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VERBATIM REPORT

THURSDAY, MAY 2, 1974

SPEAKER: THE HONOURABLE JAMES M. RUSSELL

The House met at 3:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

MINISTERIAL STATEMENTS

MR. SPEAKER: The Hon. Minister of Education.

HON. G. R. OTTENHEIMER (MINISTER OF EDUCATION): Mr. Speaker, I would like to inform honourable members of an increase of thirty-three per cent in the amount paid to high school bursary students. As honourable members probably know there are two forms of high school bursary students. They are both to high school students who attend a high school outside of their own community, where there is no high school in their community. A very small number for those who would commute, where there is no regular bus service. Of course, by far the very largest per cent for those who board outside, who board in another community, in most cases, they return home for the weekends.

The increase is thirty-three and one-third per cent so that in essence is from \$30.00 to \$40.00 a month, a total of \$400 a year for that small percentage who commute and from \$60.00 a month to \$80.00 per month or \$800 per year for the vast majority of bursary students who attend a high school outside of their own community and who in fact board in that community. These increases are applicable for all bursary students starting the next school year.

MR. SPEAKER: The honourable Member for St. Barbe North.

MR. F. B. ROUP: Mr. Speaker, this seems like welcome news indeed, this increase of thirty-three and one-third per cent the amount to be paid in bursaries to students commuting to the various communities for the purpose of schooling and those who have to actually board or reside in a community other than their own home community during the school year.

I am sure, Sir, I speak for my own colleagues when I say that we welcome this news. Sir, I only hope that the Minister of Finance and the Premier will see fit to do the same thing for the provincial civil servants for this province as the Liberal Federal Government in Ottawa have seen fit to do for the federal civil servants, Sir.

AN HON. MEMBER: Hear! Hear! Welcome!

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN:

ORAL QUESTIONS

MR. SPEAKER: The Hon. Leader of the Opposition.

HON. F. M. ROBERTS: (LEADER OF THE OPPOSITION): Mr. Speaker, a question.
Is the minister going to ask a question?

HON. J. C. CROSBIE (MINISTER OF FINANCE): No, I want to introduce a bill.

MR. SPEAKER: Order, please!

We have passed that notice of motion, does the minister have leave to make his notice of motion? Agreed.

MR. SPEAKER: The Hon. Minister of Finance.

MR. J. C. CROSBIE: I think these are fairly harmless, Mr. Speaker. I would like to give notice that I will on tomorrow introduce a bill, "An Act Respecting The Designation Of Beneficiaries On The Retirement Savings Plans."

A bill, "An Act Respecting Certain Provisions Of Certain Mining Leases Made And To Be Made Under The Agreement Forming The Schedule Of The Act, No. 41 of 1938 As From Time To Time Heretofore Amended."

MR. SPEAKER: The Hon. Leader of the Opposition.

MR. ROBERTS: Thank you! A question to the Minister of Mines and Energy. I wonder if he could tell us when the government will be in a position to announce their decision as to the action they propose to take in their effort to try and prevent, their belated effort to try and prevent the forthcoming quite steep rise in gasoline prices?

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

HON. L. D. BARRY (MINISTER OF MINES AND ENERGY): Mr. Speaker, the Hon. Leader of the Opposition is trying awful hard to cast responsibility for rising oil prices on to the shoulders of the provincial government, when he knows full well that the federal government have consented, the Liberal Federal Government have consented to permit the -

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

MR. SPEAKER: Order, please!

AN HON. MEMBER: Sit down!

MR. SPEAKER: Order, please!

MR. ROBERTS: I rise on a point of order. We have had a number of rulings, Sir, on this point. I would ask for one now. The minister says that I know full well. I submit, Sir, that is not parliamentary. He may think that I should know. He may think any number of things, Sir, I certainly do not know that the Federal Liberal Government are responsible for or have consented to oil increases. I want to know what the Government of the Province are to do about it, Sir. His answer has to be in parliamentary language.

MR. SPEAKER: Order, please!

Before I deal with this, it is a matter of a difference of opinion between two honourable members, it is not really a point of order.

MR. BARRY: Mr. Speaker, I find that unbelievable. Here we have bills being introduced into the House of Commons and as a matter of record, and the Hon. Leader of the Opposition denying that he knows that this has taken place. I find that awfully strange. You have a National Energy Conference that was televised right across this nation and the Leader of the Opposition is unaware of what went on at the conference. I find that awfully strange.

Mr. Speaker, in an attempt to answer the Leader of the Opposition's question - before the Hon. Leader of the Opposition ever thought or ever conceived of the idea of the province attempting to regulate petroleum prices, this government went on record as saying that we if it be possible to do so effectively will introduce legislation to regulate the sale of petroleum products within the province. But, Mr. Speaker, I stress that this will only be done if it is found that we can do so effectively, that it will have a beneficial impact on the price of petroleum products to the consumer. We do not believe as perhaps honourable members opposite do in creating bureaucracy for the sake of bureaucracy, in putting burdens on the taxpayer unless the increased cost of setting up the administrative mechanism is going to see benefits flow through to the Newfoundland consumer.

Mr. Speaker, I can assure you that as soon as this government determines that we can take steps within our power to effectively reduce the price of petroleum products to the Newfoundland people we will do so.

MR. ROBERTS: Mr. Speaker. I wonder if I could give notice under 31 (g) and if we could set this question down for the late show this afternoon as well. I find the minister's answer, as do the people of Newfoundland, profoundly unsatisfactory. I shall give written notice. Your Honour, as required.

MR. SPEAKER: The honourable Member for Bell Island.

MR. NEARY: Mr. Speaker, I wonder if the Minister of Agriculture and Forestry will tell us if there is anything new on the Reid land controversy?

MR. SPEAKER: The Hon. Minister of Forestry and Agriculture.

HON. F. MAYNARD (MINISTER OF FORESTRY AND AGRICULTURE): No, Mr.

Speaker, I understand that the Premier may have a few comments on it but there is nothing new on my part.

MR. NEARY: Mr. Speaker, before the Hon. Premier leaves the House, he has been here two minutes now, Sir.

MR. SPEAKER: Order, please!

MR. NEARY: The minister referred the question -

MR. MOOPES: Inaudible.

MR. NEARY: Listen old buddy. The Minister of Agriculture and Resources, I asked him a question; if there were anything new on the Reid land controversy, and he referred me to the Hon. Premier. He said the Hon. Premier may have a few comments to make.

HON. F. D. MOORES (PREMIER): The only comment I have to make on it, Mr. Speaker, is that I have been in touch with Mr. Reid. He is coming in to meet with the minister and others who may be designated early next week. In the meantime he has undertaken until such negotiations were finalized with the government, they will undertake to do it publicly, and announce that there will be no sale of any Reid properties in the province until such time as that is done.

AN HON. MEMBER: Hear! Hear!

MR. NEARY: We are finally getting somewhere, Mr. Speaker. I wonder -

the Premier is in such a co-operative mood today, I wonder if the Premier will inform the House if his government intend to take the cue from Ottawa and grant the employees in the public service an increase in salaries to help them cope with the cost of living?

MR. MOORES: As the honourable member well knows, several unions have made representation, have contracts reopened. This is something that is being considered but it is certainly not anything that the government are in any position to make or to comment on at this time, Mr. Speaker.

MR. NEARY: A supplementary question. Would the Premier indicate to the House when the government will be in a position to comment on this matter?

MR. MOORES: Mr. Speaker, the fact is, as the honourable member well knows, that this sort of thing is something that takes a fair amount of study on what the ramifications could be and what they might be if such a course were considered. Certainly as soon as the government has made its decision in any way or either way we will only be too glad, naturally, to make the House aware of it.

MR. NEARY: Mr. Speaker, I wonder if the Premier could indicate a time period, say give or take a month one way or another? Could he pin it down, be a little more specific?

MR. MOORES: Mr. Speaker, a time period of one month or so is not being specific. I would much rather we had the opportunity to look at it properly. As I say, as soon as we can we will be making our position clear.

MR. NEARY: Mr. Speaker, I wonder if the Minister of Industrial Development could tell the House the province's involvement in the industrial park down here at Donovan's. What is the province's involvement? And are public tenders called on all the work that is let on the industrial park? Is there any federal money involved? Any municipal money involved? Or is it strictly a provincial matter? If so, who calls the public tenders? Is it the province? Is it the City Council? Or is it the Government of Canada?

HON. C. W. DOODY (MINISTER OF INDUSTRIAL DEVELOPMENT): Mr. Speaker, the industrial park at Donovan's is a project that was developed between the Department of Municipal Affairs and the

Department of Regional and Economic Expansion in Ottawa. The sites have been sold under public tender through the Newfoundland and Labrador Housing Corporation and are being administered presently by that body.

MR. NEARY: I was interrupted there by one of my colleagues.

MR. DOODY: Does the honourable gentleman wish me to run through it again?

MR. NEARY: I just want to get the part dealing with tenders. Who calls the public tenders? Are tenders called on all the work that is done?

MR. DOODY: The Newfoundland and Labrador Housing Corporation.

MR. NEARY: Would the minister responsible for the Newfoundland and Labrador Housing Corporation indicate to the House if public tenders are called on all the work that is done in the Industrial Park? If so, do they go to the lowest bidder?

MR. EARLE: Mr. Speaker, I cannot give an accurate answer without checking but I believe that tenders have been called on all of these projects and that the lowest or if not the lowest, the most suitable tender is awarded. I would check that further for the honourable member and get a detailed answer for him.

MR. NEARY: I thank the honourable minister, Mr. Speaker. Could I get the information tomorrow, if possible? Would the minister undertake to bring the information into the House?

MR. EARLE: It depends on how much is involved, I do not know.

MR. NEARY: That should not be very much work, Mr. Speaker.

I have one more question for the Minister of Transportation and Communications, Mr. Speaker. In view of the fact that the Newfoundland Safety Council released statistics indicating that the fatalities on the highways are up slightly over last year and there is every indication that it is going to get much worse, would the minister indicate what preventive measures his department are taking in the way of new innovations and so to curb the fatalities on our highways?

MON. T. HICKEY (Minister of Transportation and Communications): Mr. Speaker,

I will attempt to outline in some detail, when the estimates are going through the House, with regard to programmes. I can only say if the increase in fatalities is attributed in any way to the lack of programmes with regard to highway safety, I can only conclude that if this administration had not spent the money it had, then certainly the figures would be much higher because there has been a real effort in highway safety, in improving conditions and this programme is continuing.

MR. NEARY: Sir, would the minister indicate when the new policy of keep right in these double lanes, kept right except when passing, when the minister expects to implement that new policy.

MR. HICKEY: Mr. Speaker, we hope to do something about that during the coming year, during the present year. To give a date, I am unable to do so. There are a number of things involved. I want to be sure that we are ready and equipped to take care of the situation when that change is made because it is a very important one.

MR. F. B. ROWE: Mr. Speaker, in view of the announcement made by the Minister of Education, would the Minister of Education indicate how many students under each one of the two categories that he mentioned are involved with this increase in the bursary this year and what the total cost will be to the province for this increase in the bursary?

HON. G. OTTENHEIMER (Minister of Education): Mr. Speaker, the total number would be approximately 400 students. The breakdown between those who would, percentage wise, commute and those who would live outside I do not have. I would say roughly that it would be at least ninety per cent of those who live outside their community. I have not worked it out. What it would be, therefore, ninety per cent, let us say, of 400 times 800 and then the rest times 400. I have not worked it out. I think the honourable gentleman can do that.

MR. F. B. ROWE: Mr. Speaker, I wonder if the Hon. Minister of Transportation and Communications has the answer to the question that I have been asking for some weeks now. I do not think there is any need for me to repeat it.

MR. HICKEY: Mr. Speaker, I regret that I do not have the details today. I am advised that they will be available tomorrow.

MR. M. WOODWARD: Mr. Speaker, I would like to direct a question to the Hon. Minister of Transportation and Communications. Have there been any late developments regarding the Trans Labrador Highway? Has he heard any response from the federal people in Ottawa concerning his proposal? Can we see construction started this year to use up this \$100 that is in the estimates?

MR. HICKEY: Mr. Speaker, let me just say that again I propose to give a little more detail with regard to the position on the Trans Labrador Highway when the estimates are going through. It is sufficient at this time for me to say to the honourable member that we have had an acknowledgement from Mr. Marchand's office. There is a meeting scheduled within a matter of a week or a week and a half, I am advised. That meeting is between officials of the federal government, Province of Quebec and the Province of Newfoundland and Labrador.

MR. NEARY: Mr. Speaker, a couple of weeks ago the Minister of Finance undertook to try to find out the individual or individuals or companies or syndicates or corporations or whoever it was purchased 85,000 shares of BRINCO prior to the government's announcement that they were going to take over BRINCO. Has the Minister of Finance gotten that information for the House?

HON. J. C. CROSBIE (Minister of Finance): Mr. Speaker, the only information I am able to get, as a result of action taken by our solicitor, is that the transaction took place through Wood Gundy, I think, on February 23, 1974. It was a sale by one client, this block of shares. Half of them were sold to a large institution. I do not know who the rest were sold to. The sale was arranged by Wood Gundy, both the selling and the purchasing of it.

Wood Gundy states that neither the seller nor any other buyers had any connection whatsoever with the Province of Newfoundland. I can only pass on what Wood Gundy has said. Neither the seller nor the buyer nor buyers had any connection with this province.

MR. ROBERTS: Mr. Speaker, could the minister indicate as of what date the cabinet took the decision to proceed to acquire the assets of CFLCo. or BRINCO? They started with BRINCO but it now has come to CFLCo, on the Labrador water rights.

MR. CROSBIE: The decision taken by the cabinet to proceed was certainly in excess of a week after February 23. A preliminary decision had been taken before then by a committee of the cabinet who were involved in the matter. That was not confirmed until after February 23.

MR. NEARY: Could the minister inform the House, Sir, if the government has asked the investigative arm of the R.C.M.P. to look into this matter?

MR. CROSBIE: Mr. Speaker, the government has not asked the R.C.M.P. to look into the matter. What is there to look into? The solicitors of the government wrote the authorities who regulate the stock exchange and had contacted Wood Gundy and had been given this information by Wood Gundy and there is nothing further to look into. If the honourable gentleman opposite has some allegation to make that some member of the government was involved in any way then certainly we will have that looked into. If he made the statement outside the House, we would have it looked into even further.

MR. NEARY: Mr. Speaker, does not the minister think that it is unusual that a month before the announcement was made by the government that the sales of BRINCO shares were down considerably and then all of a sudden 85,000 shares were purchased?

MR. SPEAKER: Order please!

MR. NEARY: I am asking the minister if the minister thinks -

MR. SPEAKER: Order please!

AN HON. MEMBER: Sit down!

MR. SPEAKER: I feel that this matter now is developing into a sort of a full-scale debate. I do not think it should develop into that. The Member for Bell Island is proceeding perhaps to make a speech during the question period, which he knows is not correct. We should probably get on with other questions or other business.

CAPT. WINSOR: Mr. Speaker, may I direct a question to the Hon. Minister of Municipal Affairs and Housing? Can the minister tell us if he or through him the government has taken any action in trying to get the building land for private buildings down to a reasonable price?

MR. EARLE: I do not know if I understood the question correctly but I understand it to be: Have we taken any action to try to get the cost of building down in any way? I think the answer to that, Mr. Speaker, is quite obvious in what we have done and announced in

our housing programme. We have coming up this year probably the biggest housing programme that this Province has ever undertaken. Not only that we are assembling far more land, serviced land, than has ever been the case in the past. I all ready announced that we deliberately cut a thousand dollars off of each lot to try to bring down the cost of building for home builders. This is in the Newtown where we have about 400 lots, I think approaching readiness.

In addition to that in the programme which I announced there is substantial help through ourselves and through the CMHC on mortgage payments which would allow people who cannot normally afford to swing a large mortgage, there is considerable help in that for them. I might say at the present time we are also considering further aids to home buyers.

MR. WINSOR: Mr. Speaker, all due respect to the honourable minister's statement of getting the price of building lots down by one thousand dollars, but is he or through him the government taking any action on land speculators? This is the area where people cannot afford to buy a building lot today to build a home.

MR. EARLE: Mr. Speaker, I think that, at this stage, about the only action we can take on land speculators is to make land freely available, which we are trying to do. This is trying to accumulate enough land so that there will not be the need of land speculation and this is the basis of our whole programme. Other than that the steps recently taken by the Province of Ontario might be something worth investigating, and my officials are looking into that.

MR. NEARY: Mr. Speaker, a question to the minister responsible for housing: In view of the number of complaints that are being made almost daily concerning poor workmanship on new homes, does the minister still feel that it is not necessary to give the consumer some protection in the way of a guarantee against shoddy workmanship and poor workmanship on the homes, on these homes, to protect them against bulging walls and leaky windows and flooded basements and that sort of thing? Does the

minister still think that that is not necessary?

MR. EARLE: Mr. Speaker, as usual the honourable member for Bell Island has me quoted completely wrong. I have always been interested in and still am interested in protecting the buyers of homes. What I said at the time, which he so glibly misinterpreted, was the fact that I wanted to look into what sort of a system of control would be built up. I saw no need of a great bureaucracy which would not have effective control. Furthermore, for the honourable member's information I might say that I am in constant correspondence with the officials in Ottawa on this warranty plan. It is now approaching, one of my officials attended meetings recently where the details of a warranty plan had been worked out and it was only yesterday that he gave me considerable information on this.

