

## Supply—Transport

are being made to apply to them. Looking through the statistics contained in one of the numerous reports from this department dealing with shipping in Canada, I find that Newfoundland has the second largest number of sailing vessels, but they are very small in size in comparison with those in British Columbia or even in Nova Scotia. The average size of sailing vessel in Newfoundland is about 30 tons, whereas the average size of the sailing vessel in other provinces would be three times as great. It has been the practice in Newfoundland for sailing vessels of that type to take a lot of freight into the small coves where large vessels cannot enter. This has been the custom of the country for well over one hundred years and Newfoundlanders have as high a reputation as skilled seamen as the men in the maritime provinces. They have built their boats and sailed their boats. Probably one hundred years ago they built bigger vessels than they are building today.

It is quite a common thing for a man to build a small boat himself. It might take two or three years to build, but then it is used for freight service and for fishing. There are 1,055 such vessels and they only amount to 38,000 tons, whereas in British Columbia there are 1,178 vessels which amount to over 234,000 tons. These small vessel owners are complaining that they are governed by the same conditions that apply to large vessels, that is they have to have the same safety equipment, life boats and so on. These small vessels cannot carry the ordinary life boat, so they carry dories. Anyone who knows much about the sea knows that the dory is an exceedingly safe boat for men to be in. Dories can stand the roughest seas. They float like a bird on the water. Under the circumstances I feel that the minister should give consideration to an extension of the time, at any rate, before these rules are made applicable to small vessels. At present the vessel owners are afraid they are going to be driven out of business altogether.

From the report of Canadian Overseas Telecommunication Corporation, I notice that the radiotelephone business with Newfoundland is in a healthy condition. With regard to the Newfoundland telephone service the report states:

This section of the corporation's business shows an important increase of 20 per cent in the number of paid minutes during the year as compared with 1950 and indicates a healthy condition for which extra capacity will be necessary in the near future.

The minister, of course, told me the other day that steps are being taken to improve the service between Newfoundland and the

mainland and also that consideration was being given to reduction in the rates which are now extremely high. It costs \$7.50 for three minutes, without any reduction for Sunday or night telephone communication. I believe that such a reduction will be beneficial. I believe that it will not result in any loss but rather that it will result in increased traffic and give greater profit than has been shown up to the present time. Those who have had dealings with Newfoundland by telephone have been complaining of the service.

I should like to say, Mr. Chairman, that those who have had the advantage of making a trip on the coastal boats of Newfoundland that have accommodation for tourists return highly pleased with their experience, with the services they received and the courtesy extended to them at the hands of the master, the officers and crew.

Last year my wife and I had the privilege of making a trip on the S.S. *Northern Ranger* which runs from Corner Brook to St. John's. I would like to say that there is a possibility of increased revenue for the steamships if the C.N.R. would cater to tourists by providing them with cruises of that kind. I do not see how anybody else can do it. I therefore think it would be worth while for the management to consider providing more accommodation of that sort than that which exists at the present time.

The scenery around Newfoundland is beautiful and most interesting. This was the first time that I had ever gone around Newfoundland and to Labrador and I found it very interesting. I must say that if the trip interested me, I feel certain that it would interest those people who are not familiar with Newfoundland coastal scenery. The scenery, especially in White bay, was most beautiful and it would be most attractive to artists many of whom know little about the beautiful scenery that Newfoundland offers. I would therefore recommend the trip to anybody who happens to be listening to me or who reads what I have to say. If they are looking for a nice cruise of about a week's duration, they could not do better than to make application for reservations for the trip from Corner Brook to St. John's, or from St. John's to Corner Brook because the ship runs the two ways, calling in at little places which are hives of activity and sometimes the scene of great industry.

I drew to the attention of the minister the complaint of the master of the *Northern Ranger* with regard to Flower's Cove, I think it was, where he complained about the beacon being inadequate for a fairly large