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PRELIMINARY  
UNEDITED  
TRANSCRIPT

HOUSE OF ASSEMBLY  
FOR THE PERIOD:  
3:00 p.m. - 6:00 p.m.  
WEDNESDAY, MAY 9, 1984

The House met at 3:00 p.m.

Mr. Speaker in the Chair.

MR. SPEAKER(Russell): Order, please!

ORAL QUESTIONS

MR. HISCOCK: Mr. Speaker.

MR. SPEAKER: The hon. the member for Eagle River.

MR. HISCOCK: Mr. Speaker, my question is to the hon. the Minister of Energy(Mr. Marshall) and it is concerning Newfoundland and Labrador Hydro and CFLCo, and the false start-up of the Lower Churchill in Point Amour and Flower's Cove. After spending approximately \$150 million to get this going, the government and Newfoundland and Labrador Hydro have now decided to scrap it, and the equipment that is left there is to be put on tender. Some of the trailers and other things that were there have already been sold.

But the local residents and the Labrador Strait Recreation Committee are now trying to get the largest building there to use as an indoor hockey rink. It is not large enough to be used as a stadium, they do not expect it to be heated, but they expect to get this building for this purpose. They are willing to make it legal by paying one dollar for it. But Newfoundland and Labrador Hydro is putting all the facilities up on tender and I am wondering if the Minister responsible for Newfoundland and Labrador Hydro will intervene and make sure that the Province makes this building a gift to the residents of that area for the sum of one dollar.

MR. MARSHALL: Mr. Speaker.

MR. SPEAKER: The hon. the President of the Council.

MR. MARSHALL:

Mr. Speaker, I noticed that the question was prefaced, first of all, by a statement with respect to the false start-up of the Lower Churchill, which the hon. gentleman makes from time to time. I would advise him that if he has any questions to ask he could ask his new-found colleague. Because, if I remember correctly, at that particular time I luxuriated in the backbenches. The government of the day, when his new-found colleague was the Minister of Energy (Mr. Barry), his new-found colleague was the one who was instrumental in taking that particular action.

With respect to the trailers, Mr. Speaker, I will have to look into it for the hon. gentleman. But what I would advise the hon. gentleman to do is that this government, as he is aware, when its Crown agencies as well as the government is always very careful and very sensitive about the tendering process so that we operate completely aboveboard in all areas.

MR. MARSHALL: Obviously under the relevant legislation and under present policies, the practice requires that it be put up for tender. What I would suggest to the hon. gentleman - I mean, one dollar is a tender and five dollars is a tender as well - is that it should be put in in the form of tender and, at the same time, I will take notice of what the hon. gentleman says and have a conversation with Hydro with respect to it. But I am not in the position at the present time to answer any more specifically than that except to say that it is the practice of the government to have these items put up for tender and I would suggest that the group that he refers to could well put in their tender. It does not necessarily mean the highest tender has to be accepted, if there is very good reason then we can look at it from that point of view.

MR. HISCOCK: Mr. Speaker.

MR. SPEAKER (Russell): The hon. the member for Eagle River.

MR. HISCOCK: Again, it is not necessarily a trailer, it is the largest building down there and Hydro is putting it up on tender. I am glad the minister has said the government does not necessarily have to accept the highest tender. Since this government is now scrapping Come By Chance, as well as the installations at Point Amour and Flower's Cove, and the equipment at these sites are being put up on tender, one would think that the local residents or the Province as a whole would be able to salvage some of this equipment for the youth of our Province to use for indoor sports and hockey.

The federal MP for that area has promised the residents of LaScie, who are trying to

MR. HISCOCK: get an indoor stadium, the sum of \$200,000 through Canada Works. He has also made to me the verbal commitment that \$200,000 will be allocated for the Labrador Straits area to help dismantle and reconstruct this building. As well, residents of the area will raise funds to make sure that this building project does become a reality, and to see the building transported from the site to one of the communities.

MR. SIMMS: Which community?

MR. HISCOCK: L'Anse-au-Loup, Forteau or L'Anse-au-Clair. That will depend upon the residents themselves. But since the federal government have allocated \$200,000 in Canada Works money for the project, is it necessary for this government to put the building up on tender? Out of the hundreds of millions of dollars spent on Come By Chance, as well as the false start-up of the Lower Churchill, we should at least be able to salvage something so that, instead of all of that equipment going to the scrap heap, some of it be used for the benefit of the residents of Southern Labrador.

MR. MARSHALL: Mr. Speaker.

MR. SPEAKER (Russell): The hon. President of the Council.

MR. MARSHALL: The hon. gentleman just made a good speech and a plea on behalf of his constituents, Mr. Speaker. I suggest that the hon. gentleman should incorporate everything that he said in the Question Period in a letter and indicate what the building is to be used for, what the prospects are of being able to finance its use and what have you. I am very glad to hear that the federal MP is doing something in the district, he apparently made some commitments. I am glad to hear that the federal member for Grand Falls-White Bay-Labrador (Mr. Rompkey) is making some commitment to Newfoundland. It is very encouraging to hear.

But if that is the case, Mr. Speaker, I know that the Liberals do not like putting things in writing. But if the hon. gentleman would like to put it in writing and put out a sensible, rational proposal with respect to it, it will certainly be looked at, but it will be looked at in the context of the tender call because we feel we have to call tenders on matters such as this. But we will assess all extraneous circumstances that may pertain and I am sure the hon. member is quite able to describe those extraneous circumstances that positively support his position very adequately and very well.

MR. SPEAKER: The hon. member for Eagle River.

MR. HISCOCK: To the Minister of Energy (Mr. Marshall) on this point, I have been trying on behalf of the residents of Southern Labrador for the past three or four years to acquire this building, and each year I got the response from Newfoundland and Labrador Hydro that the buildings were still going to be used because they were still thinking about the Lower Churchill getting off the ground. Last year I wrote Hydro -

MR. SPEAKER (Russell):

Order, please!

I must remind the hon. member that he is proceeding to make a speech, and it is the Question Period. Maybe he should pose a direct question.

MR. HISCOCK:

A question, Mr. Speaker, to the Minister of Energy (Mr. Marshall): Those letters have already been sent. The reply I got back from Hydro is that it has to go up on tender. I am asking the Minister of Energy will he use the good services of his office to make sure that this does not have to go up on tender, that it can be turned over to the residents. We found an example where Crown land out in the district of Harbour Grace was

MR. HISCOCK: turned over to the Legion for the sum of one dollar by the Minister of Public Works and Services (Mr. Young). So I am asking the minister will he undertake that this large building will not be put up on tender but will be transferred for the sum of one dollar to make the contract legal?

MR. SPEAKER (Russell): The hon. President of the Council.

MR. MARSHALL: Mr. Speaker, I regret I cannot give that undertaking. I mean, this is an asset which is a public asset and it is being put up on tender and we will see what the bids are. All I would advise the hon. gentleman, on behalf of his constituents, to ensure that their tender is in as well as a description, as I say, of any extenuating circumstances that might cause us to favour the people who he is making representations on behalf of as opposed to somebody who bids a higher amount.

MR. SPEAKER: Before I recognize the hon. member for Torngat Mountains (Mr. Warren), I would like to welcome to the galleries today eighty students from Grades X, XI and XII democracy class from the Persalvic High School in Victoria, Carbonear district, with their teachers, Mr. Lockyear and Mr. Jerrett.

SOME HON. MEMBERS: Hear, hear.

MR. SPEAKER: The hon. member for Torngat Mountains.

MR. WARREN: Mr. Speaker, I have a question for the Minister of Energy (Mr. Marshall), I guess, in place of the Minister of Fisheries (Mr. Morgan) who is not in his seat. I understand that along the Northeast Coast, in particular, of the Province, because of severe ice conditions, that many of the fishermen in the Northeast portion of the Province are having difficulty in the lobster fishery. And I further understand that the federal member for Gander - Twillingate went to bat at the federal level looking for some assistance



MR. WARREN: for those fishermen. I would like to ask the acting minister if he would likewise take the concerns of the fishermen in the Northeast part of this Province to his officials to see if there could be also compensation from this government to assist the fishermen who have had a disasterous lobster fishery this year so far?

MR. SPEAKER (Russell): The hon. President of Council.

MR. MARSHALL: Mr. Speaker, that matter has already been attended to. The member for Twillingate (Mrs. Reid) is the first person whom I remember to have made a representation in that behalf and she made that representation approximately a week ago to the Minister of Fisheries (Mr. Morgan) on behalf of the fishermen in the Twillingate area, and indeed on behalf of all the people on the Northeast Coast.

So that is being done and we will certainly be pursuing the matter further. But, you know, I want to emphasize we all realize the situation with respect to the ice here, we have the same problem with respect to that as we have to many of our relationships with Ottawa. They are 1700 miles away and it is very difficult for them to understand the nature and extent of the ice incursions on the Island and certainly the effect it has on the fishery. The hon. gentleman says the member for Gander- Twillingate; I would also say that the member for Twillingate, as well as other members in the area, have made representations on behalf of their constituents.

MR. SPEAKER: The hon. member for Torngat Mountains.

MR. WARREN: Mr. Speaker, I am quite pleased that the member for Twillingate has made representations and the minister did confess that was over a week ago. Now I would like to ask the minister, since the member for Twillingate has made the request, and since I have made it

MR. WARREN: again today, what is this government going to do about it? This is a simple question: Is the government going to help the fishermen? Yes or no.

MR. SPEAKER (Russell): The hon. President of the Council.

MR. MARSHALL: Mr. Speaker, we are going to support the member for Twillingate in her representations, as we always do, and the other provincial members from time to time. Indeed, in this case we would even be prepared to support the representations made by the member for Gander-Twillingate, which were made after, obviously, he saw the position taken by the member for Twillingate.

MR. SPEAKER: The hon. member for Torngat Mountains.

MR. WARREN: Mr. Speaker, at least we can say that the minister has shown a little bit of concern for the fishermen. Now will they get financial help or not, Mr. Speaker? I would like to ask the minister another question pertaining to the fishery. If he is so concerned, and he said now that he will address the concerns, can the minister guarantee this House today that those number of fishermen who have had their fishing season disrupted because of the ice conditions will get compensation from this government? Just a simple yes or no answer.

MR. SPEAKER: The hon. the President of Council.

MR. MARSHALL: The hon. gentleman is obviously playing politics with the situation. The fact of the matter is he knows full well where financial help must come from if it is to come, if there is financial help forthcoming.

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MR. MARSHALL: We have made representations to Ottawa and we certainly hope that they will receive these representations in a positive manner.

MR.SPEAKER (Russell): The hon. Leader of the Opposition.

MR.NEARY: Mr. Speaker, I would like to direct a question to the Minister of Transportation (Mr. Dawe). In view of the fact that the five year plan to revitalize the Newfoundland Railway will expire at the end of March, 1985, and in view of the fact that containerization, modernization and computerization of the railway have been a tremendous success, would the hon. gentleman indicate if the administration there opposite will follow the lead of this side of the House, will follow the crusade started on this side of the House to make the Newfoundland Railway a permanent service in this Province?

MR.SPEAKER: The hon. Minister of Transportation.

MR.DAWE: Mr. Speaker, it is my understanding that the Terms of Union with Canada called for this Province to have a continuation of the railway. And I might point out, Mr. Speaker, that the Premier of the Province was alone in a lot of instances in supporting the railway and in putting forward a position that was not supported, either openly or as far as I know privately, by any members of the Opposition as it relates to problems that we were having some four years ago with the railway and some uncertainty. The position of this government has always been that the railway should be indeed improved and not allowed to be downgraded as was the case for a great number of years from the early 1960s on. And it is due to the Province's efforts in no small way, Mr. Speaker, that the containerization programme and the evaluation process that is ongoing now, and will continue to be ongoing,



MR. DAWE: since it is part of the Terms of Union as it relates to the railway and to make that particular mode of transportation a viable mode of transportation and one that benefits the consumers and the people of this Province.

MR. NEARY: Mr. Speaker, a supplementary.

MR. SPEAKER (Russell): The hon. the Leader of the Opposition.

MR. NEARY: Of course, the hon. gentleman is aware that the Sullivan Royal Commission back in 1979 recommended that the Newfoundland Railway be discontinued, be abandoned over a ten year period. And the hon. gentleman must be aware that the federal government, in its wisdom, the hon. Otto Lang who was Minister of Transport at the time, in his wisdom decided to implement a plan to revitalize the Newfoundland Railway over a five year period, and that five years, as I indicated, will expire March of next year. Now, I am not sure, Mr. Speaker, if I interpret his answer correctly, is the hon. gentleman saying that he will join with the Opposition in our crusade, in our lobby, to keep the Newfoundland Railway as a permanent service in this Province? If the hon. gentleman is saying that he will join our lobby because we do not think, Mr. Speaker -

MR. DAWE: Where have you been for the past four years? Where have you been for twenty years?

MR. NEARY: Mr. Speaker, the hon. gentleman has not lifted a finger up to now.

MR. SIMMS: What finger did you lift?

MR. NEARY: Well, Mr. Speaker, I have already been in touch.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: I have already made a special trip to Ottawa to discuss this matter, Mr. Speaker. Let me

MR. NEARY: ask the hon. gentleman what he has done or is he waiting for the date, for the time, the five years to run out before he does anything and then blame it on Ottawa? Is that the game he is playing, Mr. Speaker? Now if the hon. gentleman is going to join our lobby to save the Newfoundland Railway, would the hon. gentleman indicate in his request if he will be asking the appropriate authorities, the people responsible, if he will be asking them to put some funding, make some funding available to upgrade the rail line and to make some more necessary changes and improvements to the Newfoundland Railway so it can continue to prosper and grow in this Province?

MR. SPEAKER (Russell): The hon. the Minister of Transportation.

MR. DAWE: Mr. Speaker, where has the member for LaPoile (Mr. Neary) been for the past number of years?

MR. SIMMS: Supporting the Sullivan Report.