We are working closely with the Federal Government on the production of a warranty system to protect home owners. This may well also fall into the orbit of the Department of Consumer Affairs because I think that the Federal Government is now leaning towards the idea of having this controlled by the Department of Consumer Affairs.

MR. SPEAKER: It has just been brought to my attention that we have in the galleries the mayor of St. Alban's, Mayor Beatrice Collier, and it is a pleasure for me, on behalf of all the honourable members, to welcome you to the galleries today and trust that your visit here is most interesting.

According to our new Standing Orders, on Thursdays at five thirty o'clock it will be deemed that a motion to adjourn has been made. The honourable Leader of the Opposition gave me notice in writing yesterday of a matter which he intends to discuss today with the honourable Minister of Forestry and Agriculture. He indicated today that he would give me in writing before five o'clock another matter which he wishes to debate with the honourable Minister of Mines and Energy. Assuming that I get the matter in writing before five o'clock it will be debated today. That allows only the two persons concerned, each five minutes, to debate the matter. So I now announce which I am supposed to, I think by four o'clock on Thursday,

the matters to be debated today and these are the two which will be debated commencing at five-thirty o'clock.

On motion of the Hon. the Minister of Manpower and Industrial Relations A bill, An Act Respecting The Barbers' And Hairdressers' Shop Closing Act," read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister of Mines and Energy, a bill, "An Act To Vest Certain Minerals In Her Majesty", read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister of Finance, a bill, "An Act To Confirm The Setting Up And Closing Out Of The Children's Trust Account And Matters Relating To The Operation Of The Account," read a first time, order read a second time on tomorrow.

On motion of the Hon. the Minister of Finance, a bill, "An Act To Amend The Public Service (Collective Bargaining) Act, 1973," read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister of Justice, a bill, "An Act To Amend The Quieting Of Titles Act," read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister of Justice, a bill, "An Act Further To Amend The Constabulary (Pensions) Act," read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister of Transportation and Communications, a bill, "An Act Further To Amend The Highway Traffic Act," read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister of Finance, a bill, "An Act Further To Amend The Civil Service Act," read a first time, ordered read a second time on tomorrow.

On motion of the Hon. the Minister without Portfolio, a bill, "An Act Respecting Tenders For Public Work," read a first time, ordered read a second time on tomorrow.

On motion that the House resolve itself into a Committee of Supply. Mr. Speaker left the Chair.

MR. CHAIRMAN (MR. STAGG): Order, please!

We have presently consumed thirty-eight hours and two minutes of the allocated seventy-five hours.

AN HONOURABLE MEMBER: Sir, how much?

MR. CHAIRMAN (MR. STAGG): Thirty-eight hours, two minutes.

16-03-01. The honourable member for Labrador North.

MR. WOODWARD: Mr. Chairman, I do not want to delay the debate on the Community Consolidation or a new way for the Resettlement Programme. I would like to say just a few words. I am deeply concerned about the lack of knowledge that the minister has or the lack of information that he has given to the committee so far on the Manpower Mobility Programme that is administered by the Department of Manpower, the Federal Department of Manpower.

Seeing that the Minister of Manpower and Industrial Relations did give some light to the committee on this matter, I feel maybe that this particular programme should be moved out of Rural Development into the Department of Manpower and Industrial Relations. Maybe then this outfit will get better attention and the public will be better informed as to what is going on because I feel that this particular programme has been overshadowed by the loan committee of the minister's department. They have been chiefly concerned about going out and giving out money, and not telling people in the province what other types of programmes they have on their rural development. I think that they missed the boat completely when we talk in terms of the resettlement grants that the department has.

I have been involved in a number of cases myself. I think as many as twenty people from different areas in this province, from logging communities all over the province, particularly from the Great Northern Peninsula have applied for resettlement grants, moving into Goose Bay, Happy Valley to work as loggers with Labrador Liner Board. They applied to the minister's department and had long

periods of correspondence to and from and eventually they decided that they would move their families into rented houses. All of a sudden someone had said, "Why do you not apply to the Manpower Mobility Programme? They, the federal people, do have a programme that maybe you can take advantage of." They in turn went back to the Manpower Mobility Programme and manpower said, "You must first make application before you move. After you move, you are not eligible for funds."

So, I would like to say here to the committee, Mr. Chairman, that the minister's department is directly responsible for people, a number of people that have moved with the intentions of getting the Resettlement Programme who have been denied through the lack of communications between his department and the federal department on the Manpower Mobility Move. So, if no attention is going to be paid to that particular programme, then I suggest, Mr. Chairman, that it should be moved from his department and not be overshadowed by the fact that we have created "X" number of jobs by lending "X" number of people in the province "X" number of dollars.

So, when I mention the monetary programme, there is indeed a great need for his committee, his officials of his department to ride shotgun on the politicians because there was a mad rush to put "X" number of dollars out into the province. There was a mad rush to get some statistics to give to the Premier to say, "Look, this is what we have done. We have created 'X' number of jobs under rural development." There was nothing else done under the programme.

So, if the minister were playing his little politics in the coastal and rural communities, he should have indeed instructed his officials in his department to relay and to give information of the different types of programmes that he was sponsoring, to get it out to the public and do it efficiently which has not been done, the whole foggy issue - it is not foggy today but the whole foggy issue, Mr. Chairman, on the policies of rural development.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: No. We have the storm up in Labrador but there will be greater storms as years go by.

The whole foggy issue of the backbenchers as well as some of the ministers - I suppose I sympathize to some degree with the minister getting up and expounding on the great Rural Development Policy that we have in the province. The minister did not indicate to this committee any type of policy. As a matter of fact, he did not know. He knew that there were "X" number of dollars but for what reason. We are a lending committee and we are going to lend "X" number of dollars to create "X" number of jobs.

The member for Bonavista South gets up and goes on at some great length. He did not give anything to the committee. We have not yet heard in this debate any of the policies from rural development. We have heard that they are spending "X" number of dollars. The ex-Minister of Social and Community Development got up and gave a passionate speech on the Resettlement Programme that went on - previous to that a few remarks that I was going to pass along to the committee here - the type of thing that really is not helping anyone.

So, I would like to see the minister get up and tell this particular committee the liaison between his Resettlement Programme. If I am a logger and I live in Northern Newfoundland and I want to go to Labrador, can I qualify under his programme? Or will he leave me on a string with a mountain of correspondence and eventually to be let down? Say, "No, you do not qualify. Go to manpower." Then again I am not eligible because I have moved my family.

I have copies of letters here, Mr. Chairman, from as many as ten persons that have been caught in that squeeze. This is why I suggest that if the minister is not going to pay any particular attention to that programme, he should see fit to move it out and move it into Manpower. If the Minister of Manpower and Industrial Relations is at all in touch with the federal people, maybe he can administer a better programme. We should not see the

people in this province deprived of that particular programme. Maybe when he gets on his feet again, he can give us some sensible, logical answers - not in terms of generality but tell us what correspondence, what liaison do we have with Canada Manpower Centers throughout the province, with regards to the Canada Manpower Mobility Programme. These are the things that we want to hear from the minister.

I think that people have suffered a great deal because of this. There are still a number of persons in this province that do want to move out of rural communities, some rural communities into other centers. There are a number of young people. There is a gradual move, continuously. There are as many as 600 people who have moved gradually off the Great Northern Peninsula into Happy Valley, over a period of the last five to seven years. What assistance did they get? What type of programme do they have to offer them? Or do we have a programme? Or do we turn around and say, "No, there is no programme? The only thing that is available to you if you are not working is the Canada Manpower Mobility Programme?"

If that is the way the situation is, this is the way it should be told to the public, Mr. Chairman, and the people should not be fooled and deprived of any benefits that are available to them. When we think in terms of the community consolidation, there are indeed a number of young people still left in this province who would like to move into the centres. We see them in large numbers every year, large numbers, people coming into Labrador, to Goose Bay, Happy Valley. We see hundreds and hundreds of people during the summer over in Wabush, Labrador City, that would move their families in. If there were such a programme that they could avail of to be assisted with housing, they would do it. We have people this year who are living in shacks, living in renovated garages, working with a Crown Corporation. Maybe the minister can get together with Labrador Linerboard, fill their personnel in on this sort of a programme and say, "Yes, if you have people moving out of St. Georges, if you have people moving out of St. Barbe South, you have people moving out of White Bay North, if you have people moving out of White Bay South, the Hampden Area, experienced loggers, if you are trying to get this type of work force to go in and to settle in Labrador, what type of programme do you have for them? There is no programme. There is no programme within that Crown Corporation.

What is going to be done? What type of policy does the minister have in his department to correct these inadequacies that exist in the province today, Mr. Chairman? These are the things. This is what the minister is responsible for. I know the minister is confused. He is entirely confused because his own people in this committee have confused him by expounding on policy and then again there is no one, there is no one in this committee, there is no one on this side of the House, there is no one on the opposite side of the House, no one, not even the Premier, not even the minister who is going out to collect, the Minister of Finance, who is going to be compelled one of these days to reach his strong arm out and apply his muscles to get back some of the money he is putting up. There is no

policy. People in the province do not know what is going on. There is no policy.

AN HON. MEMBER: Inaudible.

MR. MORGAN: Well anything that the member for Bonavista South would tell me I would not accept as policy.

MR. WOODWARD: And the honourable member for, is it Burgeo? The Burgeo burp? I am sure he is very close to the Premier when it comes to developing rural development policy in this province. No doubt he is an adviser. Maybe he would serve as a better adviser than the member for Green Bay who works in the Premier's Office. I feel there is a great injustice that has been done to the minister in this committee, Mr. Chairman, a grave injustice, by having him confused and by having that projected throughout this province, that the minister is confused. After this debate in the House you talk to the public, what policy does the minister have? We expect policies to be expounded from ministers, not from backbenchers who do not know a thing that is going on. They may be able to get a caucus once every six months or something like that or maybe they can whisper something funny to the Premier while they sit in the office or sitting in the House, that is as close as they get over a long period of time.

These are the questions that I am asking. I am asking the minister to tell this committee why those people who applied for grants to move, in my area and other areas of Labrador, did not get them? Why is there not a liaison with the Manpower people in that respect? We have a number, and still a greater number of people waiting, simply people, living in single accommodations who would like to do something, who would like to move their families in if they could get assistance under some particular programme. Maybe the minister or one of his officials can sit down and tell me or write me a letter and tell me what type of programme they have and maybe pass the information along to the personnel people in Labrador Linerboard, both in Stephenville and in Goose Bay, and say, "Look there is a programme that is available if you are having a difficult

time moving people off the island." Rather it would be more beneficial to say to a person, "Yes, there is a permanent job, harvesting wood in Labrador, and it is going to be there for a long period of time. Rather than give you a \$10,000 grant, that is going to go by-the-way in maybe a year or six months, maybe we can assist you in taking up residence in that part of the province and we will guarantee you a permanent job and you will have employment for a long period of time." Maybe this is one way to do it.

That is not done, Mr. Chairman, that is not done. It is a political thing, it is a political overtone. As I said before maybe it was not intentional but everyone in rural Newfoundland is seeing that this is political patronage and now when we see in committee that the minister is not tuned in to any of the other programmes in his department. I am sure as we go through the estimates today that we will come up with more, more of the problems, more than we did on Friday last when the minister told us that he did not know what Manpower Mobility Grants are.

I am chiefly concerned and it is a great concern of mine and it is a great concern of my constituents and I am sure it is a great concern of this government. How can we move people out of the island that are not working and get them settled into an area where there is work and where there will be work for a number of years? Have we looked at that aspect of the thing? So maybe, Mr. Chairman, when the minister gets on his feet he can tell us what policies. We do not want to hear policies from a backbencher. That is just delaying the time of the committee. That is contributing nothing to this committee. Maybe the minister who is responsible, responsible to the public of this province, can tell us what is in his estimates.

MR. CROSBIE: Mr. Chairman, before the minister replies -

MR. WOODWARD: I am not sitting down, Mr. Chairman, will he wait until I am finished?

MR. AYLWARD: He indicated he was sitting down, Mr. Chairman.

MR. WOODWARD: I did not sit down. He should wait until I am sitting.

MR. AYLWARD: I beg your pardon, Mr. Chairman, you indicated that I had the floor, this gentleman was sitting down unless he wants to yak and yaw on, I mean if he do.

MR. CHAIRMAN: Order please! Order please! Unfortunately I was reading some material on my table at the time and I am not able at this time to acknowledge either gentleman. The last person I recall hearing is the member for Labrador North. I believe that he made his concluding remarks.

MR. WOODWARD: If I may continue, I have just a few more remarks, Mr. Chairman, I would like to make on rural development. The remarks that I would like to make now is that I would like to say to his minister that rural development is indeed a welcome word in Labrador but we have seen very little results of any big programme and maybe -

MR. MORGAN: On a point of order, Will the honourable gentleman please sit down on a point of order. Mr. Chairman, we are debating 1603-01 community consolidation. The honourable gentleman from Labrador North had adequate time to debate rural development under the heading 1601. I think the honourable gentleman should be relevant to the debate, 1603 Community Consolidation.

MR. WOODWARD: That is not a point of order, Mr. Chairman.

MR. WM. ROWE: Your Honour, I just wanted to refer to a similar point of order which was raised from this side and which was replied to by the House Leader a day or two ago in which he said that it is extremely difficult to separate, under the heading of community consolidation to separate out rural development, what is relevant and what is not. I tend to agree and if my colleague, the member for Labrador North, should every now and then get away strictly from the idea of centralization or resettlement or strictly speaking community consolidation or bring in some extraneous matter relating to rural development, I would suggest that the precedents

in the committee have allowed that to happen, particularly with reference to the member for Grand Falls.

MR. CROSBIE: Mr. Chairman, on that point of order, The Chairman should also remember that on the first item in the minister's estimates the whole department is being discussed ad nauseum, in fact there was something like, I do not know if it were twenty hours, certainly in excess of twelve or fourteen hours spent in discussing the minister's department as a whole and the Rural Development Authority. We are now on Community Consolidation, Mr. Chairman, in my submission nothing but material relevant to resettlement or community consolidation should be discussed, because Mr. Chairman, this is part of a deliberate plot by the

by the opposition to keep emitting gas on the estimates of two or three departments in an attempt to use up the seventy-five hours devoted to the estimates and some kind of a feeble ploy to suggest that there is not sufficient time to deal with the estimates. We should now have dealt with the estimates, about eight to ten departments if normal procedure were being followed.

Therefore, Mr. Chairman, nothing on this vote but resettlement or community consolidation should be permitted to be discussed whatsoever. We have heard the submissions made by the member for Labrador North ad nauseam for twenty hours now.

AN HONOURABLE MEMBER: Inaudible.

MR. CROSBIE: These are not real problems.

AN HONOURABLE MEMBER: They are real problems.

MR. CROSBIE: These are just jaw.

MR. CHAIRMAN (Stagg): Order, please! While the precedents with regard to the discussion of various items of the estimates are well established, the honourable gentleman from White Bay South indicates a certain amount of latitude was granted to other members of the committee. Well that may or may not be so. Certainly it would be improper for the Chair to rule that we can have a general discussion under headings which are in effect subheads. So the point of order raised by the honourable member for Bonavista South is valid. I direct the honourable the member for Labrador North, when he continues his remarks, he must remain relevant to Community Consolidation. There will be, of course, a certain latitude granted to any honourable member as he makes a relevant point. In some cases he may have to draw in briefly some material that strictly speaking might be extraneous.

MR. WOODWARD: Thank you, Mr. Chairman. I submit that I have been more relevant in this debate when I have talked about resettlement in the province of Labrador Linerboard and getting people in than any other honourable member of this committee who has spoken in this debate so far.

There is another very important point I would like to make and

I would like to bring to the committee. That point is the member for Grand Falls made a vicious attack on the non-resident officials of the department. I would like to bring to this committee, Mr. Chairman, the fact that we have now and I have seen delays in resettlement, delays in moving people, delays in upgrading communities in my district as well as in the whole of Labrador, a royal commission, the Snowden Commission.

I would like to ask this committee and the honourable member for Grand Falls, (Is Mr. Snowden a Newfoundlander?) when this administration expects that the Royal Commission on Labrador, this Snowden Royal Commission on Labrador will solve all of the ills that have existed in Labrador for a long, long period of time? So in that respect, Mr. Chairman, I suggest that if the officials of the department, so-called foreign officials of the Department of Social Services and Community Development previous to the minister's, if that indeed was a farce then what is going to happen to Labrador with the Royal Commission, the Snowden Royal Commission? I would like to see some results of that. Maybe the minister can bring that into his debate when he speaks or if he does speak on this heading of Community Consolidation.

MR. F. J. ALYWARD: I have listened with intense interest to this debate because I do feel what is considered now community consolidation formerly known as resettlement is a matter of vital importance to a large number of people in Newfoundland.

I suppose, Mr. Speaker, it depends upon the definition one takes of rural Newfoundland. If we just consider the major centres of St. John's Corner Brook, Grand Falls and a few others we really have far in excess of over half our population, probably more like 300,000 living in rural Newfoundland and they are very, very concerned with this question of rural development and of course resettlement.

