

Supply—Transport

call charges, but whoever wants to place a call from Montreal to any of those places must put through a long distance call. The company saved face, but it also increased its revenue from long distance calls.

In all this, believe it or not, no controlling body or commission has any jurisdiction over the decisions of the Bell Telephone Company. In fact, it does as it pleases. Mr. Chairman, can you imagine such arrogance and such disorderliness? As I said, no one has any jurisdiction. The 1880 charter is invoked. The Bell Telephone Company can do as it pleases. It can deny the residents of a given area the telephone service if it so wishes, even if the whole population asks for it.

I therefore urge that the act be amended. No one will have any cause to complain since all public utilities in the world come under the control of an administration or a commission. That way, we would do justice to the Canadian people and do away with a monopoly that everyone disapproves.

Mind you, Mr. Chairman, I am in favour of private enterprise. I would be against nationalization of the Bell Telephone Company of Canada. On the other hand, we must recognize that that company treats its employees well; they are well paid. But I urge that the company be subject to the necessary requirements. And following all the quarrels between those concerned, the municipalities and the Bell Telephone Company of Canada, I submit that the best way to settle that problem would be to amend the act in order to compel the company to follow the instruction of the board of transport commissioners, just like transport operators and others have to obey their control regulations.

(Text):

Mr. Tucker: I do not intend to speak at any great length, but I feel I should say how pleased I was to hear the Minister of Transport announce last Friday that the Department of Public Works would construct for the Department of Transport at Clarenville, Newfoundland, a marine haul-out and fitting-out wharf. This, the minister said, will permit the inspection and repair of ships up to 500 tons. I am sure that this release was welcomed not only by many of my constituents but also by many coastal boat owners in Newfoundland. I hope the haul-out at Clarenville will be so successful that the government will take steps to construct a similar one at Harbour Grace, Newfoundland.

I wish to make a few remarks at this time about some matters which are very important as far as the advancement of Newfoundland

is concerned. Last year, speaking on the estimates of the Department of Transport, I made reference to the inadequate hotel accommodation at St. John's but to date there has been no improvement. As the Minister of Transport is aware, St. John's is the eastern terminal point of the Trans-Canada Air Lines, the trans-Canada highway, the Canadian National Railways and the Canadian National Steamships. It is also the terminal point of the Canadian National Railways Newfoundland services. We have very few modern hotels in St. John's. The largest is the Newfoundland hotel which is owned and operated by the Canadian National Railways. This hotel is not large enough to take care of the requirements of the people of Newfoundland, much less those of the travelling public from the Canadian mainland, the United States and Europe. The Newfoundland hotel does not provide sufficient facilities for the holding of conferences, conventions, dinners and so on. As a result, many of the functions which would otherwise be held in St. John's are held in some other city or town on the mainland.

In 1958 the Newfoundland hotel operated, after interest and depreciation had been allowed for, at a net profit of \$153,224 and in 1959 it operated at a net profit of \$152,039, making a total profit of \$305,363 in two years. Last year again the hotel operated at a profit. We have heard a great deal in this house recently about tourism and our tourist trade especially when we were discussing the estimates of the Department of Northern Affairs and National Resources. We heard much of the importance of learning more about and seeing more of our own provinces, yet we are unable to get the Canadian National Railways to improve conditions in the capital city of St. John's which has a population of more than 80,000 within a few miles radius. I believe the present minister is well aware of the existing conditions, but if he is not I suggest he visit the hotel and then take advantage of his trip to visit some of the other towns in my riding where he spent some time during the second world war and where, I am sure, he will receive a royal Newfoundland welcome.

As far as trade is concerned, historically, Newfoundland has in the past looked eastward to Europe rather than to the North American continent. Prior to 1949, the date of our entry into confederation with Canada, we sold our fish in the Mediterranean markets and the bulk of our imports came from Europe and the United Kingdom. These imports entered Newfoundland through the port of St. John's which was the main distribution centre for the province. A portion of the imports was consumed in St. John's and the