MR. DAWE: The other day he used the word 'dense'. Well, he certainly knows what the word 'dense' must mean. We have consistently supported the continuation and upgrading of the railway when voices opposite continued to be silent on that particular issue. I understand from my colleagues, although I was not here at the time,



MR. DAWE: that members opposite also supported the Sullivan Commission. It was not this administration, Mr. Speaker, who traded off the railway to Argenta for the road, it was not this administration who agreed to trade off a downgrading of the railway across the Province for a Trans-Canada Highway. As a matter of fact, we have consistently, and it was a matter of some debate in this particular House from time to time, we have consistently opposed that kind of a trade off scenario that has been given us from the Central government.

Mr. Speaker, join his crusade? Well, what a joke! What a joke! And I am glad to see that the Leader of the Opposition (Mr. Neary) and some of his troops over there have finally awakened and realized we have a railway in this Province. When we were asking on this side, when the Premier was asking, when I was asking, when this administration was asking for support from everybody in the Province as it relates to the railway, the Opposition was silent, And today, May 9, 1984, the Leader of the Opposition, four or five years after this particular incident as it relates to upgrading, jumps up on his feet and asks the government to join his crusade. What a joke!

MR. SPEAKER(Russell): The hon. the Leader of the Opposition.

MR. NEARY: Mr. Speaker, in case the hon. gentleman is prematurely senile, surely he must know that there was a Tory administration in this Province in 1979, when the Sullivan Royal Commission was made public. And is the hon. gentleman aware that there was also a Tory administration in this Province when the Bonavista rail line was discontinued?

MR. SPEAKER: Order, please!

The hon. the Leader of the

MR. SPEAKER(Russell): Opposition is proceeding to enter into debate and make certain statements pertaining to the matter at hand, I would request him to pose a question.

MR. NEARY: Yes, Mr. Speaker, that is what I was doing.

Is the hon. gentleman aware that it was a Tory administration that was in power in this Province when the Argentia rail line was abandoned?

MR. DAWE: Is that the question?

SOME HON. MEMBERS: Sit down. Sit down.

MR. NEARY: Mr. Speaker, I am not finished my question.

MR. DAWE: Oh, there is more question.

MR. NEARY: And is the hon. gentleman aware that it was a Tory administration in this Province when the application was made that the Argentia rail line be abandoned? Where was the hon. gentleman when hearings were being heard on these two applications? And where was the hon. gentleman and the administration when thirty-odd railway stations were being phased out and closed in this Province? In case the hon. gentleman has had a loss of memory, Mr. Speaker, would he tell the House what administration was in power in this Province when the Sullivan Commission made its report public? Where were the representatives -

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: Mr. Speaker, if I may continue on uninterrupted.

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Order, please!

MR. DAWE: Ask the question.

MR. NEARY: Yes, I am asking the questions, if the hon. gentleman does not mind.

Where was the hon. gentleman and where were the representatives of the administration when

MR. NEARY: all these things were  
happening? And while I am on my feet, would the hon.  
gentleman tell the House what steps, what action, what  
representation -

MR. MARSHALL: On a point of order,  
Mr. Speaker.

MR. SPEAKER (Russell): Order, please!  
The hon. President of  
the Council on a point of order.

MR. MARSHALL: The hon. gentleman has  
already been called to order by Your Honour with respect to  
this matter. The hon. gentleman thinks just by framing his  
debate in the form of a question that he is in order. But, Mr.  
Speaker, I refer you to Beauchesne , page 130, "Question must  
not seek, for purpose of argument, information on matters of  
past history, be a speech however short, nor be of unreasonable  
length." What the hon. gentleman is doing, Mr. Speaker, is  
making a speech. He was drawn to order by Your Honour. He is  
flagrantly violating Your Honour's ruling by continuing to  
proceed in this manner, and I would submit that he ought to be  
directed to pose his question immediately.

MR. NEARY: Mr. Speaker, to the  
point of order.

MR. SPEAKER: The hon. Leader of the  
Opposition to that point of order.

MR. NEARY: Of course, in typical  
fashion, that we have become use to in this House by the hon.  
gentleman, the whole purpose of that point of order is to  
muzzle the Opposition. I was asking the Minister of  
Transportation (Mr. Dawe) a number of questions. The hon.  
gentleman raised the point of order to try to protect the  
minister from these very penetrating, embarrassing questions,  
Mr. Speaker. I would submit that I was completely in order.  
The hon. gentleman is out of order by getting up and trying to

MR. NEARY: harass the Opposition, trying to obstruct and waste time because we only have half an hour during the Oral Question Period , Mr. Speaker.

SOME HON. MEMBERS: Sit down!

MR. NEARY: And if the hon. gentleman would only just permit me , I have one final question to put to the Minister of Transportation (Mr. Dawe) -

MR. STAGG: You are out of order.

MR. SIMMS: The point of order must be ruled on first. Sit down!

MR. NEARY: No, the Speaker will rule on it. That is all right. And if I am allowed to continue, if Your Honour rules , Mr. Speaker, that I can ask my question, I will be glad to accommodate the Chair and do so.

SOME HON. MEMBERS: Name him!

MR. SPEAKER (Russell): To that point of order: The whole point I suppose in the Chair asking and suggesting that the hon. Leader of the Opposition (Mr. Neary) may have been entering into debate was to try and save time in the Question Period. Indeed we do have only thirty minutes and the idea I suppose is to try and get as many questions and as many answers as possible.

MR. NEARY: Right.

MR. SPEAKER: The Leader of the Opposition was being very repetitive in repeating his questions over and over. Certainly I shall allow him to have one more very specific question.

MR. NEARY: Well, my final question, then - I hope the hon. minister has made notes now of all the questions that I have asked - would the hon. gentleman be prepared to table in this House any action, any representation, any correspondence that he may have in his possession on this matter to date, recent action taken to try to protect and keep the Newfoundland Railway

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MR. NEARY: in this Province? Could  
the hon. gentleman tell the House what he has done in recent  
weeks to save the Newfoundland Railway?

MR. SPEAKER (Russell): The hon. Minister of Transportation.

MR. DAWE: Well, the Johnny-come-lately is on his feet again, - Mr. Speaker, we have been dealing with this in recent weeks. Talk about the Sullivan Commission! There were parts of that particular report that were accepted by this administration, by government at the time. There were other parts of that which were not accepted, and certainly not the abandonment of the railway. It was not accepted, Mr. Speaker. There are volumes of correspondence saying just that fact. There were public statements to that effect. But I remember my colleague saying that members of the Opposition supported that particular action, that they supported the part of the Sullivan Commission Report which said, 'Do away with the railway'.

MR. NEARY: We were not even in power then.

MR. SIMMS: You were never in power.

MR. NEARY: The Tories were in then.

MR. SIMMS: You still had a position on it.

MR. DAWE: To coin of phrase from the member for LaPoile (Mr. Neary), there is no need for him to squirm now and try to get out of it -

MR. SIMMS: Right on.

MR. DAWE: - to wiggle and squirm and to try to say that -

MR. SIMMS: And squirt his venom and poison.

MR. DAWE: - someone else was in charge. Members of the Opposition supported the Sullivan Commission that said, 'Do away with the railway'.

MR. SIMMS: Right on.

MR. DAWE: Do away with it. Do away with it.

MR. NEARY: A point of order!

SOME HON. MEMBERS: Oh, oh.

MR. SPEAKER: Order, please!

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

MR. SPEAKER (Russell): Order, please!

The hon. Leader of the Opposition  
on a point of order.

MR. NEARY: Mr. Speaker, the hon. gentleman is making irresponsible statements, statements that are completely false and untrue. Because, Mr. Speaker, as I said in my question, unless the hon. gentleman is prematurely senile, it was a Tory administration here in 1979 when the Sullivan Royal Commission Report was made public. We had a Tory administration. In case the hon. gentleman does not remember, the Tories took over in this Province in 1972.

SOME HON. MEMBERS: Hear, hear.

MR. NEARY: The Sullivan Royal Commission was made public in 1979. Now, Mr. Speaker, we were not the administration of the day. How could we agree or disagree with anybody? Now as individuals we did disagree with it.

MR. SIMMS: Did you have a position on it?

MR. NEARY: We did have a position and our position was against the phase-out of the Newfoundland Railway.

MR. SIMMS: No, Sir. Where is your evidence?

MR. NEARY: I beg your pardon. Mr. Speaker, and all these other matters regarding Bonavista, Carbonear, Argentia, the closing of the railway stations, is what I asked the hon. gentleman



MR. NEARY:

to address himself to. So I would submit, Mr. Speaker, that the hon. gentleman is being very irresponsible, is trying to be catty and smart and witty, something that he cannot be.

MR. MARSHALL:

Mr. Speaker.

MR. SPEAKER (Russell):

The hon. President of the Council to that point of order.

MR. MARSHALL:

Mr. Speaker, just briefly on that point of order. The hon. gentleman asked a series of questions which amounted to a speech. And what he wanted to do was to try to frame his own warped interpretation of what happened. What the hon. gentleman wants to do, Mr. Speaker, is try to spin a weave of fantasy land around it so he can believe that certain things happen that did not happen, and all the minister was doing was responding to it. The hon. gentleman can continue on in that refrain all he wants to. Before long he will spin a little fantasy land that it was a Tory administration which signed the Upper Churchill contract. So we can leave him alone in his retirement as he is going to the senate, Mr. Speaker, he needs these little cushions to assuage his conscience.

MR. NEARY:

A personal attack again.

MR. SPEAKER:

Order, please!

The Chair recognizes the hon. Leader of the Opposition (Mr. Neary) on a point of order, which really was not indeed a point of order but certainly a difference of opinion between two hon. members. The hon. minister has about one minute left to finish the answer to this question.

MR. DAWE:

Thank you, Mr. Speaker.

Yes, indeed it is on the record, officially to the CTC and the various other commissions that met on this the Province's position on these issues as it relates to employment, as it relates to the status of the railway, as it relates to the ongoing evaluation process for containerization. And, Mr. Speaker, it is also a matter of record that the members of the Opposition, as well as a number of other people who now see the light as it relates to the railway, did not support this Province's ongoing position as it relates to continuing with the railway and even upgrading it. Mr. Speaker, after the whole process of eliminating the passenger rail service in this Province, and then going on over the past number of months and eliminating passenger rail service

MR. DAWE: in other parts of Canada under a particular federal minister, when the new federal minister took over he said he is going to reactivate the national dream - and I said it in this House before - he is going to reactivate the national dream and have a passenger rail service again from Coast to Coast. The only problem with it is, Mr. Speaker, that Coast to Coast for the federal minister is from Halifax to Vancouver. It does not include St. John's to Victoria. He has a very narrow idea, centralist idea of what the national dream is, Mr. Speaker, and that is one of the problems that we have in dealing with the federal administration. But we will continue, in spite of the opposition, in spite of the Leader of the Opposition (Mr. Neary) and his colleagues, in spite of their efforts to try and do away with the railway over the past number of years, to trade off the railway for other transportation modes, this administration has continuously and will continue, Mr. Speaker, to fight for transportation modes in all facets in this Province, good road transportation links, good railway links, good airports, good air facilities, good air transportation, good water transportation, in spite of the Opposition trying to trade off what we already have for something that we should have anyway.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Russell): Order, please! Order, please!

The time for the Question Period has expired.

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN

MR. GOUDIE: Mr. Speaker.

MR. SPEAKER: The hon. the Minister of Rural, Agricultural and Northern Development.

MR. GOUDIE: Mr. Speaker, I have the answer in response to Question 12 from the gentleman representing Torngat Mountains (Mr. Warren), to table, "All correspondence his Department has had with the Conne River Indian Band Council since January, 1979 concerning Federal funding for Indians in Conne River." I do not know what he wants it for but here it is.

ORDERS OF THE DAY

MR. SPEAKER (RUSSELL): It being Wednesday, we would normally proceed with the first Private Member's Motion on the Order Paper. However I understand that there has been an agreement between both sides that Motion No. 6 on the Order Paper in the name of the member for Baie Verte - White Bay (Mr. Rideout) is to be changed with the motion on the Order Paper by the member for the Bay of Islands (Mr. Woodrow).

MR. NEARY: In order to accommodate the hon. gentleman, who had to be absent from the House, we agreed to make that change.

MR. SPEAKER: That being the case, then I am prepared to recognize the hon. the member for the Bay of Islands.

SOME HON. MEMBERS: Hear, hear!

MR. WOODROW: Mr. Speaker, the resolution that I am speaking about today is about tourism and especially about the Western region of the Province.

MR. WOODROW: Rather than give a speech, I would like to give a talk because I think in the age we are living today people are looking for recreation more so than they did in days gone by. And I will be making some proposals today.

I would like to say, incidentally, that this is the third session I have tried to get this motion debated in the House of Assembly. It is a motion that is going to appeal to all members, and in particular the members of the Western region of the Province. I think I should, Mr. Speaker, first of all for the information of everybody, read the resolution. It states as follows:

WHEREAS the Gros Morne National Park has been recognized as one of the most attractive areas in Canada; and

WHEREAS the Humber Valley has long been a site for recreation and sightseeing; and

WHEREAS Marble Mountain ski facility is rapidly becoming one of the most popular ski centres in Eastern Canada; and

WHEREAS the Bay of Islands offers great attraction for marine oriented recreation; and

WHEREAS there exists additional potential for the development of tourist attractions in the Western region; and

WHEREAS the tourist industry offers great opportunity for year round employment;

THEREFORE BE IT RESOLVED that the Government of Newfoundland and Labrador encouraged the future development of these attractions and of additional attractions and that every effort be made to promote this area as a major recreational centre.

MR. WOODROW:

Mr. Speaker, Western Newfoundland up to St. Anthony and East to Baie Verte, can be described as a park that has something to offer for recreation all seasons of the year, which I will talk about this afternoon, and no doubt other members, especially from the Western region.

The greatest drawback for people from the Mainland of Canada to reach the Western park is the Gulf run. For the per person cost of travelling from North Sydney to Port aux Basques I use the figure \$10, but the actual amount is \$9.95. In round figures I will call it \$10.00. The auto costs \$30.00, and, if you have a trailer with you, the minimum charge is \$30.00.

