? What was the total cost of the Norma and Gladys?

MR. HICKEY: Mr. Chairman, nothing to hide. That is why I asked him. No, no veiled threats. Out with it.

MR. CHAIRMAN: Order, please!

The time for this head has elapsed.

On motion Head XIII, Tourism, all items, without amendment, carried.

MR. HICKMAN: Rise the Committee.

On motion that the Committee rise, report progress and ask leave to sit again, carried. Mr. Speaker returned to the Chair.

MR. SPEAKER: The hon. Chairman of Committees.

MR. CHAIRMAN: Mr. Speaker, the Committee of Supply have considered the matters to them referred and have directed me to report having passed estimates of expenditures under the heading XII, Tourism, all items, without amendment, and to have made further progress and ask leave to sit again.

On motion report received and adopted. Committee ordered to sit again on tomorrow.

MR. HICKMAN: Mr. Speaker, I move that the Standing Orders be set aside and that this House on its rising adjourn until Monday, April 10, at 2:00 P.M.

MR. SPEAKER: It has been moved and seconded that this House adjourn until Monday at 2:00 P.M. Those in favour, "Aye". Contrary, "Nay". Carried.

2-97

I N D E X

ANSWERS TO QUESTIONS

TABLED

APRIL 7, 1978

ANSWER

While the question asked for cost per bed, it is suggested that a more meaningful reply can be given by presenting the cost per patient day. We arrive at the cost per patient day by dividing the operating cost by the anticipated patient days. Because of variance in bed occupancy ratios the rates must be viewed with caution.

<u>Hospital</u>	<u>1977-78 Per Diem Cost</u>
St. John's General	1181.45
James Paton Memorial	114.20
Central Newfoundland	108.60
Carbonear General	124.60
Waterford	72.30
Western Memorial	151.60
Capt. Wm. Jackman Memorial	171.30
Dr. Charles A. Curtis	114.20
Dr. Walter Templeman	142.50
Sir Thomas Roddick	133.20
Channel	102.50
Bonavista	115.00
Burin	115.00
Grand Bank	115.00
Notre Dame Bay Memorial	96.30
Springdale	151.15

March 30, 1978

QUESTION #35

Mr. Neary (LaPoile) - to ask the Honourable the Minister of Health to lay upon the Table of the House the following information:

What is the cost per bed for each of the following hospitals:

- St. John's General Hospital
- James Paton Memorial Hospital, Gander
- Central Newfoundland Hospital, Grand Falls
- Carbonear General Hospital
- Waterford Hospital, St. John's
- Western Regional Memorial, Corner Brook
- Captain William Jackman Memorial, Labrador City
- Charles S. Curtis, St. Anthony
- Dr. Walter Templeman, Bell Island
- Sir Thomas Roddock, Stephenville
- Channel Cottage Hospital, Port aux Basques
- Bonavista Cottage Hospital
- Burin Cottage Hospital
- Grand Bank Cottage Hospital
- Notre Dame Bay Memorial Hospital, Twillingate
- Springdale Hospital, Springdale