Now, Mr. Speaker, I suppose no other district in the Province of Newfoundland have experienced the ill effects of resettlement like the district of Placentia East. I respectfully submit that some of the most disastrous pages of the history of resettlement were written and are still

being written by the residents of Placentia East and in particular of course I refer to the fishermen in that area.

We had, Mr. Chairman, living on these islands in Placentia Bay some of the finest fishermen that Newfoundland has ever produced. I refer now to the islands of Merasheen, Red Island, Harbour Buffett, Little Paradise, Isle Valen and several other places in that bay. All of these fishermen, Mr. Speaker, with their families were. I respectfully submit, by design encouraged and in some cases dictated that they leave these islands and leave their homes and move to the mainland of the Island of Newfoundland. Of course, large numbers indeed the vast majority of these fishermen settled on the eastern side of Placentia Bay.

What you find today is, Mr. Chairman, that all of the fishing premises that were maintained on these islands are being abandoned and some of them today have fallen into complete disrepair. You have the fishermen who were resettled in Southern Harbour, Arnold's Cove, Placentia, Little Harbour East and particularly from Placentia moving back to these islands to fish so that this year we will have on these islands in Placentia Bay in excess of two hundred fishermen.

The sad part of it is, Mr. Chairman, that these fishermen today find themselves being in a far, far worse position than ever they found themselves before. Number (1) When they left these islands to resettle in Placentia Bay this great dream was held out to them of permanent employment, wonderful schools, water and sewerage. Just what, Mr. Chairman, just what did they obtain? I am not speaking now about their employment. They left, for example Merasheen and Red Island and these other places I have mentioned and a great number of them moved into Southern Harbour.

The former minister of that department, the honourable member for White Bay South, I am sure is quite familiar with that. These fishermen came in there with their homes. They were given about \$2,000. They had to uproot their families, take all of their worldly possessions and move into a new community and pay, in some cases, \$1,000 for a lot of land, probably one hundred by two hundred, and their homes, they had to pay to

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get their homes transported and then to resettle in these communities. When the homes were taken, Mr. Chairman, into places like Southern Harbour, the big design of a proper subdivision, the homes were put on proposed streets and today, Mr. Chairman, if you were to visit that community you would find that there are not even streets. Here these people are with their homes facing out into the woods.

So this is what resettlement has done. As I said, if any honourable member of this Committee wants to really feel what the previous programme with respect to resettlement did for Newfoundland, the proper place for them to visit is Placentia East.

Now, Mr. Chairman, before they had their little gardens, they had their boats and they were near the best fishing grounds in Placentia Bay, and over in Southern Harbour and particularly in the area of Placentia they cannot even get a place to anchor their boats. About three or four weeks ago I had an urgent telegram from a large number of these fishermen complaining that unless something were done to assist them, they would lose every fishing boat they had in Placentia.

Mr. Chairman, it is hard for us sitting here to really imagine the concern of some of these men who have their life savings invested in a boat and that boat anchored in or tied up in Jersey side and you have all the ice coming from the Northeast Arm and the Southeast Arm and with the tide running in and out of that Gut, it is just impossible to get icebreakers in there.

I predict, Mr. Chairman, that we will have one of the largest property losses that the fishermen of Newfoundland ever incurred in that area, one of these springs. This year, we almost had it. And every year the fishermen in that area have told me, for the past four, five, six, seven and eight years, the ice keeps piling up there. and if the wind does not change - If, Mr. Chairman, some satisfactory solution is not found to assist these people, to at least provide them with some anchorage for their boats, they will lose practically every fishing boat in Placentia and Jersey side. These are some of the fishermen who were taken under resettlement from these islands in Placentia Bay.

Now, Mr. Chairman, what type of services were they provided with? In the Community of Southern Harbour, where a great number of them were compelled to settle, they found it is very difficult to retain a water supply. When the former Department of Community and Social Affairs arranged financing to drill, I think it was three artesian wells, two of these wells were condemned by the Department of Health. At my request the

Minister of Health had his senior medical officer to make an investigation there this year. He found that ninety per cent of the water supply in that particular community was contaminated. Not alone that, Mr. Chairman, the quantity of water that is contaminated, but there is a great difficulty in obtaining water itself, any type of water. There last winter and the winter past you had these fishermen bringing water as far as three and four miles, in trucks and on horses. Now this is the effect of resettlement. This is what these men could tell you.

I say, Mr. Chairman, that it is a very, very sad history because there was absolutely no thought or certainly insufficient thought given to the future of these men and their families. So their condition now is a lot worse than ever it was. Now when they return to these islands which they left they continue to fish. We have on these islands as high as, I suppose all together in excess of 200 persons. It was the Minister, I think of Environment spoke about the lack of communications.

You have these men, Mr. Chairman, without practically any communication with their homes and with their families. I say to the Minister of Fisheries and I am glad he is in the Chamber now and I hope that the Minister of

AN HON. MEMBER: Inaudible.

MR. AYLWARD: He is very, very relevant. I am speaking about resettlement not the Linerboard, Mr. Chairman. I am talking about the fishermen who resettled in Placentia Bay and who are now going back to their island to continue to fish and what I am saying is this. You have about one hundred men without any communication whatsoever with their families. They are going around in boats trying to find a longliner that has an RT set so that they can communicate with their homes on the other side of Placentia Bay.

Of course, Mr. Chairman, they have an added problem today of course, and that is the problem presented by these tankers in the Bay. I say that these fishermen who resettled and now find it necessary to go back and are obstructed in their pursuit of the fishing, that they should be commensated. I am looking forward very anxiously to when this

report of the Tanker Committee is made public because, Mr. Chairman, recent submissions to me by these same individuals who find it necessary to go back across that bay and use it for their fishing have indicated that they find that they cannot utilize some of the fishing grounds that they did before. Also, of course, that they do not have adequate communication on their boats to realize the presence of these tankers.

I think that immediate steps should be taken to see to it that every little fishing craft in that bay should have at least a walkie-talkie or some type of communication with each other and with the larger and smaller tankers going in and out of that bay so that they can realize and be aware of the location and the presence of these boats in the bay.

Recently, Mr. Chairman, we heard an announcement by the Federal Minister for DREF to the effect that certain funds would be made available to assist these fishermen who had resettled and found it necessary to go back on these islands and to continue to fish. In fact some monies were going to be allocated so that some public premises on these islands could be maintained so that the fishermen could use them.

Now, Mr. Chairman, I think that is a very, very worthwhile cause. I hope that the Minister of Fisheries here and the Minister of Rural Development, because I think it concerns both, will use whatever power or persuasion or whatever authority or whatever resources that they can muster in their departments to see to it that immediate steps are taken by DREF, by Rural Development and by the Department of Fisheries to accommodate these fishermen because, Mr. Chairman, when one realizes that far in excess of 200 people are on these islands now or will be in the next three or four weeks, and to have that number of people without communication is I submit a very, very serious operation. I am told that the cost of a few RT sets would only be in the vicinity of \$3,000 to \$4,000 so surely the Department of Fisheries, the Department of Rural Development or some of these departments, in consultation and co-operation with DREF, can find the resources to at least put these men in communication with their families.

Now, Mr. Chairman, I also feel that sufficient thought has not been given to the plight of these individuals after they have resettled

In fact, no consideration was given to provide additional financial assistance to the councils in the areas where these men settle. I refer now, of course, to the Placentia Area, to Southern Harbour and to the other communities in that bay.

Surely, if the federal government and the provincial government as a result of resettlement are no longer required to provide services to these islands, a great saving has resulted. This saving I respectfully submit should be channeled in such a direction that it would benefit these people. That is not being done. You have some of these individuals settling in Placentia and Southern Harbour. You have Southern Harbour without any water and sewerage whatsoever and what water is there, as I have mentioned earlier, ninety per cent of it is contaminated. You have the Town of Placentia with no sewerage whatsoever and one of the oldest water lines in Newfoundland that needs immediate repairs and extensions.

Mr. Chairman, it may surprise you to learn that in the Placentia Area alone over 250 households settled between 1965 and 1969. We had 140 individuals moving into the Town of Placentia. You can imagine the stress and the strain that that number of extrapersons imposed upon the municipal and educational facilities in these communities.

So what should have been done was that areas and towns that accepted these individuals should have been given additional assistance, but that did not happen. That did not happen. I respectfully submit that resettlement has been very,

very disastrous for the fishermen of Placentia Bay. I realize, Mr. Chairman, that there is a great need for public services in Newfoundland. I realize, of course, that there is a limitation on the amount of funds that are available. Surely, if there is one group of people who should have a priority on the funds of this government, it should be these people who are taken from their homes and moved to other communities and who find themselves in a financial and social condition much worse than what they left. One could almost, Mr. Chairman, compare them with, I suppose, the Palestinians. They have left their homelands and they find it necessary now to go back and to try to fish under terrible circumstances, without any accommodations, without any communications and hardly any attention whatsoever paid to them.

I know that there are very, very important contributions that could be made and I again ask the appropriate ministers of the government to assist them in that respect. These coastal boats that are operating in these bays in the summer could and should be expected to visit these communities while these men and some of their families are settled there.

AN HON. MEMBER: (Inaudible).

MR. AYLWARD: No, not Merasheen and Red Island.

MR. NEARY: (Inaudible).

MR. AYLWARD: Not the areas, Mr. Chairman - I am speaking about the islands where the fishermen go back and fish in the summer. I have had several communications from them and I have written the C.N.R. on their behalf.

MR. NEARY: (Inaudible).

MR. AYLWARD: They should go in, if for no other reason than to keep contact with that number of people. In fact some of them, I am told by one individual, practically go in and out for everything. They have even taken some people rabbit snaring there. They do not make regular visits or they are not ports of call in the summer. The point I am making is that Merasheen, Red Island, Isle Valen and all these communities where there are a large number of fishermen fishing in the summer that the coastal boats in these bays should visit there.

I sincerely trust that some co-ordination between the appropriate provincial department and the federal department will take place and that some real effort will be made to assist these fishermen and their families.

Now, Mr. Chairman, the Minister of Fisheries knows himself because at my request he accompanied me recently to Placentia and he attended a meeting of the fishermen where over one hundred fishermen attended that meeting and they made these problems which I speak about now well-known to him. I think they are also of vital concern and should be to rural development. I solicit the co-operation of both the Minister of Fisheries and the Minister of Rural Development to assist these people, particularly in the field which I have mentioned.

MR. REID: Speaking about Manpower and relocation which the Hon. Member Labrador North spoke about just now, as far as I was concerned, I had very little information on this Manpower and since then I have discussed it with our department and the minister. At least I did say that the grant for the Atlantic Region was \$400. Comparing Rural Development and the Manpower one: A family of five children, the basic rate would be \$700 and \$1,500 if a house is purchased and moving costs, which would come to roughly about \$2,500. Under Rural Development, it is \$2,000 basic for the lot; it would be \$3,000 and \$1,500 for house moving, which would come to \$6,500.

All the applications have been referred to Manpower. Actually a representative from Manpower is on the committee.

AN HON. MEMBER: (Inaudible).

MR. REID: None qualified last year.

Now that we have changed the employment opportunities we feel for sure now that there will be a lot more people qualifying under this new resettlement programme.

I think it was the Member for Bonavista South who spoke about community consolidation and the difference in the system that the Liberal Government had and the system that we have at the present time.

Community Consolidation is concerned with increasing the employment opportunities of individuals. This division will counsel interested individuals on job opportunities, help find employment and financially assist householders to relocate to communities where they have found employment. In short the emphasis is being placed on job opportunities and not on relocation itself.

I think quite often that a lot of our people have certainly stressed the point that our community consolidation was a different type of system for helping and moving various people. An individual who leaves his property behind is not required to turn his property over to the government. Persons leaving property behind retain ownership of that property and they can have that property and when they go away and settle down somewhere else some other day, if they felt like it, they can sell it to someone else. The programme under consolidation is, therefore, not a centralization programme. No effort will be made to phase out communities because of isolation or any other reason. The whole aim of the programme is to assist householders, at their request, to relocate to jobs.

Now, Mr. Chairman, the major change in this philosophy: The old programme moved or closed out settlements but the new programme is not to drag out people or close out settlements but to assist people who have job assurances to move to a place where they have jobs.

In fact I was asked the other night to compare and some people felt that there was very little comparison to the old system. This was something that I was not too fussy about getting into because at least I did feel that there was a lot of difference in the system that we have been carrying out this year compared with other systems.

One of our policies: a list of communities abandoned, a list of sending communities and a list of receiving communities.

(a) In 1973, we did not move one solitary house. We did assist seventy individual Newfoundland families to move to places where greater opportunities existed. This is the difference. We care. It is a matter of attitude.

On this list here, I have somewhere around 279 communities which have been relocated. I will show the honourable gentlemen that I met with a lot of people who have been very, very discontented. I am not going to say that it was all wrong to move various people. Since I became Minister of Rural Development, I certainly can see and I am sure that our staff can see in a great many cases that a lot of these communities

could have still been great viable communities. I have a list here of the government communities that were designated as sending communities. It should be noted that at the present time, there are no communities in Newfoundland designated as sending communities. These are towns that were set up, that a lot of our people never knew, would probably never know the day when they would have to move from that community. They will have very, very little choice. I look through this list of various communities - this I have not shown but which probably I will table - various communities in Newfoundland that when I travel around today they are very prosperous little communities.

I will say, God help the person today who will try to move some of these people out of those communities that are listed right here! I have them in Trinity South. I have them in Conception Bay and various other bays. There is one here for sure that none of us would like to see move and that is Bell Island. That was listed to go, in no uncertain terms. I am sure the member from Bell Island and myself would have worked very hard to keep the people over there on that island because certainly after the statement he made the other night, after all the tomatoes that we are growing now at the present time, it all means we can grow ten times as many over there when we get working together.

We have brought brilliant people out of Perry's Cove, Brownsdale - just imagine going down in Brownsdale to take the people out of Conne River you will have something to do, and put them in another place in Newfoundland. These are some of the communities that were slated to go. These are some of the communities that we have travelled most every single one of them. There is certainly great hope in a lot of those communities to make those little communities self-supporting. A lot of the people here who were moved from a lot of these communities, moved into just as bad and quite often a lot worse. Sometimes the communities were never prepared for these people and the schools,

churches and everything else were being overcrowded.

I think in a great many cases the saddest part of all of it was the person who lived there so long who was disrupted so badly he could never survive and it broke a great many of these people's hearts I will assure you.

We have communities designated as receiving communities under the Federal Provincial Resettlement Programme. We have twenty or twenty-five of them here. If they want me to read them, I can. Then we have this special one where the DREE money was going into areas like St. John's, Come-by-Chance, Burin, Stephenville, Corner Brook, Grand Falls, Hawkes Bay, Port au Choix and Happy Valley.

Now I feel the money that we have spent - I know there are certain little islands and areas where it was a grand thing probably to move them but I certainly feel the trouble in Newfoundland - I think I know Newfoundland people fairly well and I think that we could have done a lot better by going into those little communities and helping, what we are doing today. We are not only just going out into the various communities and passing out loans for sawmills and various things like that. Our department is going out helping to train the various people. We are helping to set up development associations. Let these people come out with ideas in their own communities.

We are not going out in those communities and pushing it down their throats and saying, "You have to do this and you have to do that." Because we certainly feel, if it is going to be a viable thing, we must have those people interested and those people must be behind the jobs that we are trying to do. We have set up associations around here with all types of handicraft work and various things. Our people have been working day and night to certainly try to make a success of this.

There is something to remember. Our little department has been only set up a little over twelve months. We were not set up twelve months ago. It took us four or five months to get the staff together. We worked six months on the ARDA Programme. We worked

six months with the federal and provincial people co-operating together. We finally got that through and we hope there is going to be a great success. For that to be a success, then we are certainly going to need the people over on the other side not to go down, not to go discouraging, by all means come and help and work with us together. Because if those people are half as interested in Newfoundland as they try to pretend, let us get together and I am sure that we can make a Newfoundland, through Rural Development and our other industries. Rural Development was never set up to put up Empire State Buildings or anything else. Rural Development was set up to go down to districts and help the various people that could never help themselves.

I think we are doing that. Even though they bring up various arguments about various little industries that we are starting, what is wrong with starting these little industries? Is it because they are local persons who have never had a helping hand before? Is this not what rural development is all about, so that we can get someone started? The next day someone else will come up with an idea. Therefore, this is what our staff are trying to do and we hope to make a success of it. Thank you.

MR. CHAIRMAN (MR. STACC): Order, please!

Both honourable gentlemen seem to have arisen spontaneously at the same time, so, I suggest to honourable gentleman. The member for Labrador North:

MR. WOODWARD: Thank you, Mr. Chairman. I want to thank the member for Bell Island for bowing to me. I would like to ask one more question of the minister. Maybe he can give us an answer on the floor. The question that I did ask him and I think I am chiefly concerned about is the fact that - I will put it in very simple terms - if I live on the Great Northern Peninsula, in Flowers Cove, and I want to go to Labrador, in Flowers Cove or any community on the Great Northern Peninsula or any community on the island what criteria is set that I can qualify to move out of any community on this island and to resettle in Goose Bay or Happy Valley? Do I

get assisted by his department? Or is there no assistance for that particular type of programme? This is all, Mr. Chairman.