MR. WOODROW:

If you have another person with you, that amounts to \$100, to go and return, for a couple travelling. So you have the return trip, and in most cases people have children travelling with them, so you are looking at, for a return trip, just for two people, approximately \$200.

Now, Mr. Speaker, I have said this before on several occasions, and I am going to propose it again, and I am going to propose it especially because I think we should be treated equal to all Canadians, and the proposal I am making is that the Gulf run be considered as part of the Trans-Canada Highway. It is approximately, say, 100 miles, and to drive 100 miles in your car would cost from ten dollars to fifteen dollars. I worked out a formula. Say, for example, twenty dollars per vehicle, distinguishing between trucks, trailers, tractor trailers. Now, I do not think this is really too much to ask the Government of Canada because we are Canadians. That is the reason why I am asking it. And if this happened, people would flock to our Province. We would not be able to find enough room to keep them.

Now, I understand that my colleague from St. Barbe (Mr. Osmond) will discuss the first WHEREAS, that is, 'WHEREAS the Gros Morne National Park has been recognized as one of the most attractive areas in Canada.' He is going to discuss this part of it, and I want to zero in on other things and I am going to, first of all, Mr. Speaker, mention some of the attractions which certainly the hon. the member for Humber West (Mr. Baird) knows about. I am going to mention some of them and proceed on from there.

First of all, we have the marina in Allen's Cove, and each Summer there are approximately forty sailboats and other types of boats -

AN HON. MEMBER:

Cruising boats.

MR. WOODROW: Cruising boats, yes -  
in this marina and they are all going between Curling and  
Woods Island, especially during the Summer season.

Incidentally, there  
are approximately eighteen islands in all the Bay of  
Islands, and that is the reason why, I suppose, the  
district is called the Bay of Islands. There are many  
beautiful parks in the Western region offering all kinds  
of attractions for visitors during



MR. WOODROW: all seasons of the year. Let me zero in on one of the parks, that is the Blow Me Down Park in Lark Harbour. It is a beautiful, attractive beach, and it really is beautiful, the mountains and the trees. You may travel up the mountain to a lookout and I would say that the view is better than the one from Signal Hill in St. John's. It takes in the great view of all of the Bay of Islands.

MR. SIMMS: Hear, hear.

MR. WOODROW: Along the Trans-Canada Highway near Shelbert Island you will see the face of the Old Man in the Mountain, which is now becoming more known each year; in fact, federal funding was spent last year to make it better known. The very scenic view along the South Shore, down through Curling and onto Lark Harbour, when you are there anytime stop in Frenchmen's Cove and look at Woods Island, now abandoned but once the most prominent settlement in Western Newfoundland.

MR. BAIRD: Resettled by the Liberals.

MR. WOODROW: View the once the thriving Curling waterfront, once the hub of Corner Brook. It still has three herring plants but employment is not like it was in earlier years. Take a drive across the Ballam Bridge and down the scenic North Shore, look at another face in the mountain at Brakes Heights in Summerside. Stop at McIver's and visit the scenic beach. Pull your car onto the side of the road and look right down over the Bay of Islands again. Continue on to the park in Cox's Cove and note the waterfall there. Mr. Speaker, it is really beautiful. And, you know, anybody who goes there, in fact, they never forget the beauty of what is referred to as the Outer Bay of Islands both sides of the Bay.

Now, of course, we cannot forget to mention Marble Mountain for skiing, and I understand it is the best place East of Montreal. Many people from the East

MR. WOODROW: Coast of the Province and from the Canadian mainland come there to ski in the Wintertime. And much work has been done, Mr. Speaker, by the federal and the provincial governments to promote it and it is continually going on. There is a chair lift there which is used in the Winter and it takes the skier about 1,500 feet about sea level and gives a panoramic view of the Bay of Islands, again, and, of course, of the Humber Valley in this particular case.

You know, Mr. Speaker, we also guarantee good weather,

MR. WOODROW: that good weather is going to continue over on the West Coast.

Now I would like to mention, too, people of course when they travel they naturally have to eat and what is becoming prominent today in the Province of Newfoundland and Labrador is eating fish.

MR. WARREN: Fish and brewis.

MR. WOODROW: Fish and brewis, right you are, one of the things, What I would like to mention are some of the food outlets, especially in the fish line. You can find fresh scallops in Spring and Summer in Benoit's Cove. In fact, I think some of you ate them last year over in Port de Grave district. And there is a new industry - probably most of you know this, but I will mention it in any case - a new industry in secondary fish processing has been opened at Frenchman's Cove in the past month or so and it is known as Bayside Fisheries and it is presently employing five people. Mr. Speaker, I think I can add here, that is, I think, the kind of industries we need, employing five to ten or fifteen people. They process a delicious cod. It is cod in cheese sauce and it is something like cod au gratin. And I must say it is a very beautiful dish because I have enjoyed it several times.

There are several lobsterterias set up. You can find one along the South Shore in John's Beach. And note, Mr. Speaker, the beautiful names in the Bay of Islands, Irishtown, John's Beach, Frenchman's Cove, and the like, and so on. And there is also a lobsterteria in Corner Brook and I think there are others also set up along the South and the North Shore. And of course,

MR. WOODROW: Mr. Speaker, that area, Bay of Islands, is also known for the lobster fishery.

And there are several fine restaurants in the area as well. In fact, from Port aux Basques right up the Coast, and up to Baie Verte, you can certainly find good restaurants but there is certainly room for more and for better restaurants and I feel that is going to come as time goes on.

And the Western region, Mr. Speaker, is known for the best salmon fishing in any part of Canada. There are many rivers, including rivers in and around the Codroy Valley as well as the Humber River, Big Falls and many others.

MR. STAGG: River of Ponds.

MR. WOODROW: Somebody mentioned River of Ponds, which is right.

And also what is becoming famous is canoeing. It is becoming a famous sport also. It is done in the Humber River but it is also a pleasure to watch the sailboats, which normally anchor in Allan's Cove marina, sail

MR. WOODROW: up and down the Bay of Islands many times during the Summer months. In fact, when I am returning from the beautiful settlement of York Harbour, where I have a home, sometimes, in fact, I do stop and watch the boats because it is beautiful to see them sailing up and down the Bay. Many more things could be said and I am sure they will be mentioned by other members as well.

Now, Mr. Speaker, we have been wondering what the government have been doing about the tourist industry. Before saying that, I would like to say that we are still, as you know, under the Department of Development. It looks as though I am getting a signal.

SOME HON. MEMBERS: By leave! By leave!

MR. WOODROW: Okay. Thank you very kindly.

Mr. Speaker, up to date tourism, which is under Development, is tenth on the list. In fact, in the budget, there is Education, Health, Social Services, Transportation, Justice, Mines and Energy, Municipal Affairs, Public Works and Services, Forest and Lands, Development, of course, and Tourism. I do feel sure that will be higher on the list hopefully by next year.

Now, Mr. Speaker, to show what the government are doing to increase tourism on the West Coast, for that matter in the whole of the Province—

SOME HON. MEMBERS: Hear, hear!

MR. WOODROW: - I would like to quote from a speech given by the Minister of Development (Mr. Windsor), who looks after the tourism, at the Economic Conference held in Corner Brook, April 14, 1984. "The Department of Development has long recognized the need for a less

MR. WOODROW: centralized approach to economic development, and several years ago established a Western Regional office to carry out our mandate in this area. In recent weeks we have announced offices for Labrador City, to encourage development projects in the Labrador region, and in Gander to service the central region of the Province." That means they are open in the Western region, in the Central and in Labrador.

"And in recognition of the need to spur investment, government have established what is called the Venture Capital programme, which is designed to encourage the participation of the private sector in providing venture or risk capital and management expertise to small business within the Province. The programme addresses the need for the infusion of equity capital for the start-up of new business ventures as well as providing for the stabilization and the expansion of existing businesses.

"A fund of \$500,000 has been

MR. WOODROW:

"set aside for the programme in this current fiscal year. Government will match the contribution from the private sector in the form of loans with very attractive interest reductions and principal requirements. And since 1980," Mr. Speaker, this is worthy of note, "the government have invested some \$5 million dollars in the development of tourism facilities and attractions, on tourism marketing, on tour development"- of course there are many tours, as you know come to the City of Corner Brook and they continue on here to St. John's- "and the promotion of package tourism" - which is important- "as well as on market development, with a twofold purpose, intended to encourage visitors to stay longer and spend more money in the Province and to infiltrate new and greater markets.

"Now in 1984 we will be implementing a new service called toll-free wide-area telephone service at a cost of approximately \$200,000 annually which will provide easy access to detailed and accurate information for potential tourists." So I think that all those things are very, very important because the tourists want to make telephone calls and the like.

I must also mention what is becoming more and better each year, that is the Stephenville Festival and that is going on again this year.

Mr. Speaker, just a couple of more things: Before I sit down I would like to say that I am very happy that the Basilica of St. John the Baptist in St. John's is now a historic site. It is a great honour for the Province, especially for the capital city of St. John's. As a result of this every tourist who visits St. John's will no doubt have it on their list for a visit. I would just like to quote once more a speech that I made in Corner

MR. WOODROW: Brook to a group of assessors there a couple of years ago. I described then that "The Western region offers an endless variety of Newfoundland scenery which is an endless fascination to resident and visitor alike. The city of Corner Brook is nestled amidst a spectacular Long Range Mountains which extend to the tip of the Northern Peninsula."

And finally, Mr. Speaker, in thanking everybody for their attention, I would like to just end up by saying I really feel there is a good future in Newfoundland and Labrador for tourism and I encourage government to do all they can for the development of tourism and I look forward, Mr. Speaker, to closing off the debate next Wednesday. So, thank you very much.

SOME HON. MEMBERS: Hear, hear!

MR. WARREN: Mr. Speaker.

MR. SPEAKER (Aylward): Order, please!

Before I introduce the hon. member, I am sure all members would wish to join me in welcoming to our galleries forty-six Grade V students from Ackerman Elementary in Greens Harbour with their teachers, Mr. Penney, Mr. Galway and Mr. Peddle.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. the member for Torngat Mountains.

MR. WARREN: Mr. Speaker, let me begin by saying that this resolution presented by the member from the Bay of Islands (Mr. Woodrow) to me is one of the best resolutions that has ever been placed in this House by a member on the government side.



MR. WARREN: Now, Mr. Speaker, for a member on the government side to give his own party a tongue-lashing, which it deserves, shows, Mr. Speaker, that the hon. member is not satisfied with the actions that his government is taking towards tourism in this Province. Now, Mr. Speaker, I think the hon. member should be congratulated. Looking down through the Order Paper, we will not find one other resolution from any other member on the government side that is taking the government to task for things that they should be doing and things that they are not doing for the betterment of the Province.

Now, Mr. Speaker, it is a great pleasure for us on this side of the House to support this resolution because it shows the inaction of this government. Now, Mr. Speaker, when we can see the member for Bay of Islands (Mr. Woodrow) chastising his own government, chastising his own Premier, who is running around the country worrying about oil and gas when tourism flounders in the Province.

MR. PATTERSON: Oil and gas are not important?

MR. NEARY: There are other things, too, in the Province that are important.

MR. WARREN: I would just like to take the hon. member up on that. Are oil and gas important? Yes, oil and gas are important, Mr. Speaker, but it will not increase our tourism in the future. We need to promote our Province of Newfoundland and Labrador. We do not need to promote Hibernia. Who is the member for Hibernia? Let him stand up and say something. Now what does this resolution say on the matter? Well, Mr. Speaker, it calls the Government of Newfoundland

MR. WARREN: and Labrador to encourage the future development of the attractions on the West Coast of our Province. Mr. Speaker, where have the member for Bay of Islands (Mr. Woodrow), the member for Humber West (Mr. Baird), the member for Humber Valley (Mr. House) the member for Stephenville (Mr. Stagg), been when everybody in St. John's is talking about a Convention Center? Why have these members not been pushing the government for a Convention Center for Corner Brook? Why could the Center not be in Corner Brook to increase the tourism industry in the West Coast? We have enough hotels in St. John's now, we have enough places for accommodations in St. John's, so let us take the Convention Center and put it in Corner Brook.

Mr. Speaker, why did not the nine or ten members from the West Coast work on their colleagues in the Cabinet three quarters of whom are from St. John's, and get the Convention Center on the West Coast where it should be?

SOME HON. MEMBERS: Oh, oh!

MR. WARREN: Now, Mr. Speaker, let me continue. This resolution, Mr. Speaker, is an admission by the member for the Bay of Islands (Mr. Woodrow) that the provincial government has not done all it can to develop the West Coast of the Province. Mr. Speaker, you know, this past - I am getting wound up now - this government is committing \$186,000 in advertising. And what are they doing on the other hand? Making positions available for twenty-one people to work in the Petroleum Directorate.

MR. TULK: They are what?

MR. WARREN: Finding positions for twenty-one extra people in the Petroleum Directorate whereas on the other hand they are going to spend \$186,000 in advertising. Mr. Speaker, just look at these mathematical figures. If there was only a 4 per cent increase per year in the growth of tourism in this Province this year and in the future years, it would generate employment for approximately 360 full-time and part-time employees. That is, only a 4 per cent increase in our tourism industry would generate employment for 360 full or part-time employees. And, Mr. Speaker, talk about the five year plan! Five times 360 yields 1,800 jobs that would be created in a five year plan if this government would look at a 4 per cent increase in tourism over the next five years.

MR. PATTERSON: Tell us about the Norma and Gladys?

MR. WARREN: Mr. Speaker, I have already told the hon. member in committee about the Norma and Gladys. I am afraid, Mr. Speaker! A few days ago I was looking at the bids sent in after tenders were called. And I only pray for one thing, Mr. Speaker, that whoever gets the Norma and Gladys, she is not used to transport tourists around the Province of Newfoundland and Labrador. Because I honestly believe that that boat has had her day and she should be used as a museum in a stationary position, not used in any future trips. I believe that, Mr. Speaker, so why put the lives of people in

MR. WARREN: danger on a boat that definitely, in my opinion, should not be put in the Atlantic water for such service.

Now, Mr. Speaker, I know the member for the Bay of Islands (Mr. Woodrow) is interested to know those figures, so let us compare what this government has done towards the Gros Morne National Park as compared to the federal government. The annual operating budget of Parks Canada for Gros Morne is \$2.5 million, and that is towards a national park on the West Coast of this Province, one of the best national parks in the whole of Canada, probably including the one in the Rockies. Now, Mr. Speaker, I would say the Gros Morne National Park, as in fact I have heard many people across Canada say, is just as good as any other national park across Canada.

MR. TOBIN: Who wrote your speech?

MR. WARREN: Mr. Speaker, you know, it is amazing! The hon. member for Burin - Placentia West (Mr. Tobin) has asked me who wrote my speech. Mr. Speaker, whether I have a paper to read from or whether I am speaking I am sure that I can do as good a job or better than the hon. member from Burin - Placentia West can do.

Now, Mr. Speaker, this year Parks Canada is helping

MR. WARREN: my hon. colleague for Bay of Islands (Mr. Woodrow), because they have already called tenders for tour boat facilities on Western Brook and Trout Brook pond, and they have already called tenders, or are in the process of calling tenders for heated swimming pools in the Gros Morne National Park. So, Mr. Speaker, we can see that the federal government is concerned about tourism on the West Coast of this Province.

Mr. Speaker, the Gros Morne National Park is very popular with Newfoundlanders. Last year alone the number of visitors to the Gros Morne National Park was 52 per cent Newfoundlanders. 52 per cent Newfoundlanders alone wanted to see their own National Park.

Mr. Speaker, I know I only have twenty minutes, but there is so much to talk about -

SOME HON. MEMBERS: By leave. By leave.

MR. WARREN: Thank you. Thank you very much.

MR. TOBIN: Tell us what happened to the Canadiens.

MR. WARREN: Now, the Canadiens do not have too much to do with tourism in this Province. However, I can assure the hon. member that in due course, when we are talking about other parks, under the Department of Culture, Recreation and Youth, I will talk about hockey. But now I am talking about the tourism industry in this Province and, if the hon. member will hold his lip for a little while, I will continue.

Mr. Speaker, what can this government do to increase tourism in this Province? Well,

MR. WARREN:

I know what my hon. colleague wanted to say today he is going to say next Wednesday when he closes the debate. I am going to throw out three suggestions and I hope that this government will pay heed to those suggestions, because I believe it will be a great boost for our tourism industry: One would be the removal during the busy tourist months, and I am thinking in particular of June, July and August, those three months, the removal of all taxes that have been imposed on foods sold in restaurants.

Now, Mr. Speaker, if this government wanted to give a boost to the tourism industry in this Province, the least thing they can do for the three main months for the tourism industry is to remove those taxes imposed on food sold in restaurants in this Province.

Just imagine, Mr. Speaker, what an impact that would have. Right now all our restaurants are half empty during the Summer time, but let us take those taxes off the \$5.50 meal individuals have and see what a difference it will make to the tourism industry. And it will boost restaurant sales, Mr. Speaker.

No doubt this move would be beneficial to the restaurant business in the Province and, furthermore, if the restaurant owners are going to be busy, they are going to have to hire on extra staff during the Summer months, and by hiring on extra staff, naturally it means employment for young people and older people in this Province. Mr. Speaker, it is interesting to note that there are young people in the gallery today who are hoping to find employment in this Province in the very near future. And the only way to provide that employment is if initiatives are taken so that these young people can have the opportunity of working after they finish their school year

MR. WARREN: another step that this government can take.

Now, Mr. Speaker, on the road in Summertime - and I am one of those who travel during the Summer - you hook a trailer on to your car and you take off for a week or so, and the cost of the gasoline you must use to get from point A to point B is astronomical!

Now, Mr. Speaker, why could not the Minister of Finance (Dr. Collins) say during the tourist season that he will reduce the tax on gasoline? It would encourage camping from within this Province and it would encourage more people to visit our Province.

MR. CARTER: He should put a special tax on all Liberals.

MR. WARREN: You know, Mr. Speaker, with a Liberal convention coming up, you can put all the taxes you like on the Liberals, because they are turning out in droves regardless. They are going to turn out in droves.

In fact, Mr. Speaker, I am glad the hon. the member for St. John's North (Mr. Carter) has spoken about that because last night I attended a meeting at Beaconsfield High School where some 1,025 people, some of them instant Liberals, overnight Liberals, attended the nomination meeting. And it seems, Mr. Speaker, that in this Province today, they believe that the Premier has gone on vacation because it seems like the government has been stalled.

MR. TOBIN: On a point of order, Mr. Speaker.

MR. SPEAKER (Aylward): On a point of order, the hon. the member for Burin - Placentia West.

MR. TOBIN: Mr. Speaker, I think we are in debate on the resolution as presented to the House by my colleague, the member for Bay of Islands (Mr. Woodrow),

MR. TOBIN: which deals specifically with tourism, and that has nothing to do with the debate that the hon. gentleman is now entering into. He does not have to apologize to this House for the fact that it takes the Liberals in this Province two days to count 900 votes.

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

MR. SPEAKER (Aylward): To that point of order, the hon. the member for Torngat Mountains.

MR. WARREN: There is no point of order, Mr. Speaker. In response to the member for St. John's North (Mr. Carter), who was asking me about the taxes that were going to be placed on different people in the Province, I responded in a quite favourable manner to the gentleman. And furthermore, to the point of order raised by the hon. the member for Burin - Placentia West (Mr. Tobin), I can assure him that when the next election rolls around that he will find out where the taxes will go.

MR. SPEAKER: To that point of order, I do suggest that a meeting in St. John's West last night for a certain political association would not have much to do with this resolution, so I would remind the hon. member that we are discussing a Private Member's resolution.

MR. WARREN: Thank you, Mr. Speaker, I always obey your ruling, Sir.

Mr. Speaker, what else can this government do to assist tourism? I have already made two suggestions, one, to reduce the tax on food in restaurants during the tourist season and, two, reduce the tax on gasoline for tourists during the Summer season.

Mr. Speaker, last year we set up a big advertising blitz to bring tourists into the Province, and, at the same time we put on the blitz,



MR. WARREN: we put a 12 per cent tax on clothing.

Now here is another way to boost tourism, Mr. Speaker, because last year 40 per cent of the tourists within the Province of Newfoundland and Labrador came from outside of Newfoundland. Those tourists, the same as an hon. gentleman visiting Ontario for a week or so would probably consider buying a shirt or a pair of pants or a pair of shoes or something like that, Mr. Speaker, so why do we have that big burden on them, that extra 12 per cent sales tax?

Let me remind the hon. House of the practice in Ontario. If you go to Ontario as a tourist and buy a shirt or a suit of clothes and bring it back home with you, and within thirty days you send your receipt back to the Ontario Government, it will issue a cheque for the amount of tax you paid on that particular piece of clothing. That is what the Ontario Government does. Why cannot this government do the same thing for the tourists who come into our Province?

MR. PATTERSON: You know the answer.

MR. WARREN: I know the answer. This government says it is because we cannot get enough energy, we cannot get the oil from Hibernia, we cannot get the Lower Churchill. These are a few of the answers. There is another answer, too. Let the Premier pay for his own apartment, that would be some money coming in; or tell the Premier to come back home instead of wasting taxpayers' money across Canada, that would be some more money coming in. So, Mr. Speaker, there is some of the money, it does not all have to come from Hibernia.

MR. WARREN:

Or not hire twenty-one extra people down at the Petroleum Directorate because we have too many people down there at the present time. There is another \$100,000 we could use. So there is no trouble, Mr. Speaker, to get the money. The problem is that this government does not have the gall or the intestinal fortitude to say that if you want to increase the tourism industry in this Province you have to do it in a positive manner. And a positive way to do it is to say to all of the tourists, have the store clerks attach the little slips, which are now in the stores and everybody has to sign if you have a child under twelve years of age to get the taxes off, have a little slip in the store that the tourist can get, and when he gets back to Quebec or to Saskatchewan, or back to Germany for that matter, he can send his receipt back within thirty days, that is time enough, to the provincial government and he will get his sales tax refunded. By doing that you see more people coming to the Province and, not only that, you will see more tourists buying in the Province. I think it would be a good idea.

In fact, I should throw this one out to the hon. member, to think about our craft industry, about our moccasins and our sealskin mitts and our Indian mitts and vests and different things that are made by the Native people in this Province, because you cannot buy them anywhere else, and people coming into the Province will want to buy them, so why make them pay the 12 per cent sales tax?

Now, Mr. Speaker, I know my time is running short. I only have about another minute. I would like to go on record as saying that the members on this side of the House are quite excited today, are quite pleased

MR. WARREN: that we could see a back-bencher such as the member for the Bay of Islands (Mr. Woodrow), bring in a resolution attacking the government. I am surprised that the hon. member's resolution could go through the detection system without being caught. I am surprised, Mr. Speaker, that he got his resolution on the floor without his resolution being thrown out because it was fighting that government. So he must have somehow, Mr. Speaker, sneaked his resolution in without the 'eye' fellows, we will call them, the guys who call the shots in the government, not stopping his resolution. But I must give him an A-plus for effort for bringing such a resolution into this House condemning his own government. In fact, I close, Mr. Speaker, by saying to the hon. member in all decency, with all respect to the hon. member, come on over and join us and I am sure that we will continue to fight.

MR. WOODROW: It would be as St. Peter said, 'Lord, to whom shall we go?'

MR. WARREN: And, Mr. Speaker, I assure the hon. member that we will join in in showing this government that it is not only St. John's that belongs to this Province, this Province is from St. John's to Nain, Labrador. Thank you.

MR. SPEAKER (Aylward): Before I introduce the next speaker, it gives me great pleasure to welcome to our galleries once again a teacher from Stella Maris School in Trepassey, Ted Winters, together with twenty of his students.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for St. Barbe.

MR. OSMOND: It is a pleasure for me today to stand in this hon. House and speak on the resolution presented so ably by my colleague from Bay of Islands (Mr. Woodrow).

MR. OSMOND: The first part of the resolution there refers to the Gros Morne National Park, "WHEREAS the Gros Morne National Park has been recognized as one of the most attractive areas in Canada;", and this I certainly cannot disagree with.

Mr. Speaker, there is a little bit of history of how the Gros Morne National Park came to be recognized, and I think you can go back to the early 1900s when the warships came in there from England, into the Bonne Bay area, and at one point in time they had royalty on board and they liked the area and liked the scenery so well they stayed longer, so I am told by the older people around Bonne Bay,

MR. OSMOND: the boat stayed in longer than it had planned and the royalty people went back to England and reported the great scenery in the Bonne Bay area. No doubt that scenery is still there today and the mountains are still the same as they were in those days. Later it was recognized by another great gentleman from the United States, Lee Wolfe, who in the late 1930s and early 1940s came to the Lomond area of Bonne Bay and further up in the park area, at that time being the first person to bring in American tourists for fishing and hunting. He set up a camp at Lomond at that time and one of the buildings still stands there. I think it is used now by the Anglican Synod as a youth camp. Lee Wolfe built his own airfield, really, just on the North end of the park, in Portland Creek area. He flew in his tourists and employed many people out in that area for guides and working on his camps and what have you. We talk today about the conservation of salmon but probably Mr. Wolfe was one of the first ones to conserve salmon. At that time he used to encourage the fishermen to catch the bigger salmon, but then would let them go. They had a special little pool made that he would let them go in. He would leave them in that for a day or two until they recovered from their half an hour of being on the end of a line and then he would let them go into the sea. So these are some of the things that the federal government is bring in today in the salmon regulations and in the sports fishing, practically the same thing as was done in the 1940s up on the Northern Peninsula. Later in the years the federal government recognized that area as a place that was very much loved by the people who come in for the scenery and for the animal life, the wildlife and

MR. OSMOND: what not. I think they engaged a Dr. Pruett or something somewhere in the 1960s and he did a survey of the whole Long Range Mountains on the caribou herds, the moose herds and the almost depleted Arctic hare. That is one of the few places with Arctic hare, which, although not numerous, I have had the occasion to see myself on the Long Range Mountains. Then about 1973, I guess, the park started and probably there were some signing of agreements at that time. The hon. Ed Maynard was certainly involved there. I remember attending a very large meeting in Woody Point a year or two before that when the previous administration were in, the Liberal administration, and there were all kinds of excuses why the park should not go there, the silica mines, etc., and they tried to deter the people from having the park.

MR. STAGG: 'Silica Bill', right?

MR. OSMOND: 'Silica Bill', yes.

MR. STAGG: I took care of him.

MR. OSMOND: It was in 1973 that Mr. Maynard was the Minister of Forestry, I think, or whatever it was called at that time, and Mr. Chretien came down and they tentatively signed the park over. I must say that it did not go all that smoothly. There were a lot of problems, there were a lot of people disrupted, and there were a lot of people whose lifestyles had to change, especially the older people. It was not so bad for the younger people, but for the older people who felt they had to move, or chose to move out of the various communities, it was probably one of the saddest things about bringing in the National Park.

Another thing was that people had thought at that time, some of the older people, we can no longer hunt and cut wood freely in the future. But that has been resolved to a certain extent. Due to negotiations with the provincial government, and the hon. the Minister of Culture, Recreation and Youth (Mr. Simms), the past two years we have had several meetings with the Parks people, and he has had meetings with his colleagues in Ottawa. And that has been resolved to the benefit of the people in the park because of those meetings and the initiative of the Minister of Culture, Recreation and Youth.

As I say, some of the older people could still find it very hard to live with. And most of the loggers who could no longer cut wood in the park, through negotiations with this government and Bowater there has been lots of land, different blocks of land that has been turned back to the Crown to take care of those people and they are in better timber now than they were before the park went there, really. So it has worked out quite satisfactorily and it was because of the initiative and the negotiations of this government in locking after the people in St. Barbe and the Bonne Bay areas.

MR. OSMOND:

I would just like to give a description of the park and some of the tourist attractions. The trail is in the wilderness and, as I said previously, there are moose and caribou and Arctic hare. And the Arctic hare is really something to see. It is about four times as big as a rabbit. It is very difficult to spot, but it is really something to see.