MR. REID: Mr. Chairman, to the best of my knowledge, once he is going to a receiving community and there is a job opportunity there, I do not see any reason in the world why he should not be helped. In the meantime he mentioned something about various letters or something and very little co-operation. I think once again that sometimes the member should visit us more often or certainly drop us a letter and explain certain circumstances where sometimes one can be quite right, that he probably never got the right attention. I would be only too glad if some of the honourable gentlemen's members would come down and see us and discuss the various things. I think this is what we are lacking quite often.

MR. NEARY: Mr. Chairman, I do not want to delay the committee but there were a number of points raised by honourable gentlemen on the government benches, Sir, that I think need to be either clarified or expanded slightly because they only tend to confuse the issue.

Number one, Sir - one would swear after listening to the various members on the government benches speak, especially the Minister of Rural Development, that there was no such thing today as resettlement. All the gab and all the chaw, Sir, and all the lip that they had in two provincial campaigns in this province and before the 1971 provincial general election, all the chaw they had before that about resettlement and the crucifixion of the people in the rural areas and forcing people to leave their homes and go into other communities, one would swear, Mr. Chairman, that as soon as that honourable crowd took office that they would do away with any signs of a

resettlement programme when in actual fact, Sir, we have in this year's estimates for what they call Community Consolidation, and a rose by any other name, Sir, would smell just as sweet, because it is resettlement. The minister can call it what he wants, put a fancy, grandiose name on it, it is still resettlement. They are spending -

AN HON. MEMBER: Inaudible.

MR. NEARY: I see sitting in that seat over there yesterday, did not do any good, nothing rubbed off on the honourable minister.

Spending this year, Sir, let me see, \$300,000 was it? Three hundred thousand dollars on resettlement. The minister can call it what he likes but it is still resettlement, Sir.

AN HON. MEMBER: Inaudible.

MR. NEARY: No, the minister will answer it as soon as I am finished because I have another few other points and a few other questions that I want to put to the minister. I do not know if we are going to spend the remainder of the time on Rural Development or not, Sir. We will probably go about forty-five hours on it before we are finished. But it is a very important matter. The minister has not explained it, at least to my satisfaction, Sir, my colleagues satisfaction for that matter.

Sir, the minister made a foolish statement there a few minutes ago that I have to pick him up on. I just have to. The minister indicated that the criterion for moving people now to industrial areas, to areas where you have industry, to areas of employment, the criterion dangling the carrot in front of these people now is that they are moving to a job. That is what the minister said. He said, "Oh sure anybody now that wants to leave a community to relocate in Newfoundland, we will assist them, providing they are going to a job." Is that what the minister said basically? Am I interpreting the minister correctly? That is what the minister said. Well, Sir, that is unbelievable. I can hardly believe that because, Mr. Chairman, you know what happened when you adopt that kind of a policy? You create little ghettos around Newfoundland of senior citizens and widows and orphans because they cannot move to employment opportunities.

So, Mr. Chairman, if that is not forcing people out of communities, I do not know what the heck is. They cannot stay there.

AN HON. MEMBER: Inaudible.

MR. NEARY: I beg your pardon?

AN HON. MEMBER: Inaudible.

MR. NEARY: But, Mr. Chairman, the minister did not say that, I have dragged it out of him now, Sir. I dragged it out of him now.

AN HON. MEMBER: Inaudible.

MR. NEARY: Well that makes the programme identical to the old programme, the widows, senior citizens, pensioners. people moving to employment opportunities can all qualify under this programme. Is that not correct?

MR. REID: Here that is job opportunity. That is a different system altogether.

MR. NEARY: Was it not even thus? It certainly was so, Mr. Chairman, do not try and cod the people of this province. The worse kind of hypocrisy that is. It was ever thus, Sir, and the minister knows that.

Another thing the minister confirmed for me this afternoon, that since we ceased to be the government in January 1972 that the name of Bell Island was added to the list to be slated to be wiped out. It was not on any list when I was in the government.

AN HON. MEMBER: Oh, yes it was.

MR. NEARY: Oh, no it was not.

AN HON. MEMBER: Oh, yes!

MR. NEARY: Oh, no it certainly was not. It came on a list that was brought into this honourable House by the Member for Grand Falls, when he was Minister of Community and Social Development. When I asked for the list, the minister laid it on the little silver tray that the usher brings around the House and then the Premier rushed up to him and then he reached out and grabbed it back, and pulled it back.

AN HON. MEMBER: Bell Island was on that.

MR. NEARY: Then later on the minister was flicked out of the cabinet. Well I suspected at that time that Bell Island was on that list. I suspected, Sir, that Bell Island was on that list then.

MR. CHAIRMAN (STAGG): Order, please!

A couple of honourable gentlemen seem to think that they can speak to the Chamber from their stations, the doorways. This of course is completely against the rules of parliamentary procedure and is certainly not a very courtesy thing as well. So I suggest that all honourable members observe the rule that a member who has the floor has the right to be heard in silence and all honourable members have the right to participate in this debate at the proper time.

MR. NEARY: So, Mr. Chairman, at least the minister and I have one thing in common - they are not going to force the people off Bell Island.

AN HON. MEMBER: They do not want to leave.

MR. NEARY: They do not want to leave, of course they do not. They want to stay there.

AN HON. MEMBER: They never did.

MR. NEARY: They never did. Bell Island was never on a list until the Member for Grand Falls - and I do not know where he got it. It might have been given to him by some of these officials that he was in disagreement with.

AN HON. MEMBER: Inaudible.

MR. NEARY: The member is shaking his head, Sir.

Sir, this is the first indication that we have had and I have suspected that for two years but I am glad to hear the minister say that he is not going to go along with it. I could not follow the minister when he was talking about this list that he was going to table. Has the minister tabled the list? Where did it come from? What date is on it? Did it come from Ottawa? Did it come from the officials of his department? When was this list prepared?

Certainly, I was in cabinet for three and a-half years, Sir, I never saw any list.

AN HON. MEMBER: But they had one.

MR. NEARY: No, we certainly did not have one.

AN HON. MEMBER: Sure they did.

MR. NEARY: Well it must have been locked up in the deep dark closets down on the -

AN HON. MEMBER: Inaudible.

MR. NEARY: Oh, receiving communities. Receiving communities, the minister has a list there now. I think the receiving communities were announced several years ago. No, receiving communities, Mr. Chairman, there was never, never a list.

MR. BARRY: They were going to be terminated.

MR. NEARY: No, Sir.

MR. BARRY: Be destroyed.

AN HON. MEMBER: Disgraceful!

MR. NEARY: What is disgraceful?

AN HON. MEMBER: On a point of order, Mr. Speaker.

MR. NEARY: Well I do not mind the schoolboy debater, you know, having a few words.

MR. BARRY: Inaudible.

MR. NEARY: But, Sir, I am glad to hear the minister say that he is not going to go along with Bell Island being wiped out; neither am I. I think we made that quite clear a few weeks ago when the Proctor and Pedfern reported, when the commission of enquiry was going around the greater St. John's Area, holding public hearings for the Proctor and Pedfern Report. A report commissioned by that honourable crowd over there and recommended that services be downgraded on Bell Island and recommended that no more money be spent to improve public services on Bell Island. They were going around, Sir, in their own quite way, in their own conservative way, with a small "c", holding a little public hearing here and there. When they got to Bell Island, Sir, you know what happened one afternoon; 700 people turned up for a public hearing.

AN HON. MEMBER: Two went to jail.

MR. NEARY: Two fellows got locked up. That is true, I was there. As a matter of fact, I was making my presentation at the time.

AN HON. MEMBER: Inaudible.

MR. NEARY: They were not objecting to what I was saying, they were

agreeing with me. That is why I regretted so much that they were locked up, Sir, because they were unholding what I was saying. They got so excited and so completely carried away and so emotional with my presentation that they had to be carried off to the lockup. Fortunately, one of them got a lawyer and the case was thrown out of court. Thank God! One fellow when he was being carried out, he looked up at me, I was unstanding on the stage making my presentation and he said, "Steve, I need you!" I said, "I will see you later George," as they carried him out of the hall. What could I do, Sir?

AN HON. MEMBER: Inaudible.

MR. NEARY: But, Sir, the people, there were 1,200 people turned up that night, that was about 1,200 residents of Bell Island turned out to a public hearing that you would expect to be dull, that you would expect to be uninteresting, that nobody could not care less about, 1,200 citizens turned up. So that should be a clear indication to the minister that these people had no intention of giving up their homes or giving up the Community of Bell Island.

AN HON. MEMBER: The only thing that they want to give up is there member.

MR. NEARY: No, they do not want to give up their member. The member found a good issue there, I can tell you that, because it only confirmed what I had suspected for two years, when I could not get that list from the former minister of that department. I almost had it. I was so close to it, I could almost reach out and grab it.

AN HON. MEMBER: Inaudible.

MR. NEARY: What is that?

AN HON. MEMBER: He almost got it but not quite.

MR. NEARY: No and the minister is not prepared to table the list now although he said he was going to. Is the minister going to table the list?

AN HON. MEMBER: He provoked him. He was going to, now he does not -

MR. NEARY: Well the minister said he was. Is he going to be a man of his word?

AN HON. MEMBER: Inaudible.

MR. NEARY: Well I would like to have it, Sir. If the minister sends it to me I can tell him right now, I am not going to make any backdoors about it, Sir, it is not going to be on a confidential basis, I can tell the minister that. Any document that is tabled in this House is not going to be on a confidential basis, as far as I am concerned. \

MR. BARRY: Do not give it to the Leader of the Opposition on a confidential basis.

MR. NEARY: Oh! He will have to speak to the Leader of the Opposition about that.

AN HON. MEMBER: Inaudible.

MR. NEARY: But I shall release it, Sir, to the public if the minister should give it to me, I can tell him that right now. But I will submit that the minister table it in this House, the list that his colleague almost produced, almost let the cat out of the bag a couple of years ago.

Then the minister talks about closing out -

AN HON. MEMBER: Inaudible.

MR. NEARY: The first I have heard of a list was when the former minister came into this House, the Member for Grand Falls, and laid the list down on a little silver tray that the usher carries around. There was the list, if the usher had been quick enough he would have been away from the minister and the list would have been down on my desk but the Premier jumped out of his seat, rushed up, said something to the minister, and he grabbed the list back, and then a few weeks later the poor fellow met

his Waterloo but that is another story. I am not going to condemn the member for that because the member told us yesterday and I do not think I am misinterpreting what he said, that he wanted to make that list public, that he felt it was his duty, and I think it was. I admire and respect him for that except for one thing. Well I do not know what the strings were that were attached but I certainly agree with the member because I think if I had been in his position and I knew that the axe was hanging over the head of a number of communities in Newfoundland I would want to let the people know. I think the minister did the right thing by wanting to table that list.

I would not sit on it and I do not think that minister down there should sit on that list.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: There is. Look, Mr. Chairman, the carrot is dangled in front of these people. Your Honour knows that. The minister says, "Oh! if they have a job to go to," and he kept repeating that, I kept listening to it and I still could not believe it until I dragged out of him there a few minutes ago that widows could also qualify. The minister did not say that, Sir, that old age pensioners can qualify, people who are retired or living on company pension can qualify, unemployed can qualify, whether they are going to a job or not does not make any difference. If they are moving up on the south shore of Conception Bay, it does not make any difference if they have a job, they can qualify. Yes, Sir, they do.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: They should. Is it one of the stipulations of the programme that they must have a job? No, Sir, it is not. I can tell the minister that. It is not. The minister better go and check his records. It is not one of the qualifications, Sir.

In actual fact, Mr. Chairman, I will tell you the only difference in this programme and the old programme, Sir. I will tell you the only difference. The only difference is now that it can be done on an

individual basis. That is the only difference, Sir.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: That is right. My colleague points out to me that it could be done on an individual basis but generally speaking I think the majority of the community would decide.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: That is right. If there were a consensus that a large majority of people -

AN HONOURABLE MEMBER: A substantial number.

MR. NEARY: A substantial number, all right, but it could have been done on an individual basis. I can tell the minister right now that Bell Island was not included in that programme. Bell Island was not included in the Resettlement Programme until that crowd took office, Sir. Then they changed the programme to include Bell Island. Yes, Sir. Mr. Chairman, that is true. The minister knows that.

Sir, I am giving the minister a piece of information. If he should not know it, I am telling him now that everybody that left Bell Island after the Dosco Mines closed - in 1959 we had the first mines closed, 1960-61 there were major layoffs, the mines closed and in 1966 the final Dosco pull-out. I happened to win the election after -

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: What about it? Mr. Chairman, there were three mines closed before that, three. Mr. Diefenbaker was up in Ottawa with the biggest majority he ever had. I went to his office, the late D. I. Jackman and myself and the clergy from Bell Island, and sat in Mr. Diefenbaker's office and he shivered and shook and rattled and roared. He made the honourable W. J. Brown the Chairman of the Committee and that was the last we heard tell of it.

AN HONOURABLE MEMBER: - P.C.

MR. NEARY: I was not a P.C. I was not even in politics at the time.

AN HONOURABLE MEMBER: The honourable member was Jim McGrath's

campaign manager. He should not tell lies.

MR. NEARY: That is right, Sir. I was campaign manager for Jim McGrath. I was. I met Mr. McGrath when he was a bellhop down at the Newfoundland Hotel. I remember one night he slept in the coal bin down there and got full of coal dust. He came up the next day and we thought he was a nigger. That is why I campaigned for Jim McGrath. It was a personal thing.

MR. CHAIRMAN: Order, please! While this discussion is certainly enlightening and interesting, it nevertheless has nothing to do with 1603-01, Community Consolidation.

MR. NEARY: Anyway, Sir, Bell Island was not included in the Resettlement Programme or the Community Consolidation until that honourable crowd took office. Then they persuaded Ottawa to include Bell Island.

AN HONOURABLE MEMBER: That is not true.

MR. NEARY: That is true. That is true, Sir. Every family that left Bell Island-

AN HONOURABLE MEMBER: That is a nontruth.

MR. NEARY: No, it is not a nontruth. Every family that left Bell Island, Sir, relocated under the Manpower Relocation Grants.

AN HONOURABLE MEMBER: That is federal.

MR. NEARY: Federal, that is right, federal. Mr. Chairman, I have to bring the honourable Mr. McGrath into it again because Mr. McGrath was a member of parliament when the first mines closed on Bell Island in 1959. He went to the old warrior, the old chief, and said, "Look chief, there is a labour surplus programme under the old Unemployment Insurance Commission that you can implement to move people off Bell Island." So they brought the programme into effect, labour surplus.

Actually, Sir, I could say this, I could say this, Mr. Chairman, that the Manpower Mobility Programme that we have in Canada today was born as a result of the closing of the mines on Bell Island. That is a proud boast, Mr. Chairman, because although somebody said the other day that Tom Kent was the architect of the Manpower Mobility Programme, he

might have been the Deputy Minister at the time, Sir, but I had as much to do with cultivating that Manpower Mobility Programme as anybody in this world, on the face of this earth. It was done on a trial and error basis in the beginning, Sir, trial and error. The programme was developed as a result of the experience on Bell Island. That is a fact. There was no relocation grant from my honourable colleague's department.

I used to hound my colleague. I would hound the life out of him and say, "Look, why can our people not qualify for resettlement grants?" They were moving anyway and they were sacrificing their homes to the scavengers over there.

AN HONOURABLE MEMBER: Harry Benson.

MR. NEARY: No, not Harry Benson but I can tell the minister who and they were not Liberals either. I can tell the minister.

AN HONOURABLE MEMBER: Name names.

MR. NEARY: The scavengers, Sir, were buying the houses for \$150.00 and \$200.00, \$250.00. Everybody panicked. My buddy would not give them anything under the Resettlement Programme.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Anyway, Sir, the people wanted to move anyway. Even if they did, most of them wanted to move up to Ontario. Even under this programme they can only qualify if they are moving from a point within the Province to another point in the Province. They cannot qualify if they are moving up to Ontario. They cannot. They can qualify under the Manpower Programme but not under the minister's programme. It has to be in Newfoundland to twenty odd receiving communities.

Sir, the Minister of Manpower the other night told us that under the Federal Programme, Sir, and I want to set the record straight. I am only bringing this up just as a matter of setting the record straight, that under the Federal Manpower Programme one can only move if one is unemployed or about to become unemployed or under-employed. Sir, that is false. That is not true. The only way one can move under the Manpower Mobility Programme is if one is going to a job. They will send you on an exploratory grant if there is, for instance, Mr. Chairman, if there is a possibility say in Grand Bank or Fortune to get a job,

the job opportunities there are good. Manpower could send you down on an exploratory grant and pay your expenses for a couple of weeks while you are there looking for a job and you could take your wife with you, but in order to relocate your family you have to be going to a job and you have to be moving into an area where there is no labour surplus.

The minister told us that the grants were \$100 for the head of the family and \$100 for his wife and \$100 for each child. That is not true, Sir. It is more like \$1,000 for the head of the family and \$1,000 for his wife and a couple or \$300 for each dependent.

Now, Sir, I think the reason Manpower Mobility was brought into this debate, somebody put the question to the minister: "Is there any overlapping?" Well, Sir, what I would like to ask the minister, if you can qualify for both or do you have a choice? That the minister's resettlement programme is more beneficial and more advantageous than the family that is moving? Can they apply? I will wait until the minister finishes his conversation. Can they qualify for both?

MR. REID: Inaudible.

MR. NEARY: Now, this is something new that I have dragged out of the minister, Sir, there is overlapping then. In other words, the family that is relocating can qualify under both programmes?

MR. REID: Inaudible.

MR. NEARY: But is it possible? I do not care what was made.

MR. REID: That is a possibility.

MR. NEARY: It is possible. In other words, Sir, the family that is relocating, if they think that Manpower is more advantageous to them, they can go down and get federal grants but if they think the minister's resettlement programme is a better programme, they can go to the minister's department, or they can have a combination of both. Is that so? Is that not so?

MR. REID: Yes.

MR. NEARY: That is so. Well, Sir, the minister certainly did not make that clear.

AN HON. MEMBER: Inaudible.

MR. NEARY: He just made it clear because I dragged it out of him. That is why he made it clear. The minister said also, Sir, there a few moments ago, and I had to take exception to it, left the impression that the poor, old family who are leaving their property behind can sell their property he says. He said that the government does not take their property, they can sell it if they want to. Well, Sir, that is only half the story - that is only half the story. A person can sell their - Let us set the records straight, Sir, what happens is that the minister's department buys the land, is that not correct? When they give the family the assistance the minister takes the deed to the land but not the house. A person who is moving can take the house with him.

MR. REID: They can leave it there.

MR. NEARY: No, they can leave it there for one year.

MR. REID: No.

MR. NEARY: Yes, Sir.

MR. REID: No, not in this programme.

MR. NEARY: Well, Mr. Chairman, they can leave it there. All right, let us say they can leave it there indefinitely but they cannot sell it unless they get permission from the minister.

AN HON. MEMBER: Inaudible.

MR. NEARY: That is not changed. Mr. Chairman, let me get it straight now because this is a very important point. The government takes the deed to the land, so the home is on the land -

MR. REID: Inaudible.

MR. NEARY: Well, this must have been something that came into force recently because for the last two years they have been doing it.

MR. REID: That is right.

MR. NEARY: Well when was it changed.

MR. REID: It is a different programme. That is what I was trying to explain to him just now, the difference in the programme, how we moved the people because they wanted to move to a certain area and that they can always come back to their home again if they want to, always can.

MR. NEARY: Well, Mr. Chairman, I would like for the minister to make this perfectly clear because -

MR. REID: He can come down with me and I will give him all the literature he wants and help him out down there.

MR. NEARY: Well let me see now then if I got it straight because this is a new innovation, it must have been made recently because up to a few months ago -

MR. REID: You were not allowed to sell the land and that unless the government okayed that you could sell it.

MR. NEARY: Okay, here is the way the programme worked up to now: A person would want to say relocate on the south shore of Conception Bay, go to the minister's department, make arrangements for the relocation grants and so forth and then the deed to the land had to be given to the minister. The individual still owned the home. Yes, Sir.

MR. REID: The individual owned the home.

MR. NEARY: The individual owned the home but the government took the deed to the land.

MR. REID: Not now.

MR. NEARY: Not any more. In other words, all right then, let me get it straight now.

MR. REID: But now you cannot always go and sell it where you like.

MR. NEARY: Oh well now, this is what I am getting at. What are the strings attached to it?

MR. REID: It all depends, they can sell it in a certain place and probably one month after we would have to take them out again.

MR. NEARY: Mr. Chairman, let me put this question to the minister,

Can a family for instance leave Bell Island, relocate on the south shore of Conception Bay with assistance from the minister's department and then sell their property on Bell Island?

MR. REID: If it is a receiving area and they want to sell it.

MR. NEARY: Well it is a receiving area.

MR. REID: Yes, they can do it.

MR. NEARY: And they can sell their property.

MR. REID: Yes.

MR. NEARY: Well, Sir, that innovation must have come in within the last few weeks.

MR. REID: Because we had a big problem of having the homes responsible to us falling down and we had to do the repairs. It was much better to leave the home with the person and let them sell it.

MR. NEARY: Well, Sir, this is a new innovation and I think it is a good one.

MR. REID: Sure it is.

MR. NEARY: The only thing is, Sir, the only thing is that the people who relocate may change their minds, they may buy a house down on the south shore of Conception Bay.

MR. REID: Right.

MR. NEARY: Then how can he control this? He says: "I am going back to Bell Island, back to my old house and now I am going to sell the one I have up here."

MR. REID: They still own that home. They are still allowed to come back and settle on Bell Island. You see we are not taking out of towns so much as you people were. We are only resettling communities if one hundred per cent of the people want to and we think it is going to be the right and proper thing for that community.

MR. NEARY: Well, Mr. Chairman, I am sorry, Sir, I am belabouring the point but I have -

MR. REID: There are several action communities right now. We are taking out all the people who would like to get out and can find

job opportunities in certain areas where they are going.

MR. NEARY: Well, Sir, I have to get this straight because I do not want to belabour the point. But is the minister saying that a community that votes one hundred per cent to relocate, that all the people can go with assistance from the minister's department and then they can change their minds two weeks after and all come back again?

MR. REID: No. No. No.

MR. WM. ROWE: What is he saying?

MR. NEARY: What is the minister trying -

MR. REID: I am trying to tell you that if they find a certain job in a certain area we will help them to move to that particular area and they will still own their home. They will still own their home. We do not want to take a community out. We do not want to tear it down and leave it flat and no one there. We are not doing that. Mostly what we are doing -

MR. NEARY: So they can all go back if they want to?

MR. REID: Mostly what we are doing is developing every single thing we possibly can in a community so they will not have to leave those communities. This is why there are no more people leaving right now.

MR. NEARY: That is nothing new because the -

MR. REID: It is something new. We are doing something the -

MR. NEARY: It is nothing new, Sir. Do I have to start again, Sir, and go all over this province and pinpoint the industries that the much-abused Liberal Administration established; Grand Bank, Fortune, Marystown, Labrador City, Stephenville. Yes, what about the oil refinery?

AN HON. MEMBER: Inaudible.

MR. NEARY: You know, Mr. Chairman, that is just foolish nonsense. You cannot win in that kind of a game, the minister knows that. You cannot win at that kind of nonsense. We heard the member for Placentia East this afternoon in this debate dwelling on the past. Well certainly

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I suppose to a certain degree, Sir, we can learn from our experience,

I suppose we can. You start off with a -

AN HON. MEMBER: Inaudible.

MR. NEARY: Pardon?

Well, I only have a little knowledge. I am not educated like the -

AN HONOURABLE MEMBER: A little knowledge is a dangerous thing.

MR. NEARY: That is right and a little knowledge could be dangerous. I am not educated like the Minister of Mines and Energy. Sometimes a little common sense, Sir, is away better than all the education that the minister has. A little common sense is better sometimes. I think we have proved beyond any doubt, Sir, that one does not have to be smart to make money in this world. As a matter of fact it is the stunned ones, the stupid ones who make the money. It is not the dedicated people in this world who make the money, Sir.

MR. CHAIRMAN (MR. STAGG): Order, please!

I think the honourable member knows that he is out of order at this point. I must bring it to his attention.

MR. NEARY: Mr. Chairman, this is something new that the minister has brought up and I would like for him to elaborate on that a little bit because that is quite an important point.

If an individual or if a whole community can now relocate and go back, no strings attached, they can get assistance from the public treasury, go to Labrador City, say, work down there for a couple of weeks, a couple of months, a couple of years and say, 'Well, I am fed up with this now. I think I will go back home,' the property is theirs no strings attached, if this is what the minister is saying, I would like for him to confirm that.

Well, Sir, the minister says now that he is not saying it. Well, will the minister please tell me what it is he is saying? I want to know what this new policy is because a lot of my constituents are interested in relocating.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: I said no what?

AN HONOURABLE MEMBER: Voluntarily.

MR. NEARY: Sure. They would go voluntarily. If they want to go, they go. It is a free country.

AN HONOURABLE MEMBER: They were kicked off before.

MR. NEAPY: They were not kicked off before. Do not be so foolish. As a matter of fact the advice they got from me was to stay where they were. What would one do with 14,000 people, Sir, in a community with no industry?

Mr. Chairman, apart from a few little grants to put up greenhouses and to get that little fish plant that we started there, what real effort has been made to rehabilitate Bell Island? The minister says, "No, they are not forced out." Well, Sir, there are 500 Bell Islands in Newfoundland and they are being forced out because of services that are being downgraded deliberately or not deliberately, consciously or unconsciously. The Minister of Finance is too miserable to give people money to put in water and sewerage and they are still using the privies.

How many communities in Newfoundland like that today? How many communities where one cannot get over the roads today? We have heard petition after petition in this House presented from community after community about the state of the roads, about the condition of the equipment. We are told, Sir, on this side of the House that since the Tories formed the administration that the highways equipment is in pretty poor condition and breaking down continuously. Is that not a downgrading of services? People cannot get over the roads and over the highways. Could we not interpret that on this side of the House as people being forced out of their community?

What happens, Mr. Chairman, if what the minister said comes true, that everybody who can get a job leaves and they leave nothing only senior citizens and widows behind? Will there not be a downgrading in that community and the poor old widows and the poor old senior citizens will pay the price, be forced out? What about the invalids? What about the people on social assistance?

The minister, Sir, stated beyond any doubt that the criteria is job opportunity. I want the minister to clarify that and set the record straight because I do not believe it. That is a new policy, Sir, but it is a dangerous policy. I hope that the

minister will clear that matter up.

Now, what else do we have here? Sell property - I would like for the minister to clear that one up because I still do not know what the policy is on that. There must have been a change in the last few weeks.

I think these are the only points that I want to raise Sir, but I hope we do not get carried away with any foolishness that this programme is any different than any other programme because it is not and there are not more jobs. Even though the minister spent \$5 million or \$6 million, lashed it out to sawmills and funeral parlors and all the other things, beauty salons and newspapers, even though the minister has done that and I would say more power to him - I told him last year that I wish he had \$50 million. He has to lash it out and I say to him again lash it out because there is no way that the minister can put a dent in the problems of rural Newfoundland with \$2.5 million. The minister knows that. It is just foolishness to try it. He could not put a dent in it.

That government, Sir, cannot point their finger to rural Newfoundland today and say, 'Look, we have cured the problems of this community and that community.' They cannot, Sir, as most of the industries the minister assisted were already there anyway. The only difference now is that they are using the taxpayers' money to buy a new piece of equipment or update their equipment or to expand. They are using the taxpayers' money whereas before they used to use their own.

The minister is getting a lot of applications from individuals who have been turned down. The minister knows that. I can tell him cases. They have been turned down by the Industrial Development Bank, turned down by the finance companies, turned down by the Chartered Banks and they come to the minister, 'Yes, sure. Give it to them. Okay! Good! Maybe they will make a go of it. Take a chance. I believe in taking chances.'

Sir, this honourable crowd cannot say in all conscience that they have put a dent in solving the problems of rural Newfoundland.

People still have no choice, Mr. Chairman, but to look to where the industries are and to make an attempt to relocate, to move their families if they can, to try to better themselves, get nearer the hospitals and the schools, give their children a better opportunity in life. That principle is still there, Sir. It is still there. Nothing can change it. People will move of their own free will. They had to move for 500 years in this province without any government help.

Look at all the people who moved into Buchans without one cent out of the public treasury. What about Bell Island? How many moved over there when mining started, without a penny? How many moved into Marystown? How many moved into Corner Brook and Happy Valley and Labrador City? They all moved without any assistance from the public treasury. The only difference today is that when people want to move to better themselves, to employment opportunities, to industrial areas, to where the bright lights are because sometimes people are overcome and dazzled by the fact that one has to be living where the neon signs are, that one has to be living near the big supermarkets and all this sort of thing, the only difference between that situation and what happened fifteen, twenty, twenty-five, fifty years ago in Newfoundland when mining and logging started was the fact that the people had to move at their own expense. Today they get help in moving and this is probably a good social reform. It is a good thing. Nothing wrong with it if it is handled properly.

Sir, do not ever anybody on that side of the House get up and say that this crowd over here, this much, much abused crowd over here forced people out of their communities when in actual fact the programme that we are talking about at this moment is precisely the same as the programme, Sir, that was carried on for ten or fifteen years in this province. I do not know how long. Probably fifteen or twenty years.

Sir, I would suggest this to the government: that if they feel that people who moved previously were done an injustice, that people were literally given a screwing by the much-abused administration,

that people were forced to leave their communities, were driven out almost at the point of a bayonet, if, Mr. Chairman, the government members and the Progressive Conservative Administration really believe that, why do they not make the benefits retroactive?

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: I wish they were serving milk in this House, Sir, my ulcer today is not in very good shape. When I hear the kind of statements coming out of the minister - yes, send me over a drop. If they

really believe in, what they are saying, Mr. Chairman, if the minister and his colleagues are saying, "Look, you put the boots (I thank the Minister of Industrial Development) to the people in rural Newfoundland, you forced them out of their communities," well, Sir, if I really felt that, believed that and I were not trying to be hypocritical and I were sincere, do you know what I would do, Mr. Chairman? I would review every case of every person, every family who moved from every community in Newfoundland.

AN HON. MEMBER: The honourable gentleman would send them all back.

MR. NEARY: No, I would not send them back. I would give them what they are entitled to, if I felt that they were entitled to more.

AN HON. MEMBER: (Inaudible).

MR. NEARY: I would not mind it at all.

I would give them everything they were entitled to.

I would not be so hypocritical as to stand in this committee and dwell on the past and say that the people should have gotten this and they should have gotten that and they should have gotten the other thing, unless I was prepared to put up or shut up, put my money where my mouth is.

Mr. Chairman, they are now the government.

AN HON. MEMBER: That would be some wad of money.

MR. NEARY: So what! Now the minister has put his finger on it. He says that that would be some wad of money. Is the honourable gentleman putting money before human feelings and human beings? I know why the honourable gentleman is not doing it, because he does not have the courage of his convictions and he does not have the do re me. We are talking about consolidation, resettlement.

AN HON. MEMBER: He is off the subject, Sir.

MR. NEARY: I am not off the subject.

MR. EVANS: (Inaudible).

MR. NEARY: Let us have no more nonsense, no more chaw, no more lip about that sort of thing, Sir. Why, Mr. Chairman, it would almost make one - no, I better not say it, Sir.

The Member for Placentia East down there, Sir, in his few remarks mentioned about the coastal boats calling into the various communities along the Placentia Bay and along the Southwest Coast. Well, Sir, I had the privilege to make a trip last July on the "Petite Forte" and, Mr. Chairman, it was one of the most magnificent trips that I ever made in my life. I would recommend it to any member of this House. I travelled on the "Petite Forte" and I took two of my kids with me, Sir.

AN HON. MEMBER: (Inaudible).

MR. NEARY: It was away ahead of the "John Guy" or the "Kipawo." It was away ahead of the "QE -II", believe it or not. I enjoyed it better, Mr. Chairman, I can tell you that. I enjoyed it much better. The crew of that boat and the captain, my God! I am telling you, there is nothing they would not do for you! It was a pleasure.

But, Sir, the point I am making is this, I am not trying to put in a plug for CN but it is a very worthwhile trip, very relaxing. I went right from Argentia to Port aux Basques. We called into every little community on the way along. I am surprised to hear the honourable member say that the coastal boats would not call into Merasheen Island, for instance, where the fishermen go back in the summertime. Mr. Chairman, Woody Island was relocated, was it not? Was Woody Island resettled? Woody Island was not resettled? Well, Sir, I will tell the honourable gentleman what I found out on Woody Island. We left Arnold's Cove and we were going out to Woody Island and before we got into Woody Island I said to the purser on the ship: "Look is there anybody living on Woody Island now?" "Well", he said, "I will tell you, there is one gentleman living on Woody Island."

AN HON. MEMBER: That is not true.

MR. NEARY: Well, okay, this is what he told me.

I found out from the expert that there are six families there but this is what I was told now. I just want to show the services they get in Placentia Bay from the CN.

He said, "There is one gentleman there and I think he is a Norweigan." I said, "What!" I said, "I thought all the people had left Woody Island." He said, "No, there is one man there who is a Norweigan." We pulled in and the lights were on. There were a half dozen lights around the harbour and there was one man only, I could not see any sign of life except this one man. They threw the rope into him, he pulled the line ashore and then they tossed in a mailbag with probably about one letter in it, hove it down on the dock and put a cardboard box ashore and pulled the lines back on again and went on. While he was doing that, I said to this gentleman,

"Is there anybody else living here besides you?" I thought he said, no but apparently there were other persons there. I said, "You do not sound like a Newfoundlander." He said, "No, I am from the Scandanavian Countries." "Well," I said, "how did you get over here on Woody Island?" He said, "I read about Newfoundland in a magazine and I liked what I read and so I came and this is where I settled right here."

AN HON. MEMBER: (Inaudible).

MR. NEARY: He built his own house. He said to me, "Now when you go back, I wonder if you could do me a favour? Could you speak to the Minister of Resources and see if you can get me some crown land here to do some farming." I said, "My God! There is all kinds of vacant land here, why do you not help yourself?" I thought he was a hippy or something, you know. He may be but I do not know.

AN HON. MEMBER: (Inaudible).

MR. NEARY: There may have been a number of hippies out there. Anyway the gentleman seemed to be very sincere. But, Sir, -

AN HON. MEMBER: (Inaudible).