And the hon. the member for Torngat Mountains (Mr. Warren) just mentioned the Western Brook Pond area where the park is putting out tenders for boat tours. Well,



MR. OSMOND: I would like to inform him that we had boat tours on Western Brook Pond twenty years ago and they continued up until the park came there. Then three years ago, the park put out tenders on it and there are two large boats in there now that go up nine miles in through the pond and in through the country, right in to the mountains that come down into the water 2,000 feet. The top of those mountains is 2,000 feet from the water straight up, and some of those mountains are even leaning out over the lake. There are many, many tourists who go up there during the summertime, they chose to go up in boats and travel up through the valley, through the trails, and take the two-day hike back through to Gros Morne and come out that way to the road. They go in there mostly to spot the Arctic hare and the caribou and the moose and they, no doubt, do some trout fishing. It is quite a wonderful experience. I have not travelled that route myself but I certainly travelled the Long Range Mountains in some of my moose hunting experience before the park came into that area. Then, again, there is Trout River Pond which also protrudes into the mountains for eight or nine miles, the two ponds, and you have the same type of mountains except that it is a different type of view; one mountain has trees and the other mountain is just a rocky terrain.

The hon. member mentions in his resolution the winter sports which would give us some year-round recreation. I do not think there is any place better on the Island for winter sports with the snow that we have, the ski slopes that we have, not only the Marble Mountain ski slopes, which are very, very lovely indeed, but the natural ski slopes that are in Trout River, Gulch and into the Rocky Harbour/Gros Morne area. And I must add that if you were in Trout River Gulch today and were a skier you would probably be up on the hill skiing even though the temperature may be fifteen or twenty degrees. You have there

MR. OSMOND: probably the latest skiing that is done anywhere in Canada on Gros Morne. And there will be snow there until July and probably even into August, but you can certainly ski in June. And if you were down in the Bonne Bay area this weekend, I am sure you would see the people from the Humber Valley area, in the Corner Brook area, down there with their skis on their cars, skiing the small slopes and valleys that still have the snow.

Cross-country skiing: There are people who cross-country ski from the Bonne Bay area across into the Bay of Islands area, into Cox's Cove. They ski right across there in cross-country skiing.

I could go on and on with the national park thing. Probably one of the best salmon rivers in Newfoundland, and probably the biggest and most publicized river is the Humber River,

MR. OSMOND: which is in my colleague's district and that river goes back into the country somewhere around 200 kilometers. The headwaters of that river is back in the Gros Morne Park, and I have stood on the ridge of the waters where you have the pond here flowing into the Humber River and you look down into the other valley and you look right out into the bay.

MR. WARREN: How far from Gros Morne Park are the headwaters?

MR. OSMOND: The headerwaters of the Humber River goes out to the edge of the mountains, out from Bakers Brook. So you are looking down into the Bakers Brook gulch down just North of Bonne Bay and then you are looking East to the ponds that run into the Humber River.

MR. WARREN: Are you talking about Bonne Bay?

MR. OSMOND: No, it is just about ten miles and you are out to the road there.

Mr. Speaker, I have stuck with the Gros Morne National Park there for a while, and just before I finish with the Gros Morne National Park I might say last year that the visitors to the park amounted to 275,000 people and at the park camp nights it was 12,000. This year, Mr. Speaker, work is continuing on there and then again the \$63 million agreement that was signed last year by the hon. the minister here and the minister in Ottawa, I think it was Mr. Rompkey, of that \$63 million agreement and, Mr. Speaker, \$8 million of that is going to be spent there this year on repaving roads and rebuilding roads, on the campground at Trout River partially, and on their new administration building.

MR. WARREN: Where is the swimming pool going to be?

MR. OSMOND: The swimming pool is going in the Rocky Harbour area. I do not think that will be in this year's programme but there is a swimming pool that is coming up there. I am sure that if it is an out-door swimming pool there will be a lot of people down there looking for some warm water.

Mr. Speaker, I may come back to the park, but I would like to talk about some of the initiatives of the hotel and motel operators on the Northern Peninsula. Several years ago they got together and they formed their own association. I think originally there were eleven, and now there are twelve or thirteen motel operators in that association called Northern Travelling Corporation. They came up with all sorts of ideas to promote tourism on the Northern Peninsula and one of those ideas was the idea of giving that road a

MR. OSMOND: specific name. So they, I think, had many meetings with the provincial government here and the hon. the Minister responsible for Tourism (Mr. Windsor) and they came up with the name, the Viking Trail. Mr. Speaker, I attended the official opening of the Viking Trail two years ago in Deer Lake with the hon. the Minister of Development and the Minister of Transportation (Mr. Dawe). At that time they had a motorcade of antique cars, from all around the West Coast, which travelled down into Woody Point, across on the ferry and into St. Anthony, and returned for the official opening of that trail. And they went on into the Viking site in L'Anse-au-Meadow. And last year they did the same thing again. They organized and got together many antique cars and travelled the same route, and now it is becoming an annual event. They will be doing it again this year some time in June and it will mark the official opening of the tourist season on the Northern Peninsula. A lot of credit goes out to those people, from this government and from myself, for initiating such an idea. It is probably the first of its kind in Newfoundland. That trail extends a distance of 480 kilometers.

MR. STAGG: That is a good many miles.

MR. OSMOND: That is a good many miles, it is approximately 300 miles.

Mr. Speaker, that trail is connected with the Labrador ferry at St. Barbe and I understand there will be a new ferry there this year and the car capacity will be increased, I think, by fifteen. That will no doubt be a great asset to the tourist industry, both on the Northern Peninsula and into Labrador.

MR. OSMOND: I remember some years ago I met a gentleman and a lady travelling by car on the Northern Peninsula. It was probably eight or ten years ago, and, at that time, I was on the road travelling the Northern Peninsula, and this couple stopped and asked me how far it was to St. Barbe. I to'd them, and when I asked them where they were going, they said they were going to Montreal. So I was a bit curious. I asked, 'Where did you come from?' He said, 'We came across on the Gulf ferry and we are making the round trip to Montreal.' And sure enough, they did. There are many people who make that round trip to Montreal. They travelled to St. Barbe, crossed on the ferry to Blanc Sablon, loaded their car on a coastal boat for Sept Iles and then went on to Montreal.

MR. OSMOND: I think there is probably a day coming when that Northern Peninsula Highway and the Labrador ferry will be probably the busiest road and ferry in Newfoundland, because hopefully some day there will be a road connection through to Eastern Canada.

MR. WOODROW: It is nine miles.

MR. OSMOND: Well, it is nine miles across straight but the ferry route is probably about fifteen miles.

Mr. Speaker, I have to get back to the Humber Valley area and to the Bay of Islands area or my colleague from Bay of Islands (Mr. Woodrow) probably will not like it too well if I do not go back and touch on the Bay of Islands area.

I too have travelled that route, and I am sure my hon. friend from Humber West (Mr. Baird) has travelled that route many times by boat, always coming down to the Bonne Bay Regatta by boat and we will miss him coming in the bay this year because I understand that last year was the last year for 'A Day on the Bay with Ray.' He has gone into new adventures. You will not get 'A Day on the Bay with Ray,' I do not think, unless he borrows a boat.

But I have travelled out through the Bay of Islands and through my hon. colleague's little island or big island - Woods Island is it?

MR. WOODROW: Yes.

MR. OSMOND: And then travelled on into Bonne Bay from there and it is a route that I think anybody interested in scenery and interested in boating should take the trip, because it is an adventure. My hon. friend from Humber West (Mr. Baird) has taken it

MR. OSMOND: many, many times and sometimes in stormy weather, and sometimes practically lost and all this, but it is a very, very interesting trip. You have many, many islands there, Woods Island and you have Big Pearl Island and Guernsey Island, Tweed Island, Hen Island, Green Island and Saddle Island. Saddle Island itself is an island that at this time in the year is nothing just a white island because it is covered with sea gulls and birds, it is really a sanctuary.

MR. STAGG: It is covered with guano.

MR. OSMOND: My friend from Stephenville (Mr. Stagg) has the proper term.

MR. SPEAKER (McNicholas): Order, please! The hon. member's time has elapsed.

SOME HON. MEMBERS: By leave.

MR. SPEAKER: By leave.

MR. OSMOND: Just a few minutes and I can clue up here. Anyway, as you travel out through the Bay of Islands and down through the islands, there is no harm to call it Bay of Islands, and you are looking at Mount Gregory, quite a scenic mountain and valley there, and the Gregory Plateau, just on the back of it, Gregory River there, then into Chimney Cove, and -

MR. BAIRD: Trout River.

MR. OSMOND: - Trout River. We cannot forget Trout River. Travelling on there by boat into Bonne Bay, as you enter the mouth of Bonne Bay and the mountains



MR. OSMOND: protrude right to the sea,  
it is really a fantastic sight. And I can see why the  
British saw it as a place that they should promote for  
tourism even at that time.

So, Mr. Speaker, before I  
sit down there is one other little thing and that is  
when we talk about tourism on the West Coast and the  
promotion of tourism and the monies

MR. OSMOND: that the provincial government should put into tourism, we have to think of our oil agreement; we have to think of an agreement, and not only an agreement, but an agreement that will benefit Newfoundland, that will benefit our tourism and our fishery and mining and forest industry, but we need the monies from that agreement, Mr. Speaker, to promote and to foster tourism on the West Coast as well as all Newfoundland.

Thank you Mr. Speaker.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (McNicholas): The hon. member for St. John's North.

MR. CARTER: Mr. Speaker, I certainly concur with the mover of this motion and I would like to see the tourist facilities on the West Coast upgraded. I do have a suggestion, and that is that the ferry from North Sydney to Port aux Basques be heavily subsidized by this government, on a trial basis, of course, because it may be too expensive for us to do it, it may not pay off, but on a trial basis because this would be new dollars coming into Newfoundland, Tourist dollars are good dollars; average tourists must spend several hundred dollars here if they are going to have anything like a holiday and tour around, by the time they cover their living expenses and buy fuel and food and a number of other things and souvenirs, and it would seem to me that the money that we would spend we would get back probably several times over. And, in any event, it would be possible to assess the result of this subsidy programme.

I am not suggesting it be a complete subsidy, perhaps a partial subsidy. But I think it is something that should be done and very, very careful

MR. CARTER: thought should be given to this kind of a proposal. Now it would be nice if we had more money to spend on the West Coast of the Province. If you are going to encourage tourists, and this is an ideal tourist area because the scenery is spectacular, the climate, is not kind, is certainly consistent; Summer is Summer and Winter is Winter, with Spring and Fall so you do get the four definite seasons as opposed to the East Coast of Newfoundland where you can have anything at anytime.

And it would be nice if we could afford to pave all of the roads so that all of the maximum scenic potential could be realized. You cannot expect people to come here from away, since most of the major roads in North America are paved, you cannot expect people to come here with expensive cars and trailers and shudder over narrow, dirt, rough roads.

MR. CALLAN: No dirt, No dirt now.

MR. CARTER: No, I promised the hon. member today that there would be no dirt. It will be a departure for me.

But when speaking of dirt roads I do not mean it in that sense. You cannot expect tourists to come here and put their cars and trailers, usually very expensive cars and trailers, at risk going over narrow, rough roads. So money will have to be found to upgrade the roads. Now how are we going to find the money? The Minister of Finance (Dr. Collins) brought down a budget that is a survival budget. I do not think he could have done any better. There are very few more dollars to be gotten. But there is the notorious Churchill Falls contract. Now I am not departing from the resolution when I bring in Churchill

MR. CARTER:

Falls, because

the proof of relevance, Mr. Speaker, is that if we had even some of the income from the Churchill Falls power project we would be able to spend a lot more money on upgrading all of Newfoundland and certainly the West Coast and the

MR. CARTER: various facilities that need to be upgraded and we could certainly afford to embark upon a very generous subsidy programme for ferries and for tourists coming here.

So, with that in mind, I would like to bring hon. members' attention to the extent of our disadvantage that we suffer as a result of the Churchill Falls contract. The average - well, it is not an average bill, it is not an average consumption, but it is not an impossible one, it is not an unrealistic amount - a household can use 6,000 kilowatt hours per month, it is possible, especially an older home that is not tightly sealed, where it is heated with electric heat, the cooking is done with an electric stove and the water is heated by electricity and there are the normal number of lights. It is not impossible in a cold month in the Winter on the East Coast or in any part of Newfoundland for the electricity consumed to be 6,000 kilowatt hours. And, at roughly five cents per kilowatt hour, which is roughly what we pay, not exactly, but roughly, that is a bill of \$300. Now, would anyone care to guess, off the top of his head, what the monthly charge would be if you were paying the 2.5 mils that Churchill Falls gets for its Labrador power? I can save members the trouble of calculating it; the amount is \$15. That is what the bill would be. In other words, the disparity between what we receive for electricity and what Hydro-Quebec receives for its electricity generated at Churchill Falls is of that order. It is the same as the difference between a \$300 light bill and a \$15 light bill.

MR. BAIRD: What about transmission costs?

MR. CARTER: The member for Humber West mentions transmission costs. Well, that would certainly

MR. CARTER:

be an added cost.

But I do not think people realize just how much the difference is. I know, we know, they only pay 2.5 mils and we pay 50 mils, but until you put it in the context of an actual light bill that a person has to pay, until you do that, you do not really realize just how great the gap is.

Now, it just so happens happen to have the Churchill Falls contract here on my desk and I was thumbing through it. And, since the attitude of Hydro-Quebec has caused all good will to evaporate between Newfoundland and Quebec - it is a pity, I have nothing against Quebecers; there are as many unpleasant Newfoundlanders as there are unpleasant Quebecers and I do not have any racial feelings towards them. But I do say this, that all good will between Newfoundland and Hydro-Quebec has certainly evaporated, especially as a result of their attitude, and the court decision, of course, has not helped. So there is no more good will. And I find it very hard to understand how any contract can be so devised so that it can be enforced where no good will exists.