MR. NEARY: No, but all the services were there, Mr. Chairman, all the services were there. The coastal boat went in because it

had a couple of letters and a small box to put ashore. This happened all the way up the South Coast, right from Argentia to Port aux Basques. I am surprised to hear, Sir, that they had given up calling into these islands where there are -

MR. AYLWARD: If the honourable gentleman would permit. I am not talking about the islands that are inhabited, I am talking about the islands that have been just resettled where the fish go back just for the summer months to fish. Admittedly, they call to the islands that are permanently settled but I am talking about the areas where they just -

MR. NEARY: Yes, Sir, well I know what the honourable member is talking about and there are a fair number of people who go back there. I think he has a valid point. I am trying to support the member's point. I think he has a valid point. I am surprised to hear that they do not do it.

Sir, when we got down to Terrenceville, I believe, there was a gentleman who came down on the wharf to me and he said, "Look, can you get the coastal boat to call into so and so place?" I said, "I thought there was a road going down there." He said, "Yes, but I want to leave me car here and I do not want to drive her down over the road, the road is too bad, I wants the coastal boat to go in." My God! I suppose it was about forty or fifty miles out of our way. He went up and raised hell with the captain. He said, "Look, skipper, you got to give us this service." I found this all the way down the coast. They almost had their own personal service, believe me, with the coastal boats. I think the member will agree with that. They do.

Mr. Chairman, if they are not calling into these islands, when the people go back there in the summertime, I think they should because there may be a hospital case there, They have no communications. They may want to correspond with their relatives on the mainland and so forth.

MR. MORGAN: (Inaudible).

MR. NEARY: I will tell you something, Mr. Chairman, that if there were no resettlement programme in this province that honourable member over there would not be in this House today. He would still be down under a stage somewhere in Flat Islands. He would not have the opportunity he had when he moved up to Glovertown.

MR. MORGAN: The opportunity was there.

MR. NEARY: The opportunity was not there, Sir. The honourable member would be down there with a chaw of tobacco. He would be down there, Sir, with a chaw of tobacco, sitting on the head of the wharf, jigging a few tomcods. He would not be in this honourable House because he would not have had the opportunity.

SOME HON. MEMBERS: (Inaudible).

MR. NEARY: There is one of the greatest arguments, Sir, in favour of resettlement. Take a good look at a living example.

MR. MORGAN: (Inaudible).

MR. ROBERTS: As is the Member from Fogo.

MR. THOMS: It can be reversed.

MR. NEARY: Well, Sir; there is an argument against resettlement. One for and one against.

If the member's family, Sir, had not moved out of Flat Islands under the resettlement programme, the honourable member would not have had the opportunity, Sir, to represent the constituents of Bonavista South in this honourable House. He would have still been down there somewhere going out to his -

MR. MORGAN: The government forced them out, Joey Smallwood.

MR. NEARY: Is not the honourable member glad?

MR. MORGAN: Forced them out.

MR. NEARY: Look at the big fat pay cheque the honourable member gets today for being forced out of Flat Islands.

MR. EVANS: That is no argument.

MR. NEARY: That is no argument?

MR. EVANS: No.

MR. NEARY: Sir, one cannot win. No matter what kind of logic

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one tries to put forward, Sir, one cannot win. One may as well lie
down and die, one is knocking one's head on a stone wall.

But anyway, Mr. Chairman, I do hope that the Member for Piacentia East will follow, will touch that matter of the coastal boat because I think it is a service that is badly needed up there, that many people go out there in the summertime. Somebody tried to be emotional the other night -

MR. MORCAN: Mr. Chairman, we are not on a point of order.

On the CN railway coastal boat service. We are debating the Community Consolidation. We are not debating people going back to these places where they moved from, we are debating the Heading of Community Consolidation. Please, Mr. Chairman, would the honourable member be asked to be relevant in this debate.

MR. NEARY: Mr. Chairman, I want to eat 'me' candy so I am going to end up. Sir, Thanks to the Minister of Industrial Development.

But, Sir, I am going to end on this note, that every member who stands in future in this honourable House and criticizes the resettlement programme, just take a look at this thing here. It is resettlement by another name. Every time they do that I hope and pray, Mr. Chairman that they will say to themselves that we are now the government and we have a chance to reimburse these people. "We have a chance to review every individual case and every community that was relocated and if we want to, we are the government. We have it in our hands to compensate these people to whom we think an injustice was done." If they are not prepared to do that, Sir, if they are not prepared to do that then I would say they are bluffing. I have now called their bluff.

MR. CHAIRMAN: The honourable Member for Burgeo-Lanville.

MR. A. EVANS: Oh, the jackass is praying again, eh! Mr. Chairman, I do not think that I can let this resettlement debate go on without making a few contributions, since in the past twenty years I have seen upwards of thirty-five settlements obliterated on the South Coast. Now I am not going to go into the whys and the wherefores as to why these people were resettled or were settled, and some people have, I think that has been handled about long enough.

Sir, I will say there may have been many people who benefited by resettlement but there were communities on that south coast resettled

and people were much better off before they resettled than they are today. I can name places where that is applicable. But I might also add, when we talk about the grants that are available for resettlement today, that most of the people who resettled from the smaller communities and some that were not so small on the South Coast, most of these people resettled when the rate was only \$300 per family. Here is one outstanding point that I wish to make: the people who left, as I say, received \$300 per family to resettle and in about every case of resettlement the same year that the people left the federal government got a big government wharf, probably with creosote timber, concrete deck, a big government store to match. In the case of Rencontre West, one of the most prosperous places on the coast, that was resettled only about three years ago. They not only built a government wharf with a concrete deck and a very expensive store, they also built a wharf with a concrete deck around the bait depot. So that was really a duplication.

If they had been co-operating with the provincial government, as they should have, seeing they were partly responsible to provide funds for resettlement I think, and it would have been much better if they had come to that conclusion in time and taken the funds that were wasted in installations and given the people a much higher grant to resettle with.

Now we have heard suggestions from the other side that our Consolidation Programme, as it is called today, is exactly the same as the former plan of resettlement. No, it is quite a difference, as I say, not only in the amount of money that is available today for resettlement but we are not encouraging resettlement. That is not the policy of this government.

MR. MARSHALL: I wonder if the honourable Member for Burgeo would allow me to interrupt for a moment and perhaps he could continue at 8:00 P.M., because I would like to rise the Committee now for the purpose of getting on with the Late Show or whatever we are about to call it. Act I of it any way.

AN HON. MEMBER: Act I, Scene I.

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

MR. CHAIRMAN (STAGG): Mr. Speaker, the Committee of Supply have considered the matters to them referred and have instructed me to report having made some progress and ask leave to sit again.

On motion report received and adopted.

MR. SPEAKER: We shall commence what is commonly known, at least in Ottawa, as the Late Show. It is the first time in the history of this legislature, I suppose the first is the question asked by the Hon. Leader of the Opposition to the Hon. Minister of Forestry and Agriculture, I think: Re: The Reid Property, and I now recognize the Hon. Leader of the Opposition who has five minutes.

MR. ROBERTS: Mr. Speaker, the reason why I took advantage of the new provisions is that I am and my colleagues with me are profoundly dissatisfied with the attitude of the government towards the Reid Sale or the proposed sale of Reid lands, two particular areas, Reid Lot No. 104 which is at Shoal Harbour in Trinity North District, about 16,000 acres, and Reid Lot 242 which is about 25,500 acres located at Indian Bay in Bonavista North.

Let me first of all dispose of one canard. The gentleman for Trinity North put it about that he thought the Reid's were bluffing. My private information from sources close to the Reid's but not speaking for the Reid's is that they are not bluffing and I gather Mr. Ian Reid, the President of the Company, has said publicly that they are negotiating a sale. He has since, as the Premier intimated, said that they have agreed to hold off for a few days but there is no doubt that they are proposing to negotiate a sale, that if they arrive at a satisfactory price they will presumably sell. I do not think it should be a bluff, nor regarded as a bluff. I do not think that anybody in Newfoundland should feel that this is just an attempt to get the government to play ball on the matter of negotiations over the Reid land. I think that is a canard. It is a demonstratively false statement.

Now, Sir, we are confronted squarely with an issue which possibly could have been foreseen, possibly was foreseen but certainly which has

not been forestalled. The Reid's propose to sell two large areas of land, very large areas of land, amounting in all, Sir, to over 600 square miles. They have the right at law to sell that land. Apparently so; I am advised they hold it in freehold title, a title conferred in fact by Act of the Legislature of seventy or eighty years ago. They have the right to sell to whom they wish.

Now, Sir, I submit that is wrong. I submit that the public policy of this province should be changed to ensure that there is only one test applied, only one standard by which it is judged and that is this: the question of what is the best possible use of that land or any land in the interests of the people of Newfoundland. That does not take away from the rights of an owner. It might involve the government agreeing that if the government would not allow a sale for a given purpose, the government agreeing to buy that land at a normal price, as for example they do in the expropriation process.

But, Sir, these two large areas of land are unique. The Shoal Harbour parcel is the largest single available potential recreational area in eastern Newfoundland. The Indian Bay Area, not only is all of a salmon river, including the thirty-three foot reservation. There is no reservation? It is all of the land and one of the best salmon rivers but includes, believe it or not, the Community of Parsons Point, which has been apparently in effect using squatting law there for these years past. They may have a good squatters rights title, a restricted title but they have no legal title.

We have only got a couple of minutes but the point I want to make, Sir, is that I believe that the government should, first of all, say to the Reid's, as they have, "Do not sell until we settle it." The Premier has apparently won at least a few days grace. I would ask an assurance that the matter be held up either by the Reid's voluntarily or if not, Sir, this House is sovereign within its competence in this province, held up by legislation until the government has had time to determine a policy with respect to these two areas of land.

Then, Sir, I would ask a further assurance that the government, if it is determined that, that land should be developed in a certain way that the government should take the steps to ensure that it is developed in that way.

Mr. Speaker, I have not touched on the question

Mr. Speaker, I have not touched on the question of foreign ownership. I would suggest simply that I think we have got to look very long and very hard at that in a very real way. We do not have much time left. This whole question, Sir, is a test case of land use policy in this Province. The government have studied it apparently. They have talked about it. There is conflict between statements by the Premier and statements by the minister. Only one can be correct. Both cannot be correct. I hope it is the Premier who is correct and that we will have a land use act this session and be able to act on it.

The forestry policy will not deal with this problem at all. It just will not. It simply will not. No bill before the House will give the government power to do this. This is a test case, Sir. The question I ask is, will the government act, will the government act to protect the interests of the people of this Province? There is no excuse for inaction on this matter. The principles are clear. The point is clear. The application is simple and the application would be right and just and equitable.

Sir, I ask the government for action and I say the people will judge.

MR. SPEAKER: The honourable Minister of Forestry and Agriculture.

HON. E. MAYNARD: Mr. Speaker, I will be very brief. First of all I will answer a few of the questions posed by the honourable Leader of the Opposition. He asks; "Will the government act?" It has been pretty obvious, I think, in the last two or three days that the government have been acting to protect the interests of the people of Newfoundland, as evident by the Premier's statement in the House of Assembly today.

It may be a few days of grace but at least it is a breakthrough in this proposed sale and I still say it is a proposed sale by the Reid Newfoundland interests. As far as the land being held by legislation is concerned, I am not altogether sure that we should bring in legislation to prevent the sale of private land from one person to another. However that may be the case. Our policy is being formulated, as I said before, and we have had people working on it for a number of months now, at least

since January of this year, actively working on formulating a policy; for months before that studying the problem. We will have legislation and we will have a policy to introduce to this House. Unfortunately one cannot piece together a policy on lands in this Province when one has four hundred years of bits and pieces to put together. It is not as simple as saying, "Bring in an act" and that solves the whole problem. It may solve one and perpetrate another one.

However the policy will be there. At the present time the situation is as the Premier pointed out, that the Reid interests have agreed that there will be no sale nor negotiations of sale until such time as we have had the opportunity to have further meetings with them. These meetings I understand will take place on Monday. I do not think there is necessity for any further comments at this time until such time as the meetings are over. If the meetings be not successful then I shall be suggesting to government that we take further action in this regard.

MR. SPEAKER: The second question, also asked by the honourable Leader of the Opposition to the Minister of Mines and Energy.

The Leader of the Opposition.

MR. ROBERTS: Thank you, Mr. Speaker. The subject matter here sounds like there is no energy crisis in that elevator. I suppose somebody is holding it despite the signs. Are they?

Mr. Speaker, there is one simple issue here and that is what action the government have taken to try to control the price of gasoline at the retail level. They have taken no action and it is my dissatisfaction with this which leads me to raise the matter now. Sir, in the last three or four months the price of gasoline in this Province has risen by about a nickel a gallon. It went up early in the new year or late in December. We hear on the radio and in the press now that there is another increase coming up of nine or ten cents a gallon. That would be, Sir, about fifteen cents a gallon in the past three or four months.

Months ago, Sir, my colleagues and I suggested that the Government of this Province bring in legislation similar to that which is in effect in Nova Scotia. The Minister of Energy at that time told us that he was

studying it, but nothing has happened. The price has gone up. The government have done nothing. Today I heard the minister on VOCM, over the lunch hour, in his very own voice saying and I quote him here, Sir, "If the legislature in Nova Scotia prove to be effective then we may act."

Well I say, Mr. Speaker, the legislation in Nova Scotia has proven to be effective. The legislation has been so effective that according to a "Globe and Mail" story from Halifax, the Nova Scotia Review Board has ordered Imperial Oil Limited to roll back a price increase and to make a rebate to customers. It has worked in Nova Scotia. It has worked in Nova Scotia to the extent that the oil companies are making an unfair profit as determined by the Review Board. The Nova Scotia law requires that oil companies justify price increases before that board and the board ruled in the case in question that Imperial's increase was not justified.

Now, Sir, I have no way to know whether any proposed increases in Newfoundland are justified or not. I am not in the oil business and I do not know. Sir, I know that the government of this Province have done nothing at all. They have talked. Months ago the minister said that they were studying it, months ago, and they have not acted. How long are we going to have to wait for some action? The government have put through this House all sorts of legislation of far less importance to the people of Newfoundland than this bill. It has worked in Nova Scotia. It can work here. They have attempted to blame Ottawa.

Sir, the only price decrease there has been in fuel in Newfoundland came from Ottawa, with the exception of the fuel tax which came off heating oil, and I am talking about gasoline. The Provincial Government, this year, Sir, is going to get \$31 million from gasoline. That is about twenty-five cents tax, that is about \$1.25 million. For every cent of gasoline taxed, they are getting an extra \$9 million from Ottawa on equalization for oil and gas revenues.

Sir, the Government of Newfoundland could reduce the gasoline tax and thus the price of gas by six or seven cents a gallon immediately and still break even, still not spend more than the \$9 millions they are getting from Ottawa. I suggest that to them as well, Sir.

So to sum it up, there are two points in our dissatisfaction. First of all the government have not and apparently still do not propose to bring in legislation. They are stalling, they are delaying, they are shilly-shallying. They are doing anything except coming to grips with the problem, doing anything except bringing in legislation to force these oil companies to justify the price increase. The government apparently do not care enough about the consumers. They may be concerned with the oil companies or they may not. They do not care enough about the consumers of this Province to bring in a fairly simple bill, one which is already in effect in Nova Scotia. It could be copied, to bring it in, to say to the oil companies, "You shall not increase your prices unless and until you can convince an impartial public board that these are justified." That is one place the government have failed.

Secondly, Sir, they could use some of that money from Ottawa which comes from the increased revenues the Government of Canada are getting on oil and gas, they could use that to lower the cost of gasoline here. They could lower it as much as six or seven cents a gallon today and have it still in a break-even position.

When the minister tries to blame Ottawa, Sir, he should be man enough to come to grips with the fact that Ottawa has helped the Province and the Province has done nothing to help the consumer. Blame Ottawa for what Ottawa is to blame by all means, Sir, but let the government of the Province do what is within their power. There are two things within their power; one is the legislation and the second is to use the Ottawa gas and oil revenues to lower the gasoline tax here.

I think the government should do both, Sir. Legislation they should do immediately. There is no excuse for inaction here.

MR. SPEAKER: The honourable Minister of Mines and Energy

HON. L.D. BARRY: Mr. Speaker, it has been a long time since I have heard such nonsense uttered in this honourable House or elsewhere.

Let us look at some basic facts, Mr. Speaker. Fact number (1): The price of petroleum products in Newfoundland depends to a great extent upon both national and international pressures. Many of these pressures come from factors over which this Province has absolutely no control. For example, the quantity of oil that is in the international market for sale. This in turn depends upon the number of new discoveries, the rate of new discoveries. It depends upon, for example, the amount of oil that the Arabs, the Middle Eastern Countries are prepared to produce and put for sale in the international market. The quantity of oil available for sale influences the prices at which petroleum products are sold in Newfoundland.

At the present time, Mr. Speaker, we have internationally a sellers' market; not a buyers' market, a sellers' market. This is improving somewhat from the buyers' point of view over what the situation was a month ago or two months ago but you still have a situation where there is no way in this world that this government can say to a multi-national oil company, "You sell in Newfoundland at five cents a gallon, at ten cents a gallon, at one dollar a gallon, at two dollars a gallon." If we set a price here that is less than the oil companies can get elsewhere, the oil companies will merely say, "To hell with you! We do not have to sell in Newfoundland."

Now, Mr. Speaker, that is the sort of fact that

the honourable Leader of the Opposition conveniently ignored and forgot. We have a chicken and egg situation, Mr. Speaker, to a certain extent. We have the problem that price depends upon the quantity of oil for sale. On the other hand we have to a certain extent the quantity of oil that becomes available, the number of new discoveries depends upon the price that oil companies get for their oil and the amount of money they have to reinvest.

There are two levels of regulation that one has to consider, Mr. Speaker. First, the retail level. Secondly, the wholesale level. At the wholesale level, as I just pointed out, there is very little we can do to force oil companies to sell oil they get from outside the country or outside the province, to sell that in Newfoundland. At the retail level, there may be some advantage and this is something that we are studying very carefully. There may be some advantage to our regulating the service station operators and so on within the province to insure that in specific, say isolated areas, there is no price gouging.

I have asked and I have had a good response from the people of Newfoundland, to inform me of any instances of price gouging of service station operators taking unfair advantage of the consumer in a particular locality. I have had a good response from this. We are taking note, Mr. Speaker, and on occasions my department has brought to the attention of the oil companies concerned the fact that their prices are out of line. This is done on a voluntary basis and we have seen prices being adjusted following such discussions, Mr. Speaker.

On the wholesale level, Mr. Speaker, we can do two things. We can require companies to supply information to us and justify price increases before increasing the price of oil within the province. This they may be prepared to do. Mr. Speaker, that is easier said than done. One has to look at certain facts. One has to look at, for example, the fact that in Nova Scotia it looks as if they will be having something in excess of 45,000

separate pieces of information, separate filings coming in from the oil companies with respect to various price increases because of the fact that one has prices changing from area to area depending upon the cost of transportation. One has many different types of petroleum products that are sold at different prices. Generally, Mr. Speaker, one has a very complicated and a very large amount of information.

The first thing we have to ascertain is (a) the type of mechanism we need to administer any regulation we bring in. We have to determine (b) the amount of staff that we will need. We will have to determine (c) whether we have to get into computer runs or whatever in order to keep track of this enormous quantity of information. We have had discussion with Nova Scotian officials. We are getting a feel for how it is working there. It is too early to say that it has been a success in Nova Scotia. It is too early to say, as the officials themselves admit, but we are taking action, Mr. Speaker, and we will be taking further action in the near future.

MR. SPEAKER: Order, please!

I was about to remind the honourable Minister of Mines and Energy that his five minutes have been used up.

AN HONOURABLE MEMBER: Hear! Hear!

MR. SPEAKER: Order, please!

I do now leave the Chair until eight o'clock tonight.

The House resumed at 8:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

HON. W. W. MARSHALL: (MINISTER WITHOUT PORTFOLIO): Mr. Speaker, I move that the House when it rises this evening do stand adjourned until 10:00 A.M. tomorrow morning.

AN HON. MEMBER: Hear! Hear!

MR. SPEAKER: It is moved and seconded that the House when it rises adjourn until 10:00 A.M. tomorrow morning.

Those in favour "Aye." Those against "Nay". Carried.

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

COMMITTEE OF SUPPLY

MR. CHAIRMAN: (STAGG): Order, please.

Shall 1603-01 carry?

On motion 1603-01 carried.

Shall 1603-02-01 carry?

MR. ROBERTS: We have had a caucus over here, in view of the minister's inept performance throughout these estimates and in view of the deliberate filibuster on the part of the government, we have decided that ample time has been devoted in view of the complete paucity of information. We are prepared to let the rest of Head 16 - speaking only for those of us on this side. Sir. - pass without further discussion.

MR. POPE, M.N. I mean we are not going to get any information.

MR. ROBERTS: The minister is obviously either incapable of giving us any information or unwilling to. Either way I think he is just not going to co-operate any further, so we are quite willing to let it go through.

MR. MARSHALL: Mr. Chairman, I think this is an indication of what we have gone through. We spent forty hours on the estimates. We spent two hours in debate. We spent eighteen hours in needless repetition and twenty hours on good old personalities, that the Opposition know so well.

MR. ROBERTS: Mr. Chairman, I spoke of delay by the government and the honourable Member for St. John's Past has just given another evidence of that. He, Sir, and his colleagues are responsible. If there have been eighteen

hours of needless repetition, the minister is responsible for four hours in that we have been repeating ourselves not needlessly but repeating ourselves to try and get him to give some answers. The ministers and his colleagues -

AN HON. MEMBER: On a point of order, Mr. Chairman.

MR. ROBERTS: Mr. Chairman -

MR. BARRY: On a point of order, please. Is there a subhead presently being voted, before the committee for voting? If so, I would submit that what the Hon. Leader of the Opposition is raving on about is totally irrelevant.

MR. CHAIRMAN (STAGG): Order, please!

MR. ROBERTS: May I speak to the point of order before Your Honour makes a ruling?

MR. CHAIRMAN (STAGG): Yes.

MR. ROBERTS: I just want to say, Your Honour, that I submit I am perfectly in order. I am speaking to Subhead 1603-02-01 - Travelling. What I said has every reference to travelling, the speed at which the Committee is travelling. The deliberate delay by the gentleman for St. John's East in the government is the reason why we have decided that in view of the incredible, inert performance by the minister, we are prepared to let this vote go through without further discussion.

AN HON. MEMBER: Inaudible.

MR. CHAIRMAN (STAGG): Shall 16 - Order, please! Order, please!
Shall 1603-02-01 carry?

On motion 1603-02-01 through 1603, carried.

MR. CHAIRMAN (STAGG): Order, please! It is somewhat distracting to have honourable members voting before they are asked. Shall 1603-03 carry?
Shall 1603-04 carry?

On motion 1603-03 through 1603-05 carried.

MR. CHAIRMAN: Shall 1604-01 carry?

MR. S. A. NEARY: I wonder if I would be permitted to ask a question here, Sir. Is there anything in this vote for George MacLean or any of George MacLean's representatives?

AN HON. MEMBER: No.

MR. NEARY: No, okay!

MR. REID: Inaudible.

MR. NEARY: Pardon?

AN HON. MEMBER: Inaudible.

MR. NEARY: I just want to take note of the fact that the minister does have under his vote a former employee of George MacLean, so that is why I asked the question. He does not blame me for asking, does he?

On motion 1604-01 carried.

On motion 1604-02-01 through 1604-03-03 carried.

MR. CHAIRMAN: Shall 1604-03-04 carry?

MR. P. S. THOMS: Could we have the minister explain why there is an increase here of \$105,000?

MR. REID: One hundred and five thousand dollars, in loans. Oh, Mr. Chairman, we have rural development associations right now and a \$12,000 grant. I think that is the reason why it is that much higher this year - rural development associations set up throughout Newfoundland.

MR. W. N. ROUF: A supplementary question on that, Mr. Chairman, how many rural development associations are there now currently receiving \$12,000 grants from the government, Mr. Chairman?

MR. REID: Mr. Chairman, twenty-three altogether now.

MR. THOMS: If this be the case then, Mr. Chairman, if I be correct, \$320,000 at \$12,000 an association, this should be twenty-five.

MR. REID: Mr. Chairman, we are forming more all over Newfoundland. We have several others to form. We have not got the whole thing completed.

MR. THOMS: There is an extra twenty-four there for two possible new associations?

MR. REID: It is certainly possible, yes. That could be.

MR. THOMS: He said there were twenty-three.

MR. REID: I do not know exactly how many more but we did have - it covered all of Newfoundland and Labrador with \$12,000 each. This is what it would have cost us, \$320,000.

MR. F. B. ROUF: Mr. Chairman, just a quick question. I received a letter from an official of the minister's department stating that six rural development associations have been set up along the Northern

Peninsula and that they had received \$10,000 in grants. Was this just a mistake?

MR. THOMS: No, this was for last year.

MR. REID: Last year.

MR. ROWE, F. B.: It was stated it was for this year. It was \$10,000 last year and \$12,000 this year.

MR. REID: That is right.

MR. ROWE, F. B.: 'All right! Fine!

AN HON. MEMBER: Just to make sure he gets the extra \$2,000.

MR. ROWE, F. B.: Yes, I just want to make sure they get that \$2,000.

On motion 1604-03-04 carried.

MR. CHAIRMAN:(STACG): Shall 1604-03-05 carry?

MR. ROWE, W.N.: On that, Mr. Chairman, I wonder if the minister could deal with 05 and 06 together? One was \$2,000 last year and \$50,000 this year. The other one - Community Projects, \$10,000 this year - \$200,000. Could he give us some idea what this is. They seem to be related to some extent, related at least to the extent that they have both had a massive leap forward. Could he give us some indication what the department intends to do in those subheads?

MR. REID: This is a rural development association - this is coming under the new ARDA Programme now, this \$200,000. Have I got him correct there?

MR. ROWE, W.N.: No, the training programme is \$50,000 and community project, which is \$200,000, up from \$10,000 last year.

MR. REID: The budget for this subhead was based on the principle planning community projects through Rural Development Associations. Part of the comprehensive regional plan: (1) economic pay-off and must be through Rural Development Associations in which we were helping to get various things going like handicraft work and boatbuilding and various things like that.

MR. ROWE, W.N.: The training programme is that related as well? I am sorry, the training programmes are they related to the Rural Development Associations as well, Mr. Chairman? Is this a grant to train people within the Rural Development Associations framework?

MR. REID: That is right. Yes.

MR. MARTIN: One question, Mr. Chairman, please. The training programmes, this is a matter of clarification. The training for which we budgeting \$50,000, is this for association personnel or departmental personnel who will be working with the association?

MR. REID: It will be used for both, yes.

Motion Head 03-06 carried.

MR. W. ROWE: Just before you carry 03-07, Mr. Chairman, \$1,000 seems to be a very small amount of money. Is this a token vote? Does the minister intend to do something a little more elaborate than this \$1,000 vote would seem to indicate?

MR. REID: This is more or less to see as we travel around Newfoundland, just to make sure if we should have a training center anywhere in Newfoundland or not. So, this \$1,000 has been voted to see if we should have such a thing or not.

MR. THOMS: Are there any plans as to the location of this center and setting it up?

MR. REID: There are no plans at the present moment. This is the idea - to see if we should have it or not. We are going to travel throughout Newfoundland. If it is necessary, we will put it in some central place -

AN HONOURABLE MEMBER: Central Newfoundland I hope.

MR. REID: Well, it might go right down in Hare Bay. We never know. It all depends. If it is feasible, we will do it.

MR. THOMS: Anywhere this side of the overpass, I will vote against it.

Motion Head 03-07 carried.

MR. THOMS: Mr. Chairman, could the minister explain to us why this department is spending \$14,000 for the Silver Anniversary?

MR. REID: We have all craft exhibitions all over Newfoundland. We are selecting about fifteen different areas and we are going to go into professional and nonprofessional so we can give everyone an opportunity to compete and we are going to have a final contest in Gander. So, we will have fifteen different places where we will have our people from various communities who will bring in their various works, professional and nonprofessional and then we will have judges to see which ones win various things in the various fifteen areas. On the final night we will have one big night to take place in Gander where we will have three big prizes for local work.

MR. W. ROWE: The honourable minister said this is handicraft. For example, the Premier might put in his knitting or the Minister of Industrial Development might put in a needle point piece of work or something. Is that the idea? The Minister of Finance, what will he put in?

MR. REID: Well, it is mostly only the amateur.

MR. W. ROWE: What is it? Handicraft?

MR. REID: Yes.

MR. THOMS: Well, Mr. Speaker, when I heard of this Silver Anniversary of Confederation Celebrations, I thought it would be exclusively handled by the Minister of Tourism. However, I can see that this is the second department so far that it has come up in. I thought all the funds would be funded under that department. I think, Mr. Speaker, that this is the wrong department for this vote. Mr. Speaker, I disagree with it. I would move that this vote be reduced to one dollar.

MR. REID: Mr. Chairman, mostly -

MR. THOMS: Hang on now. There is a motion. Is he speaking to the motion?

MR. REID: What was the motion?

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

The motion is that Head 16-04-04 be reduced to one dollar. Those in favor "Aye. Those against, "Nay". In my opinion the "Nay's" have it.

Motion Heads 16-04-04, 16-05-01, 02-01 to 02-03 carried.

MR. W. ROWE: Pilot Action Research: Could the minister give us a description of that, Mr. Chairman, a definition of Pilot Action Research.

MR. REID: Mr. Chairman, this is more or less to demonstrate the various things that our local people can do, test their economic viability, capability of proposed projects to local conditions. Examples will be like greenhouses development, vegetable marketing and strawberry development and co-operatives, lumber, fencing, mills, blueberries, processing, smoking of salmon and what have you, various local things.

MR. THOMS: Mr. Speaker, could the minister explain? Are these projects going to be carried out by his department or is he going to issue grants to various individuals?

MR. REID: Regional Development Associations.

MR. THOMS: Regional Development Associations

Motion Heads 03-01 and 03-02 carried.

MR. MARTIN: On 16-06-01. I am curious as to how this works in relation to the Community Consolidation salaries. Apparently we have two separate divisions here with their own staff. Now, do both branches of this department have field staff or exactly how is this set up? I am more interested in the field staff part of this. How many field officers come under this? Where are these field officers?

MR. REID: Field officers?

MR. MARTIN: The regional supervisors.

MR. REID: Which one are we on?

MR. MARTIN: 16-06-01. Is that the correct subject we are on, Mr. Chairman?

MR. REID: That is in the extension division.

MR. MARTIN: This is the Rural Development Authority, is it not?

MR. REID: No field staff in that.

MR. MARTIN: No field staff?

MR. REID: No.

MR. MARTIN: Why are we spending \$30,000?

MR. REID: That is for the manager, an assistant manager and a clerk and stenographer -

AN HONOURABLE MEMBER: Down in the office?

MR. REID: Down in the office. Yes.

MR. MARTIN: Is there no field staff for the Rural Development Authority?

MR. REID: The extension has that field staff for that division.

MR. MARTIN: That is under another subhead then I presume?

MR. REID: Yes. We run through that.

MR. MARTIN: Okay.

Motion Heads 16-06-01, 02-01, 02-02, 16-06-03, 16-07-01, 02-01, 02-02, 03-01, 03-02 carried.

MR. W. ROWE: Mr. Chairman, on incentive grants I ask the question here for want of a better place really. I do not see any reference to ARDA as such. I see reference in various subheads to recoveries from the Government of Canada. What has happened? Any ARDA agreements have not been set out in the estimates as a whole. They have been sort of divided up among these various subheadings. Is this the idea? Like home industries, rural development, rural project planning, promotion in training, is this the idea? Could the minister give us some idea. In effect, what I am asking, Sir, give us some information and some ideas as to what is the present status of ARDA agreements. I believe there was one signed some time ago which provided for specific agreements to be signed under it. What is the status of the general agreement and how many various agreements based on either geography, different places in Newfoundland for ARDA projects, or based on actual subject matter, like farming or fisheries or agriculture of any kind, anything at all? Could the minister give us some information on the general, overall ARDA agreement?

MR. REID: Mr. Chairman, the total amount is \$11,464,923. This is for to be set out over a period of five years. We are paying a certain percentage and so is the federal government.

MR. W. ROWE: What is it? Fifty/fifty or eighty/twenty?

MR. REID: Fifty/fifty actually. We must have twenty per cent equity and then we can put in so many dollars and the federal government will match the number of dollars with the equity and the dollars. The federal government will match these dollars.

MR. W. ROWE: Could the minister give us some examples of the various projects that might be ongoing at the present time that might come under ARDA?

MR. REID: Yes, we are getting fifty per cent of it from - a

tremendous lot of it even for salaries for our people out in the field who are introducing the ARDA Programme and the various incentives here. We will get fifty per cent of that paid back by the federal government.

MR. ROWE, W.N. A question, Mr. Chairman. The minister made mention, of various projects, he said, in which there must be twenty per cent equity and then fifty per cent put in by the federal government and fifty per cent put in by the provincial government. I take it he is referring to specific projects throughout the province somewhere, Development projects of certain kinds? Can he give us some examples of them. You know, where are they? What is going on? What types of projects are they?

MR. REID: What they are mostly - what happened before, we were only getting \$10,000 before to start little industries. Now most any project across Newfoundland working with our staff and federal now we will be able to get something going anywhere from \$25,000 to \$60,000 projects, almost anything that we think is going to be a viable thing.

MR. ROWE, W. N. Are there any going now?

MR. REID: I beg your pardon!

MR. ROWE, W. N. Are there any going now?

MR. REID: We have just started now, we have applications coming in now. We have our staff all set up for it, with the federal and our own provincial. Applications are coming in right now. There have been none settled.

MR. ROWE, W.N. Who sends in applications, Mr. Chairman? Individuals or regional or rural development associations? How does the thing work? For example would the Eastport Festival, which has been going on for the last three or four summers, would this be the type of a project which will be funded from somewhere within the minister's estimates under ARDA? What else can I think up? Say the greenhouses, individually owned greenhouses that you see around well Eastport Peninsula, Bell Island and a few more places like that, would they be funded under ARDA or under the Rural Development Authority or what? You know, can the minister be a little bit clearer? Just a little bit of detail as to what is going on under the ARDA programme.

MR. REID: We can do it through our own office or through community project funding for places like Eastport.