Under Article 10.1, Firm Capacity Penalty, reading from the Churchill Falls contract, I read: "Should a deficiency occur," deficiency being a lack of power, "then CFLCo shall be subject to the

MR. CARTER:

applicable penalty outlined below." Which penalty? "Hydro-Quebec should be entitled subject as hereinafter provided in Article 16 to deduct from the payments next to be made by it to CFLCo herein under" - a lot of legalese here - "(1) when the deficiency period is more than thirty minutes and not more than four hours, there should be a penalty of \$10 per megawatt for the maximum megawatts of such deficiency lasting continuously for thirty minutes calculated to the nearest full megawatt." Subsection 2 goes on, "If the deficiency period should be more than four hours," and subsection 3 goes on to say, "Where the deficiency period is deemed to be twenty-four hours" - I do not need to read those. But, Mr. Speaker, there is no provision for any penalty whatsoever should the deficiency be for less than thirty minutes. Now it occurs to my bad mind, it occurs to my bad mind that since there is no penalty to give Hydro-Quebec a deficiency of less than thirty minutes, I would suggest that a twenty-nine deficiency be given every thirty minutes. However, there is a problem here. The total amount delivered per year has to be, I think it is, 31.5 billion kilowatt hours. But that could be used, we could turn up the generators for the remaining few minutes.

AN HON. MEMBER:

Do it in the Wintertime.

MR. CARTER:

Just do it in the Wintertime, the coldest part of the Winter.

Now, I also realize, Mr. Speaker, that this would be a very irresponsible thing to do and something that one would not do willing or undertake lightly. And one certainly would not do without indemnifying the bond holders for CFLCo. But the point is this, the exercise that the Newfoundland government has just gone through in the Water Rights Reversion Bill has been to establish our right to do just that. And if we have the right to do just that,

MR. CARTER: then when we sit down with Hydro-Quebec we could say, 'Now, look here, fellows, this is the last thing we want to do. But we have established our right to do it and, you know, if worst comes to worst this is what we may have to do.' And this is not a new discovery, Mr. Speaker. Contracts are almost impossible to confirm where there is no good will. This was explored by Shakespeare in the Merchant of Venice when Shylock was awarded a pound of flesh but not a drop of blood. It was not in the bond. I say power interruptions of less than thirty minutes are not in the bond. And I have yet to see any part of this contract where we can be penalized whatsoever for causing delays of less than thirty minutes.

Now I think it would be quite irresponsible to do it, I do not think that we should do it, but I do suggest we establish our right to do it in order to strengthen our bargaining hand. And I would remind the former Minister of Energy (Mr. Barry) that he renegotiated a very good deal with ERCO and it was because of certain deficiencies in that contract. I need not go into those here, I can always go into them at another time. And I applaud, I give credit where credit is due, I applaud the former Minister of Energy for doing just that. He found a flaw, a loophole, in the ERCO contract and he pointed this out to ERCO very gently, very firmly, I am sure, and as a result they saw that the writing was on the wall and they were very happy to renegotiate a contract, not as good as we would like to have but certainly a renegotiated contract that we were



MR. CARTER: pleased to sign, and willingly and freely signed, and it is to the great benefit of Newfoundland. I do not think you should take away any credit where credit is due. The member has crossed the House, and I am sad to see that, but that does not diminish anything that he may have done when he was on this side of the House, and I give him full marks, full credit and I am sure that the same thing could happen with Churchill Falls. If we did -

AN HON. MEMBER: Hear that Leo? He is congratulating you.

MR. BARRY: Would the hon. member repeat that?

MR. CARTER: I say I was congratulating the hon. member for renegotiating the ERCO contract because my understanding of it is - and I do not have the time or the wish to go into details here - that there was a flaw in the contract and the former Energy Minister (Mr. Barry) was able to point out this flaw to the ERCO officials and show that if they persisted in their stubbornness that they might find themselves short of electricity. And I am just suggesting to Hydro-Quebec that if they persist in their stubbornness they may be short of electricity. My reading of the contract here shows that it has a few loopholes that I think should be exploited, or at least should be pointed out to Hydro-Quebec, and would have the same effect as the Water Rights Reversion Act. And if we did that, renegotiated Hydro-Quebec's deal with CFLCo, then we would have more money to spend on the West Coast, more money to upgrade the tourist facilities and this brings me back to the point that makes my few remarks relevant. So I intend to vote for the resolution and I congratulate the member for making it and I will await with interest any other points that may be made.

MR. BARRY: Mr. Speaker.

MR. SPEAKER (Aylward): The hon. the member for Mount Scio.

MR. BARRY: Mr. Speaker, it is a pleasure for me to get up to support the resolution proposed by the member for Bay of Islands (Mr. Woodrow). I think that in addition to his showing his keen interest in the area of his own riding, in the way in which he has pointed out the many sites which have great potential for tourist attraction, he has also made some tremendously important points. "WHEREAS there exists additional potential for development of tourist attractions in the Western region" - Mr. Speaker, we should recognize the significance of what the member is saying. He is saying that despite the fact we see the unemployment rate increasing year after year, that we see more and more students graduating from our high schools, universities and trade schools being unable to find jobs - every year there are more and more of these - the fact is that today we are facing a double-barreled recession in this Province, a recession double-barreled in the sense that it was brought on not just by the decline of the economies of the Western World - the recession, in other words, has been general in North America and the Western World - but there is also a recession brought on by the bad management of members opposite.

SOME HON. MEMBERS: Oh, oh!

MR. WOODROW: That is not so.

MR. BARRY: Now this is very significant. We have, Mr. Speaker, as set forth clearly by the member for Bay of Islands, additional potential for development of tourist attractions in the Western region.

MR. BARRY: What he is saying, Mr. Speaker, is that we have additional potential for employment for the people of our Province, we have additional job potential. And the tragedy, yes, Mr. Speaker, indeed the indeed the shame, is that his own government is not doing what it should be doing in order to see that this potential becomes an actuality, that his own government is not doing what it should be doing in order to make sure that every single job, if it is only one job, in Gros Morne or on the Marble Mountain ski facility, or the Humber Valley generally, if there is only one job, the government should be out there ensuring that that job is created.

Mr. Speaker, we have to face the fact that, and I think it is well know to all members of this House, and, indeed, to all members of the general public, that it is not just in Western Newfoundland, but all over this Province there is additional potential for development of tourist attractions and, therefore, additional potential for jobs. I am disappointed to see that the Minister responsible for Tourism (Mr. Windsor) is not in his seat is not here listening to this debate and telling this House why he is not doing his job.

Mr. Speaker, maybe we can offer a few suggestions to the minister and members opposite. Maybe the member for Bay of Islands (Mr. Woddrow) would be kind enough to carry the suggestions to the Minister responsible for Tourism, and maybe the member will be kind enough to get up in a few days and tell us what the response of the minister has been to these suggestions. Now, I think he would be prepared to do that.

MR. BARRY:

Now, Mr. Speaker, tourism

is not something that grows by itself. We say, Oh, look at the beautiful scenery that we have in Newfoundland, look at the rugged coastline, look at the wooded beauty of Gros Morne and the rugged coastline and areas of that region of the Province; look at our wildlife and so forth. Well, the fact of the matter, Mr. Speaker, is that scenery and wildlife in itself does not ensure the growth of a tourist industry. And many parts of the world, and, I would say, most parts of the world have their scenic attractions. They may not be the kind that would be attractive to all members of this House, or, indeed, to people generally, but it is a rare part of the world that would not be attractive to at least some people, where they would be prepared to pack up where they live and go travel to

MR. BARRY:

I suppose you cannot find anything more desolate and bleak than the area around the North Pole, or, let us go to the other extreme, the Kalahari Desert, and every year, Mr. Speaker, you find individuals who are prepared to pay thousands of dollars in order to get to these points to experience that bleakness, that emptiness, that desolation, the awesomeness of the emptiness and desolation. And maybe that is the strategy of the Minister responsible for Tourism (Mr. Windsor) and the Premier and the government: Maybe they are trying to steal the attraction of the North Pole and the Kalahari Desert and they want to set up a situation of such utter desolation in this Province that we will have people coming from thousands of miles to view the bleakness and the awesome magnitude of the desolation that will exist in this Province. Is that the strategy?

Now, Mr. Speaker, I had the opportunity to take a holiday in the last week or so and I acted like all members opposite, I am sure, from time to time have acted. You go on a holiday, you take your little camera to take a few snaps and you go out to see the sights in areas that are somewhat different from where you yourself live. I had a business trip to Europe and I took a few days while over there to do a little sightseeing. Mr. Speaker, I went to London and then I went down to Rome and to Florence, and, Mr. Speaker, you could not beat your way through the streets of either of those three cities for tourists.

MR. ANDREWS:

We do not want that.

MR. BARRY:

No, the minister does not want that. You could not beat your way through the shops,

MR. BARRY:                    you could not get to the counters in the shops to throw your money over the counters, there were so many tourists there tossing their money over the counters to get souvenirs. The minister does not want that, there would be too many jobs created.

MR. ANDREWS:                Do you want to have the atmosphere they have in Rome and those places?

MR. BARRY:                    Well, Mr. Speaker, why not? This shows the narrowness of the concept of tourism that the members opposite have, the narrowness of the thinking that exists there. Mr. Speaker, why is it that people go to Florence? I do not suppose the population of Florence is much bigger than that of St. John's.

MR. STAGG: It sounds like the member went to Bologna.

MR. BARRY: I passed Bologna on the way to Florence, Mr. Speaker, but I did not get to Ireland to kiss -

AN HON. MEMBER: Did you have an audience with the Pope?

MR. BARRY: The Pope is well aware of what will greet him here in Newfoundland. He had the opportunity to be completely briefed on his trip. Mr. Speaker, the conclusion that I arrived at in looking at what was happening, why all these millions of tourists were moving into London, Rome, Florence, and the little villages in the English countryside and the Italian countryside, was it was not just because there is nice scenery, although there is some nice scenery, although you get pretty tired, you know, of sidewalks covered by dog droppings as you are going through these streets. But, you know something? I hate to say this but the rugged grandeur of Newfoundland's coasts, of Newfoundland's forests, the natural scenery of Newfoundland will only carry a tourist for so long. If he is dragging around with him five or six children whom he has to keep occupied for the two, three weeks or four weeks, if we are lucky, that he is going to come to Newfoundland, they are not going to be captivated for those fourteen or twenty-one or twenty-eight days by watching the spruce budworm dangle from our evergreens. They are not going to be captivated, Mr. Speaker, by the fifteenth or twentieth or twenty-fifth time they look at the tremendous rock formations and hills and natural scenery of Gros Morne Park.

MR. BARRY: And, Mr. Speaker, this is it: There has to be something else. Just as when a journalist trying to write a newspaper article or a book has to have something that is going to get people's attention, there has to be a hook, there has to be something that will capture the imagination, in each particular area of the Province that expects to get tourists to visit, and to visit on a regular basis.

MR. WARREN: How about a statue of the Premier?

MR. BARRY: A statue of the Premier? Now it is funny you mentioned that, because I would say one of the prime attractions that gets people to the city of Florence is a statue. Now there are a lot of busts around as well, but this is a statue. And, Mr. Speaker, that statue

MR. TOBIN: We heard you had yours ordered.

MR. BARRY: The member is familiar with the statue of which I speak, and I am sure members opposite will be when I mention the name. Mr. Speaker, it is the statue of David. Now it is a statue that is



MR. BARRY: set forth as a tremendous example of the work of the sculptor Michelangelo Buonarroti, capturing in very, very simple beautiful terms, Mr. Speaker, the tension in the hand and set of the head of David as he is about to set out against Goliath. Now maybe the member for Torngat Mountains (Mr. Warren) has something. It did not occur to me until he mentioned it, but maybe there is time for a 'Brian'. If Florence can do it with a David, maybe we can do it with a Brian. Because I would take it that we have the same image being portrayed by the Premier, that of the little David against the Goliath of the federal government. Unfortunately, Mr. Speaker, the Premier is going to have to look for a better sling. David did his job with a sling.

MR. WARREN: Has Brian got a sling?

MR. BARRY: But anyway, I am being distracted here now by the member for Torngat Mountains and I want to get back to the central point here. Now the central point is that is is not enough for us just to lie back as the Minister responsible for Tourism (Mr. Windsor), wherever he is, apparently is doing and say, 'Well, we have the great natural beauty of Newfoundland,' and expect the tourists to come flocking in. That will not be sufficient, Mr. Speaker. We have to have, in each and every community that wants to attract tourists, we have to have some - and there may be a number - but at least one item that will be of interest to a tourist. Now it may be a building, an historic building such as the Basilica here, which compares quite favourably with many of the basilicas that I had the opportunity of walking through over the last few weeks, where, again, you could not get into them for the tourists who were there with their cameras and the guided tours around the Basilica. Mr. Speaker, we are doing it to a certain extent with these festivals

MR. BARRY: that are being promoted in different parts of the Province, the Bakeapple Festival in the Labrador Heritage Society, the Stephenville Drama Festival we have various regions of the Province that are promoting festivals. Now that is a good start but, you know, it is a mere scraping of the surface in terms of the potential we could have for these festivals. If we can get millions of people over to Munich for their Beerfest every year, and that seems to be the main reason that many of them go, maybe we should have a Sealers Festival, maybe we could kill two birds with one stone with a properly developed Sealers Festival in Newfoundland. But apart from the natural attractions, the buildings, the festivals, there are also, Mr. Speaker, items of historic interest. Anybody who is ever going through Oslo should take the opportunity of going into the little museum that they have there where they show a Viking ship that was uncovered in the harbour. They were dredging a harbour and they uncovered the entire works, and it was a very valuable, amazing find. They have that - actually I think they have that and a smaller ship - in a very simple building and they have that dark brown to black Viking ship in this pure white building and the thing that hits you when you walk in is the contrast. It is presented so simply and yet so effectively that right away you are caught by the tremendous lines of this Viking ship and you can envisage right away the tremendous culture that went into it back in 900, 1000, 1100 A.D. that saw the ability to construct a vessel like that that could take Vikings across the North Atlantic and take them where take them to L'Anse-au-Meadows, a few hundred years later take the Basques to Red Bay and now we have an opportunity at Red Bay to see a museum. Why do we not have a museum underway there right now?

MR. BARRY: Why is it that we do not have an agreement between the Province and the federal government with respect to having a museum at Red Bay which I am sure would see jobs immediately for the Red Bay area, today, if we had this under way?

MR. ANDREWS: I believe that is a matter for the federal government.

MR. BARRY: Yes, the federal government has responsibility below the low water mark, but there is a need for provincial co-operation with respect to the on land site there, and there has to be co-operation. Again it is an example of where lack of co-operation between the Province and the federal government is seeing a failure to develop this additional potential, which the member for the Bay of Islands (Mr. Woodrow) quite properly has pointed out, exists and is not being developed by the current minister. And, therefore, Mr. Speaker, when the member for the Bay of Islands says that government should encourage the further development of these attractions and of additional attractions and that every effort be made to promote this area as a major recreational centre, what the member is quite properly saying is that the government is not doing this right now. They are not encouraging the further development of these attractions, they are not encouraging the development of additional attractions, and I would ask the member to take back to the minister the concept that every community in Newfoundland that wishes to have tourist attracted - and we should have municipal input there, we should have the councils involved in indicating to what extent they want to have tourist attracted to their particular area - we should have in every single community on historic building, an item of natural attraction, a festival, a museum or some specific concept that can be promoted to bring tourists in from all parts of the world. We have the potential there, we all agree. Now let us see the

MR. BARRY: government get out and have that potential realized.

Thank you.

MR. SPEAKER (Aylward): The hon. member for Stephenville.

SOME HON. MEMBERS: Hear, hear.

MR. STAGG: My remarks today, Mr. Speaker, will be less contentious than my last foray into the debate, although you never know when you start out where you are going to end up sometimes in these debates. The hon. member started out in Gros Morne and ended up in Florence -

MR. BUTT: Florence, Italy.

MR. STAGG: - and took us on a travelogue through Europe. He told us a great deal about Europe and how wonderful it is to travel through Europe. I have no doubt that the hon. member is genuine in his remarks indicating the value of tourism to the provincial economy.

I certainly would like to commend my colleague from the Bay of Islands (Mr. Woodrow) for his timely resolution. He has persevered in getting this resolution before the House. He has had it on the Order Paper for quite some time now and circumstances have dictated that the House has closed and prorogued before he had the opportunity to debate it. So his constituents will be pleased to know that in this matter, as in other matters, he perseveres and we are having this debate today. It generally concerns tourism, but more specifically it zeros in on the Bay of Islands and the Western region of the Province.

Now we Western members of the

MR. STAGG:

House of Assembly can be excused a certain ebullience, not arrogance, on the subject of tourism. But on the West Coast of Newfoundland, for instance, for the past month we have had several hundred hours of sunshine. I understand that in St. John's in the month of April there were nine hours of sunshine, a grand total of nine hours. No doubt the sun was still shining but it was above the clouds.

MR. BUTT: That was after dark though.

MR. STAGG: That was after dark, the member for Conception Bay South (Mr. Butt), taking up the cudgel for the East, says. Well, that is one of the characteristics about the West Coast of Newfoundland. It is a unique geographical feature because the Long Range Mountains provide quite a divergence of topography throughout the region. The Long Range Mountains give rise to the Gros Morne National Park and all of the quite extraordinarily beautiful vistas that are in that particular park. And anyone who goes there for the first time has to be struck by the majesty of the scenery that is available there.

MR. OSMOND: And the member.

MR. STAGG: And, of course, the member, who entertains mightily at his lodgings in Woody Point on occasion during the Summertime. He is quite a magnanimous and gracious host.

The West Coast boasts many of these features from the Southern portion of the Province, an area that is very frequently ignored by ourselves and by the tourists. When people get off the ship - CN Marine people do not like to have their ships called boats - when you get off the ship, or if you want

MR. STAGG: to give it the general name call it the ferry, most people just high-tail it onto the highway and travel as fast as possible, maybe, to a certain extent, aimlessly, just having a vague notion of where they are going to go or maybe a specific notion of where they are going to go. Really, people should wait a short time and take a trip down the road to Rose Blanche. Rose Blanche and some of these smaller communities in that particular area are Newfoundland's Peggy's Coves. The Nova Scotians, with their gift for magnifying the minute into something gigantic-ergo their offshore agreement - show what advertising can do. But we have any number of Peggy's Coves in Newfoundland; We have so many of them that we probably just ignore them. But I was particularly taken by Harbour Le Cou and Rose Blanche and those areas. That is a good way to start off or to finish a trip to Newfoundland if you happen to come by car or motor home or whatever.

I just had a humorous note from one of my colleagues. I can hardly read the writing so I know exactly who it is. He asked me to make sure that the

MR. STAGG:

member for Torngat Mountains (Mr. Warren) knows about the fiords on the Labrador Coast, not to mention the Chevs.

SOME HON. MEMBERS: Hear, hear!

MR. STAGG: That is the joke. That is a play on words. I did not get the hon. member's attention.

Anyway, in the Southwestern portion of Newfoundland, tourism has been, if not neglected, it has been unobserved, the natural geographic features of that portion of the Province, and I think it is something that we all should bear in mind, if you happen to go to that area, and go there a bit early, take a trip down the Southwest portion to the Rose Blanche area, because it is a Peggy's Cove.

Now, I represent the district of Stephenville in the House of Assembly and, as such, I am an eternal booster of events that happen in the Stephenville area. I have distributed this year's brochure for the Stephenville Festival. This will be the sixth year that this festival has taken place and it has grown phenomenally over the past number of years. This, essentially, is a theatre festival and is a specific event which appeals to a wide range of people and to ever-increasing numbers of people. This year there are eight productions. They range from Broadway musicals to a play called The Newfoundland Song Book, which will be a celebration of Newfoundland works. So I have distributed that brochure to my colleagues and, hopefully, it will result in an ever-increasing awareness of that particular event. I have blown that horn many times now and hon. members might consider that it would be redundant for me to say it. It more or less stands on its own feet, has an international reputation, truly a national reputation and is

MR. STAGG: even mentioned internationally on occasion, so it is something that we should all be familiar with.

But there are other things that happen on the West Coast of Newfoundland. The member for Mount Scio (Mr. Barry) - I hate to quote the member for Mount Scio - mentioned hooks. A hook is something that, in tourism terms, captures your imagination and will be a specific event or attraction or geographical feature that gets people into an area. But once you have them there, it is essential to give them other things to do because you can only take so much scenery, you can only take so much driving around and looking at lakes and streams and that sort of thing. So there are other things that have been happening and they have been happening, to a large extent, on the West Coast of the Province. For instance, on the Port au Port Peninsula which has been officially designated a bilingual district - the provincial district of Port au Port is designated as a bilingual area - you need approximately 10 per cent of the people who are bilingual, that is, French and English, for an area to be designated as a bilingual area. It was the first area of the Province that had a French television channel. The people here in St. John's eventually got it but we have been receiving television in the Stephenville area in the French language, watching the Expos in French and the Montreal Canadiens and the Quebec Nordiques in French for quite a while and, of course, that is in recognition of the French fact in Western Newfoundland. And that French



MR. STAGG: fact is dramatized in song and is celebrated in August of every year in a festival called 'Une Longue Veille,' a sojourn for a weekend in the French capital of Newfoundland. Since my friend from Placentia (Mr. Patterson) is not here this afternoon, I can get away with saying that. It is the modern day French capital of Newfoundland, might I say, the Cape St. George area on the Port au Port Peninsula. And it is most exciting; that indeed has become a national attraction. Literally thousands of people come to that area every year and it is noted for its music and dance and just general celebratory atmosphere that prevades that whole community. And it is certainly worth the trip. And, of course, a trip on the Port au Port Peninsula is akin to a trip on the Great Northern Peninsula and visiting Gros Morne. Nothing can really compare with Gros More. I would think that as far as the majesty and sheer might of a particular attraction, Gros Morne has it more so than any other, with the possible exception of some of these mountains in Labrador which are so difficult to get to that they will remain essentially an under-utilized resource. But a trip along the Port au Port Peninsula, a peninsula that is essentially a limestone island jutting out into the Gulf of St. Lawrence, to see how the Gulf weather has weathered that for centuries, eons, is quite an interesting sight in itself. And, of course, that is the area where the French people, mostly from France - they are not French Canadians, people who came from Quebec to Newfoundland - these are people who came directly from France within the last 150 years or so and have settled in Newfoundland and they have a particular language that

MR. STAGG: is more akin to the North of France than to Acadia or Quebec. So it is quite an interesting place.

In Stephenville itself we are developing sporting events in the Summertime. The Stephenville Marathon is now becoming part of the athletic lore of the Province. It has been on the go now for the past two years, run by a committee of the town council, and they have done quite well. The marathon is a legitimate marathon. It qualifies in the same category, the same rules apply as the Boston Marathon or the New York Marathon, or any of these famous marathons. And I suggested to one of the organizers this year that we should also have the Stephenville Mile, that is to have a mile run in addition to the marathon because these things gather a great deal of interest and, of course, they are tourism oriented as well.

So we are quite pleased with that and how that has happened over the past number of years, the Stephenville Festival and the French Festival have become the two main ingredients, the two main attractions and other attractions are gathering strenght and they add significantly to the economy of our area. For the past four or five years

MR. STAGG:

I have noticed in the Summertime in the Stephenville area, where essentially times have been tough, the same as everywhere else, that the business people have not had time to, shall I say, complain. They have been so busy in the Summertime selling their wares and just generally doing well that when the Summer is over they realize that they had a very good Summer and those of them who care to analyze it find in their analysis that an awful lot of their sales were made to people who were visiting for these specific events, and as such they stay in the hotels and they shop in the stores and that type of thing.

There is one other great prospect in that particular area and that is the Sandy Point Heritage Village. It remains a concept at the present time, but a lot of planning has gone into it and all it needs, essentially, is money. It needs a lot of money. It needs upwards of \$10 million or \$15 million to develop it. But that would be a Heritage Village in the same way as King's Landing or Upper Canada Village or these types of attractions. And I suggest that sometime within the next ten or fifteen years that such an attraction will be in existence at Sandy Point, which was essentially the centre of culture, tradition, professional services for approximately 150 years. Its demise began with the advent of the railway in 1904. But it was that part of the Province where the magistrates were, the first clergymen were, where schools and all that sort of thing carried on, and it is immortalized, really, in the works of Mr. Morris, Mr. Donald Morris, I think his name is, who writes a regular column in The Western Star

MR. STAGG:

which is called 'vignettes of the West.' And he is a noted scholar and he writes things that are quite extraordinary, the things that we find out about the history of that part of the coast, which was essentially under the control of the French for such a long time that it became sort of a forgotten land. And there are those in the political arena today who say that that situation has persisted in a rather obnoxious fashion to the present day. And we, of course, in the House of Assembly, all seven of us, I guess, on this side of the House, and two representatives on the other side of the House, the member for Port au Port (Mr. Hodder) and the member for LaPoile (Mr. Neary), we do our best to address that particular situation.

There are a couple of other things that I would like to say, but I would like to deal with the Gulf ferry. Now the Gulf ferry system is a familiar whipping boy for many of us, but I would suggest to all of us that if we are to do anything with tourism in this this Province we have to recognize that there is a transportation problem in the Gulf and it requires high subsidies and it is a nautical experience that not everyone wishes to take, it is a fact of life that in order to get to Newfoundland from Cape Breton you have to go over that water. -

But I found in the past couple of years in my dealings with CN Marine officials that there is a genuine desire on the part of CN Marine to make that trip a tourism experience rather than a tourism deterrent. Last year, 1983, they made significant attempts to upgrade the quality of life and the quality of the tourism experience on the Gulf ferry, and I understand that similar programmes are being planned for this year. There has been

MR. STAGG:

between the Department of Transportation provincially and CN Marine and the Department of Development, Tourism Division, and CN Marine, and last year I know that we co-operated on advertising. There was co-operative advertising. We pooled our resources, both financial and intellectual, and put together what we considered to be a very reasonable package. And I have found in my cursory analysis, because I did not do a detailed one it was a relatively cursory analysis of the situation, that there were a significant number of people who compared the trip last year with the trip in previous years and found that it was more rewarding and more comfortable, and there were more things to do, and it was just generally a better experience. So I certainly commend CN Marine officials to continue that. It is an example of what can happen if you get both levels of government - and essentially it is the federal level and the provincial level, although it is a Crown corporation on the federal side - co-operating and talking and so on. These is no difficulty with that, I think our objectives are identical and I think it can continue.

There is one other thing that I would like to announce today. I realize this will get great headlines, Mr. Speaker, but I intend to have a small one-day conference in Stephenville on Saturday, May 26 - I think Saturday is the 26, anyway it is a Saturday in that general area - whose theme will be The Business of Tourism. And we will get together people at that particular event which will be similar to the one which we held in Baie Verte last year, people from

MR. STAGG: the Canadian Government Office of Tourism, from the Provincial Department of Development, and from the Tourism Industry Association of Newfoundland and local people together so that we can regenerate our energies and direct our intellectual resources towards a realization that tourism is indeed a business and that proper utilization of this magnificent opportunity will certainly do well towards the building up of the provincial economy, providing jobs for our people. It is one of the most labour-intensive industries that exist in the Province. I do not know the exact statistics on it but I know that it is a phenomenal number of people who are involved in it and the more money that you can generate from that particular area of our economy without being too grasping, or too crass, certainly do well.

So that is what I am intending to do, to get as many people as possible together for four or five hours of intensive in most cases, or casual in other cases, analysis and awareness of tourism as a business.

I say that here today, Mr. Speaker, because having said it in the House of Assembly now I have to do it. I have thought about it for quite a while and now I am going to do it and I commend any other members of the House of Assembly to do similar things. Because I found last year, as a result of the conference that the member for Baie Verte-White Bay (Mr. Rideout) asked me to chair in Baie Verte, that

MR. STAGG: a number of things have happened, and there have been initiatives taken down there, that all the people required was someone to talk to, perhaps, and someone to encourage them. I know that the Fleur de Lys site, that magnificent ancient mining site down at Fleur de Lys, the soapstone, I guess it is, whatever the substance is, where they manufacture the pottery, where the Dorset Indians manufactured pottery -

MR. SPEAKER(Russell): Order, please!  
Except by leave, the hon. member's time has expired.

SOME HON. MEMBERS: By leave.

MR. STAGG: May I have a couple of minutes just to clue up that aspect of it?

MR. SPEAKER: Is it agreed that the hon. member have leave?

MR. STAGG: Just a couple of minutes?

SOME HON. MEMBERS: Agreed.

MR. SPEAKER: It is agreed.

MR. STAGG: Thank you very much. Just a couple of minutes. That particular site is now well on its way to being declared a national historic site, because it is quite exciting what has happened there. As you drive along that area now you see the Dorset Trail. Well, that deals with the Dorset Eskimos, or the Dorset Indians, whatever you want to call them, this ancient group of people who mined down in Baie Verte, and that will do a great deal toward bringing a lot of people off the Trans-Canada Highway into that particular area.

So I commend any of the hon. members here who wish to do something like that, and I invite them all to my conference, of course, on May 26, The Business of Tourism. And I think it is a great business, I think we should all do our best to take advantage of it

MR. STAGG: within the bounds of  
good taste. Thank you.

SOME HON. MEMBERS: Hear, hear!

MR. HISCOCK: Mr. Speaker.

MR. SPEAKER(Russell): The hon.the member for Eagle  
River.

MR. HISCOCK: Thank you, Mr. Speaker.

I hope the member for  
Stephenville(Mr. Stagg) will remember that we gave him  
leave and that when this side asks for leave sometime in  
the future, he will be more generous than he has been  
known to be in the past.

Mr. Speaker, this resolution  
about the National Park on the West Coast, I am pleased  
to support the idea and the philosophy of it because it  
affects my district also. The West Coast and Southern  
Labrador have much in common when it comes to tourism.  
People coming in from the mainland and from other parts  
of North America come in and visit Port au Port, the  
Codroy Valley, they go on into Corner Brook, then go to  
the Bay of Islands and Gros Morne, go on to Port au Choix,  
go up to L'Anse-Amour and L'Anse-au-Meadow, the Viking  
site, and then on over to Labrador and Quebec.

They go down to the site in  
L'Anse-Amour itself where Professor Tuck of the Archaeology  
Department of Memorial University discovered the body of  
an Indian which is now on display at the museum here in  
St. John's, and then they go on down to Red Bay.

Red Bay, it is well known,  
is where one of the major international finds were made,  
the discovery of the Basques whaling site. I have spoken  
on it many times in this House and I will continue to speak on  
it, and I wrote the Minister of Culture, Recreation and  
Youth(Mr. Simms), as well as the Minister of Development  
(Mr. Windsor). For five years now they have been exploring



MR. HISCOCK: this site and they have found a couple of galleons, ships, not only the large one but other ones near it. They have also found the site where they used to render out fat, and last year they discovered something like seventy-five or eighty bodies that had been buried there. Some of these skeletons are referred to as mushmen because there is nothing left but an impression of the body in the peat. Other skeletons are well preserved. They are in the same conditions as bones that have been boiled to make a pot of soup. They are really in excellent condition.

Mr. Speaker, I have written the federal government, Parks Canada, and I had a meeting with them in 1979 asking what would be done with regard to Red Bay and they promised that one million-and-something dollars would be allocated for an interpretation centre much like the one they have in Port au Choix. I think that will have a major impact on that area of the Province. And I think that as the Viking Trail is completed, coming into Southern Labrador you will see

MR. HISCOCK: a link-up with Quebec. You will be able to make what I would call the North American loop, or the St. Lawrence route, coming from New York and the New England States up to Port Aux Basques, going on up the Northern Peninsula, going into Southern Labrador, on to Seven Islands and then back to Montreal or Toronto and back to New York again. I can see that coming to pass in the future. It may be fifteen or twenty years down the road, but I think it will become a reality. And with regard to the Red Bay site, that will be one of the main attractions.

We only have four departments of government that can be called resource departments in that they bring new dollars to the Province and they are: The Department of Fisheries, the Department of Mines and Energy, the Department of Agriculture, and the Department of Tourism. Those are the four departments which bring new dollars to our Province. And as a government what do we do about tourism? I read in an article only three or four weeks ago that this Province spent \$160,000 on advertising. Last year P.E.I. spent \$1 million. Little P.E.I. spent \$1 million on advertising, Nova Scotia \$1.5 million, and New Brunswick, I think, something like \$560,000. But we spent \$160,000. Last year was our 400th Anniversary and we spent \$400,000 on promotion, sending groups of theatrical people around the Province, helping with special days in various communities, but only \$160,000 is spent each year on advertising our tourist attractions.

Although last year was a special year and much promotional work was done, what did Statistics Canada and the Department of Tourism find? They found, Mr. Speaker, that with all the promotional work that was done, and with all the Newfoundlanders who came home, traffic on the Gulf was down as far as bus tours were concerned. Nova Scotia, and I have said it time and time

MR. HISCOCK: again, attracts something like 3,000 bus tours each year, while we, as a Province, only get something like 10 per cent of that.

We have Gros Morne, we have L'Anse-au-Meadow, and we will have the Red Bay archaeology site that has been written up in Equinox, National Geographic, the CBC stories done on Jacques Cousteau, yet, Mr. Speaker, we find that only 10 per cent of the bus tours come into that region. Why? I would say the reason is the Gulf rate and the physical trip itself. But once they are over here they find out there is a tax on meals over three of four dollars, the gasoline is the highest priced in the country, there is a 12 per cent sales tax

MR. HISCOCK: on almost everything you buy, and if you stay at a hotel, there is a tax on that.

Also, we have to ask ourselves, do the hotels do their part by giving group rates and this sort of thing? And, Mr. Speaker, as I have said to the Minister of Finance (Dr. Collins), we spend all kinds of money on studies, such as the Royal Commission on Health, and most recommendations of that commission were adopted with the exception of the recommendations that there be two nurses in the health clinics, and that 700 chronic care beds be opened up, but it has been proven that if you do studies they are often done from the point of view of brushing things under the carpet. But I think that one study should be done in this Province by the Departments of Tourism and Development to find out that if we did give the tourists a break on gasoline, on the hotel tax, on the sales tax on meals and other commodities during the months of June, July and August, would that encourage more people to come here and thus more money would be spent in this Province than is now being realized from the imposition of that tax?

Would there not be more people employed by the service industries? They say that there are now 1.5 million unemployed, and then there are the young people coming up, and the job creation that is going to take place up to the year 2000 is going to be in the service industries, jobs employing one to five people. These, of course, are small restaurants, jobs involved in camp sites and operating cabins. I do think it is incumbent on this government to do that kind of study to see if actually it would help.

The other thing is our parks. Last year we took in through fees charges in our parks \$560,000. How much did we spend in maintaining and improving the parks? \$168,000 was spent last year.

MR. HISCOCK: So we are actually using our parks to bring revenue to the Province.

MR. ANDREWS: What about the wages that are paid out to the park wardens?

MR. HISCOCK: The wages paid to park wardens are no different than wages paid out to officials in the Department of the Environment, or the teaching profession, or any other

MR. HISCOCK: job. But the end result, Mr. Speaker, is that the wages is one thing, but the other thing is we need to actually improve our parks by installing showers, swimming sites, and developing more parks.

It is only a couple of years ago that this government wanted to take the parks and turn them over to private enterprise. What would happen to the wages of the park attendants then?

MR. ANDREWS: That is not true.

MR. HISCOCK: It is true. You just have to go back through Hansard, the official record of this House.

Mr. Speaker, we are not spending enough on tourism in this Province. The Minister of the Environment (Mr. Andrews) should be encouraging his colleague, the Minister of Tourism (Mr. Windsor) to do more than he is doing, because, as he says himself periodically, we have some best spaces left on this North American Continent, or in the world for hunting, fishing, travelling and camping etc. But what are we doing about it. We are not doing enough; we are only spending \$160,000 on advertising while P.E.I. spends \$1 million. And if we are going to get people to come across the Gulf, then we are going to have to put up some money. And the proof of the pudding is in the eating.

Down in Houston today the Minister of Forest Resources and Lands (Mr. Power) is talking about oil development and investment potential. Well, that is all very fine, and he will get a couple of interviews by the papers etc., but will the people who read these, will they know anything about the scenic beauty of Newfoundland and about the wildlife that is here? The answer is, Mr. Speaker, no. I think that this Province has an uphill battle to fight when it comes to tourism.

MR. HISCOCK: And because of the negative impact brought on by the anti-seal campaign in Europe and in North America, we have to prove to people that we are not barbaric, that we do have a quality of life that is second to none, and that as a people our hospitality is second to none.

Then there is the negative attitude of this government which is well known across this country. Why should people come here and have anything to do with a Province of Canada that does not look upon mainland Canadians in a favourable light, that thinks of other Canadians as second-class citizens, and thinks that they want to keep Newfoundland down? So why would they want to come to a province with that political atmosphere?

And the people in Quebec, the P.Q., once they got in power and started expounding their philosophy of anti-English, there was a decline in the tourist industry. People would drive through New Brunswick and through the New England States rather than go through Quebec. And the same thing will be true here. So as I said, the Premier alone has done enough damage to use up the \$160,000 that is spent on advertising. It would be better if we took the money that is being spent on his cross-country speaking tour and put it into tourism to be spent in a positive way.

MR. HISCOCK: Perhaps the Premier is now on his rainbow tour, the same kind of tour taken by Eva Peron, the Vice-president of Argentina, in the musical The Rainbow Tour. We would be much better off if instead of printing those brochures and all these pamphlets that the government has sent out to the schools, using the school children to further their propaganda, and the court cases, and the three barrels -

MR. ANDREWS: They support what he is doing.

MR. HISCOCK: The children and the youth of this Province will only support the Premier of this Province if he provides them with jobs and if he allows accessibility to the university as was done in past years. This year there are about 30,000 or 40,000 youth coming onto the job market and where are the jobs, Mr. Speaker? There are no jobs. But there is money for printing brochures and putting advertisements in newspapers and going on tours across Canada.

The resolution by the member for Bay of Islands (Mr. Woodrow) is commendable, and his heart is in the right place. It is a pity this administration does not have a heart and a conscience. If it had, Mr. Speaker, they would be putting more money into departments that bring revenue to this Province, but they are not.

It is amazing that with last year being our 400th Anniversary there was a decline in bus tours to this Province. One would have thought that there would have been an increase. The other thing we have to think about is the Gull Island project. They are now closing that down, it is finished, caput, they are going to scrap everything and return the land to its original state. If we had that \$150 million to put into tourism, Mr. Speaker, what a better Province we would have. We could have more parks, and arts and culture centres and more national parks if we had that \$150,000 to spend on these things.



MR. HISCOCK:

Now the people of Southern Labrador are asking for a building to use as a hockey rink in the Winter and in the Summer they will be able to use it for the Bakeapple Festival, they will be able to use it for agricultural exhibitions, they will be able to use it as a sort of mini convention centre for Boy Scouts and Girl Guides coming into that area. We now have Katimavik developing a youth camp in that area and if you have a large building like that you have a facility for cultural activities and tourists would be attracted to it. But as the member for the Bay of Islands (Mr. Woodrow) knows, when he went

MR. HISCOCK: to the Bakeapple Festival, one of the beauties of Labrador is its scenery, but one of the curses of Labrador is the black fly, so that if we are going to develop tourism there, one of the important things would be to have indoor cultural events like the Bakeapple Festival.

So, Mr. Speaker, it is commendable that the member for the Bay of Islands (Mr. Woodrow) realizes the vast potential that tourism has. It is untapped, and potentially there are millions of dollars that can come from it. It has been proven by Statistics Canada that new job creation will be in the service industries and, obviously, this is the way we can make it happen, in the restaurants, in campsites, in cabins, in fishing guides and in hunting guides.

As I have said, Mr. Speaker, I hope that this government takes note of what is being said by the backbenchers who are very, very wise in some of the resolutions that they have put forward. And I hope that the government will listen to the wise words of the member for Bay of Islands and implement some of these things. Because I really believe that the West Coast and Southern Labrador have the greatest tourism potential because of what is there; The French factor in Port au Port, Gros Morne, L'Anse-au-Meadow and the Basques whaling site. Hopefully, Mr. Speaker, we will see this developed and see the government spending more than \$160,000 each year. The Cabinet ministers alone spend more than \$160,000 entertaining their friends when they come into the Province. Thank you, Mr. Speaker.

MR. SPEAKER (Russell): Is there another speaker?

MR. CROSS: Mr. Speaker.

MR. SPEAKER: The hon. the member for Bonavista North.

MR. CROSS: I intend to have a few

MR. CROSS: words to say in this debate, but because it is close to the hour of six o'clock I will just have a few words to say and then adjourn until next Wednesday.

I have listened with a great deal of attention most of the afternoon to what many members had to say. I certainly would like to congratulate the member for Bay of Islands (Mr. Woodrow) for very ably presenting this motion. I have listened with some interest to the debate from both sides of the House. I listened to the hon. the member for Eagle River (Mr. Hiscock) when he spoke of putting more money into tourism, and the other resource-based industries that we have.

I think if we think for a moment we can see the reason for a lack of dollars being placed into our resource industries, which is we lack the dollars to do so. Services to our people, whether it is education, health or municipal affairs, or transportation, eat into the dollars that we have. Naturally, very often we find the dollars that we have going into services,

MR. CROSS: even some of these dollars have to be borrowed from year to year. I have travelled in the Gros Morne National Park area of the Great Northern Peninsula. My daughter taught school in Main Brook the first year out of school and naturally we visited that area which is far up on the Great Northern Peninsual. I have a sone who is presently teaching at Cow Head, and during the Easter break I found time to spend a couple of days with him. Certainly, we do have some magnificent scenery in that area of the Province.

I think it is 6:00 p.m. and

I adjourn the debate.

MR. SPEAKER (Russell): It is noted that the hon. member for Bonavista North (Mr. Cross) has adjourned the debate.

It being Private Member's Day,  
I do now leave the Chair until tomorrow, Thursday, May 10, 1984, at 3:00 p.m.