MR. CHAIRMAN: Carried.

MR. W. N. ROWE: Carried? Carry him out.

MR. CHAIRMAN: Shall 03-04 carry?

MR. M. MARTIN: Mr. Chairman, I think this one points up more than anything the fact that we are not really getting on with product development. Last year under the revised estimates we spend \$5,000, presumably developing new products. I assume that is what this means.

Now how are we going to develop products and develop rural Newfoundland if we are only going to spend \$7,500 next year in product development? If I am off the track I would be pleased to be put back on here.

MR. REID: Inaudible.

MR. MARTIN: Product development - last year we spent \$5,000, presumably developing new projects for new industries in rural Newfoundland. This year we are spending \$7,500. How is this possible, that we can conduct any kind of programme and get anything out of it for merely \$7,500?

MR. REID: Mostly what we are doing here is vast development applies to existing and proposed industries. The expenditure provided will cover marketing, sales and advertising and development of new projects such as jams, jellies and other kitchen type products. This is what we are spending this \$7,000 on.

MR. MARTIN: Can the minister tell us what we got last year for \$5,000?

MR. REID: No, I am afraid I cannot tell him because we got it for \$5,000 less.

MR. MARTIN: Carried.

AN HON. MEMBER: Give it up, boy!

MR. CHAIRMAN: Shall 03-04 carry?

MR. MARTIN: It might as well.

On motion 03-04 carried.

On motion 03-05 through 03-06 carried.

MR. ROWE, W. N. It looks like the last subhead here. I must say, Sir, I do not want to be unkind or anything but I would commend to the minister that he go to a few of these training seminars and learn something about his department. I am being perfectly serious. The most frustrating experience I have ever had since I have been in this House, Sir, has been in the last two or three days trying to elucidate in a genuine fashion. Forget any political points that people have tried to make, any rank or any polemics and that sort of thing, a simple - and forget about partisanship, the civil rights expert who got trounced the other night in his takeover bid, could not even get nominated. No one would nominate him to the Board of Directors, not talk about getting elected to it, the great crusader.

AN HON. MEMBER: Inaudible.

MR. CHAIRMAN: Order, please!

MR. W. N. ROWE: The great crusader recognized for what he is. What I would say, Mr. Chairman, I have to say that it is a very frustrating experience trying to elicit a little bit of hard fact from the minister as to what is going on in his department. I still do not know, Sir, after asking the question fourteen or fifteen different ways, after five days, I still do not know what is going on in some of these things, home industries, rural project planning, I simply do not know.

Now I am not going to pursue it any further. Maybe some of my colleagues might want to but I would say, Sir, of this \$20,000 for training seminars, the minister should use up at least \$18,000 of that on himself trying to get a grip on what is going on in his department. I would say, Sir, that when the estimates come through next time, if the minister is still minister of the department, and it is not unprecedented that a minister has been taken by the scruff of the neck and flung out of that particular government for not showing the right kind of spirit or for not having done their homework, but if the minister still is minister next time estimates come into this House, I would ask him to come up a little bit prepared, try and find out what is going on in the

resettlement programme and the manpower mobility programme, find out what the differences are and the similarities there and give us some ideas, Sir, perhaps by going to one of these training seminars give us some ideas as to what is going on in his department because it is a very important department.

The amount of money \$3,600,000 seems to be a small amount of money but I would say that some of the subheads mentioned here seem to be on the right tract, the Rural Development Associations, the Rural Development Authority, if it be run right, I think could be a very valuable tool, effective implement in helping rural Newfoundland. The Community Consolidation, Rural Project Planning, home industries promotion, Rural Development Authority, all of these things together, I think, can do something, not everything but something towards helping rural Newfoundland get on some kind of a viable basis.

But it will never get on a viable basis unless the minister is in a position to be able to articulate and to spread around and disseminate throughout this province exactly what his department is doing, trying to do, what kind of ideas they are putting abroad.

So I would ask the minister to study up on his department's operations a little bit and perhaps next year we might have a little bit more of an enlightening debate when his estimates go through the House.

MR. CHAIRMAN: Shall 03-06 carry?

On motion 03-06 carried.

MR. NEARY: Mr. Chairman, could you inform the Committee how much time we have left?

MR. CHAIRMAN (Stagg) We have consumed forty hours and twenty-five minutes of the seventy-five hours.

Order please! Order please! 1701-01

AN HON. MEMBER: Is the honourable minister going to make a statement?

MR. CHAIRMAN: The honourable Minister of Transportation and Communications:

HON. T.V.HICKEY (Minister of Transportation and Communications):

Mr. Chairman, it is customary on occasion for the minister to make an opening statement which can be long and drawn-out with some detail. However, I propose to honourable gentlemen opposite that keeping in mind that there is a time limit, I would like to in a very sincere way say to them that I wish to forego any such opening statement, to provide the opportunity to honourable gentlemen opposite to raise questions which are bothering them, make points which they wish to make. We will take it from there and I will answer such questions. I will not say at this point that I will have all the answers right at the moment but if I do not have them I shall get them.

My department is a rather sprawling one, far-reaching and of wide scope. For me to make an opening statement of any detail, it certainly covers a lot of areas and it could go on for some considerable time.

There are some new programmes and changes which we have made during the past year which I will get into as we get to the headings. I hope at that time to provide some detail to honourable members of an explanatory type, explaining the programmes, explaining the improvements, what we have done and what we hope to do. With this thought in mind, Mr. Chairman, I think it is a positive approach to my estimates and I would suggest, Sir, that we approach them from that point of view and carry on.

MR. CHAIRMAN: The honourable Member for St. Barbe North:

MR. F.B. ROWE: Mr. Chairman, I have a number of questions for the Minister of Transportation and Communications but I think they can be more properly dealt with under Heading 1705. However, Sir, I will in all probability be out of the House on tomorrow so I would like to ask these questions under the minister's salary. He can probably indicate or give some answers to these questions under this particular

vote.

Mr. Chairman, two years ago 9,000 residents of the three Districts of St. Barbe South, St. Barbe North and White Bay North signed a petition for the immediate upgrading and paving of the Great Northern Peninsula Highway. One of the stipulations in that particular petition was that this work begin immediately (That was two years ago) but more importantly that this work be carried out in segments equally distributed along the Great Northern Peninsula from St. Anthony right down to Deer Lake.

Now, Sir, that has not happened. In fact most of the highways work that has gone on on the Great Northern Peninsula has been in the District of St. Barbe South. Most of that work was the result of an agreement signed between the previous Liberal Administration and the Federal Liberal Government in Ottawa. Some work has been carried out since as a result I believe of some provincial money being put in for capital works on the highway, but I think very little has actually been carried out since the original agreement that was signed between the previous administration and the present administration in Ottawa.

What I want to find out from the minister is simply this: What proposals have the government, his department or the minister himself made to the federal government in Ottawa for the purpose of having the immediate upgrading and paving of the Great Northern Peninsula Highway completed? What proposals if any have been made for the immediate paving of that highway? Because, Sir, the people have put up with the conditions of that highway quite long enough.

MR. MORGAN: (Inaudible)

MR. F.B. ROWE: The Member for Bonavista South, Mr. Chairman, as usual is completely wrong.

MR. MORGAN: There was no highway to rebuild.

MR. F.B. ROWE: There was no highway up until sixteen years ago. Sixteen years ago the previous administration punched a highway up the Great Northern Peninsula, provided electricity to the homes for the

first time, provided school facilities and many other facilities which are outside the topic of this department. I am not ashamed at all, Sir, although I was not in that administration, to talk about the achievements of that administration with respect to roads, electricity, telephones, health services, educational services or anything else.

AN HON. MEMBER: (Inaudible)

MR. F.B. ROWE: No, I will get off the topic, Mr. Chairman, when I am dragged off the topic by characters like the Member for Bonavista South.

MR. THOMS: And he is a Human Rights member.

MR. F.B. ROWE: Mr. Chairman, there are approximately 300 miles from Deer Lake to St. Anthony. I drove up that highway last week. I believe the Minister of Justice and the Minister of Tourism had the experience of driving from St. Anthony Airport to St. Anthony which is a relatively good drive compared to the other part of the highway.

I was whipping along the southern part of that highway, fifty, sixty and seventy miles an hour until I reached Plum Point. I hit a pothole in Plum Point and I did not get out of it until I got up to St. Anthony. The road is in incredibly bad shape.

AN HON. MEMBER: He must have some car.

MR. F.B. ROWE: It was a rent-a-car. Mr. Chairman, new vehicles are bought by the citizens of St. Barbe North in particular and they last a year. The truckers on the coast find it extremely expensive and hazardous to bring food and supplies and what have you into the communities on the Great Northern Peninsula. The cost of living, the cost of food, fuel, supplies and everything else is atrociously high and it can almost be completely attributed to the condition of the highway.

The people depend on that highway for every single thing. They depend on that highway to get to the hospital in St. Anthony, the students depend on the highway in order to be bussed to the two high schools in the district, the people depend on the highway for shipping the products of the sea. In every conceivable way it is the only link, communications link for the people of that district. The road, Sir, and I say this in all sincerity, the road has deteriorated in the last

two years. This may be a mere coincidence, the fact that this administration has been in for two years, but the road in St. Barbe North has deteriorated in the last two years. I have been travelling that coast for more than the last two years, I can assure the minister that.

The machinery, the people suggest, the highway's equipment that is sent in there is second-class equipment. The quantity is not great enough and the quality is not sufficient to maintain the road in the summer nor to maintain it in the winter. As a matter of fact, Mr. Chairman, the road cannot be maintained in the summer because there is nothing to maintain. There is nothing to grade, the road is down to rock-bottom and down to bedrock. There is simply nothing to grade, one cannot grade bedrock. One cannot grade boulders six, eight, ten, twelve inches in diameter and that is what the condition of the road is in in St. Barbe North.

I submit, Mr. Chairman, that the road in St. Barbe North is the worse section of road in any part of the province when one takes into consideration the fact that that road is the only road without one single inch of pavement and is the only road for thirty communities in St. Barbe North. I want to simply know this: (I have asked the minister this question many times during the oral question period) What engineering plans have been conducted (I will ask the minister for the whole of the Great Northern Peninsula but I am particularly interested in my own District of St. Barbe North that is being neglected with respect to the highway) I want to know, Mr. Chairman, for the whole of the Great Northern Peninsula and for my own information for my own district, what engineering studies have been conducted and for what sections of the Great Northern Peninsula Highway? What surveying engineering studies have been conducted? That is point number (1).

What sections of that road have a block plan (as it is called) or a proposed road plan? An engineering design completed for any section of road along the Great Northern Peninsula Highway? Thirdly; what sections of the road, the Great Northern Peninsula Highway, are ready for the calling of tenders for upgrading and paving?

Fourthly; what specific proposals have been made to Ottawa and for what sections of the road? For the upgrading and paving of the Great Northern Peninsula Highway, the proposals to Ottawa.

Fifthly: will the minister (unlike his predecessor and unlike the minister of last year I believe) is the minister prepared to table a list of proposed road construction for this province for this coming year? Whether it is through a federal-provincial agreement or whether it is straight provincial capital works?

Sir, I ask the minister if he would provide the answers to these questions, I have been asking him now for two sessions of the House of Assembly, I have not gotten answers and, Mr. Chairman, I will stand here until hell freezes over until I get the answers to these questions or until I am ruled out of order because my constituents have asked me to get the answers to these questions. It is my responsibility to get the answers to these questions. I sincerely feel that it is the minister's responsibility to indicate to me or to any other honourable member of this House what is in store for their districts as far as capital works on roads or highways are concerned for this coming year.

MR. HICKEY: Mr. Chairman, I will try and take the questions as raised by the honourable member in the sequence that he listed them. He first of all asked what proposals have been made to the federal government with regards to the particular section in his district, what sections are ready for upgrading and paving, what sections have been surveyed and so forth.

Let me say, Sir, with some regret that I am unable to give the kind of detail the honourable gentleman wishes. As I indicated to him today and I am not much more enlightened at this point in time, however I told him today that I would have some details for him tomorrow and I will certainly undertake to do that. He asks the question of what section of road might be in the making for reconstruction or having worked done on it during the current construction season.

I will, as quickly as I can, give the honourable gentleman a commitment to meet with him and discuss this and make him aware of what we proposed to do and so on. I am unable, as I have said, on a number of occasions, to table the list or the roads programme. I want to assure the honourable member that in no way is my refusal to table a roads programme in the House to be taken to mean that I am indifferent to his problem or indeed to the problems throughout the province with regards to road construction. Nor should he

or any other honourable member feel that I am stalling or doing anything other than what I honestly and truly believe to be what is proper and what is in the best interest.

I know, Mr. Chairman, what it is like to be in the opposition. I fully understand the position the honourable member finds himself in. I found myself in similar situations on many occasions when I sat on the other side of the House. I accept his question and indeed whatever criticism that might come my way along those lines. I do assure him, however, that it is not for the wanting to give him this information in terms of a total road programme, it is just that I honestly feel that is improper, it is unprecedented and it will obviously create more problems than it will solve. As I indicated to him I believe on a couple of occasions within the last couple of weeks, it is certainly my intention, I propose to and indeed I am willing to meet with each honourable member and discuss his district, his problems, in my office or anywhere that is possible. I might also say to the honourable member for St. Barbe North that I have not had the opportunity in recent years to visit his part of the province, to drive over that road and I want to say to him now and give him a commitment that I intend to do just that. I am being most willing to, as quickly as I can visit that area because I do appreciate the problems and I assure him that my appreciation of the problem of the roads in St. Barbe North, indeed in the Great Northern Peninsula, comes from the almost constant discussion of this section of the province in my department, almost again on a daily basis.

I do want to visit the area and I intend to and I will visit. I think that in that way I can have even a great appreciation of the problems as the honourable member outlined.

What proposals have been made to the federal government with regards to those sections, again I hope to be able to get that information for him. I do know that this administration has made a real effort to do as much as possible in the Great Northern Peninsula.

It might well be argued that there should be more provincial funds. Mr. Chairman, it is a most difficult conversation and one which can only be appreciated when they end up in this portfolio where they find in a detailed way the continuous request, continuous pressure from all over the province, for road improvements, improvements of all kinds which of course finally cost money. So it is very, very difficult.

It is very difficult too, Mr. Chairman, to sit down on occasion and try to determine what project must be given the greatest priority or first priority when you have so much money to work with. It is not an easy one. It is most difficult. I know that this kind of information does not solve the honourable gentleman's problem but I say to him very sincerely that it is not quite that simple to say this is going to be spent there and so much is going to be spent somewhere else when there are so many things tied in to the overall programme for any given year. If there is anything, Mr. Chairman, that I do not want to do - I think it would in fact and indeed be irresponsible if I did do it - is to raise false hopes in the minds of any people throughout the province, that this improvement or that improvement is going to take place in their particular part of the country and then find for one reason or another or any number of reasons that what I say does not come about.

I would find it probably not so difficult to state the reasons, however, Mr. Chairman, to the degree that they would be accepted and understood by those people who heard probably three months before that the road was going to be done or that so much money was going to be spent on it, I would say indeed those people, there would be no way to make them understand because they want one thing and one thing only and that is their particular problem solved, money spent on their particular section of road and that is it, and their minds are closed. I can understand why, because if they have to drive over

rough roads or if they have problems that haunt them continuously with regards to highways then they only see their problem or certainly they see their problem as being most important of all.

I will undoubtedly, Mr. Chairman, have occasion to comment further on the disadvantages or the reasons as to why I feel it is most inappropriate to table or to list a roads programme. I am sorry

I am sorry that I cannot answer the honourable gentleman's question that he raised already today. I repeat, I assure him that as quickly as I can I will. I am quite prepared to meet with him and discuss his problem in detail and I am also, as I indicated, going to visit the area. In fact if he wish to discuss with me at what particular time, if he wish to bring to my attention certain particular sections of his district that he wishes me to take a look at - I will be most happy and I am quite prepared to do so.

MR. F. ROWE: Mr. Chairman, the Minister of Transportation was oozing sincerity, compassion, appreciation of the problems and all this sort of a thing and if I thought that would make an improvement to the Great Northern Peninsula Highway I would sit here

completely satisfied. But, Sir, the minister was also oozing of a big, fat void in that none of the questions that I specifically outlined to him were answered by the honourable Minister for Transportation and Communications.

Now, is the minister suggesting to this committee, Mr. Chairman, that there is \$46.5 million approximately put aside for highway construction and that he has no idea what the specific plans are for this year for the consumption of that \$46.5 million? This is completely incomprehensible, Mr. Chairman, and I am not going to sit down and settle for that kind of an answer. The honourable minister knew that his estimates were coming up in this committee and presumably, at least if I were a minister of the Crown, I would do my homework and I would put myself in a position where I would be able to answer any question on any subhead, whether it be pleasing to an honourable member on the other side of the House or not or to certain constituents and certain people of this province or not.

I am entirely dissatisfied with the non-answers from the minister and I am not going to settle for them. I cannot believe that a minister with officials and engineers, surveying teams and what have you can have \$46.5 million for highway construction in this province and not be able to indicate to the committee where the work is going to take place.

Now, I have a sneaking suspicion, Mr. Chairman, that the minister does not want to tell me the answers to some of the questions because no proposals have been made to Ottawa for any work whatsoever in St. Barbe North. I have that sneaking suspicion. I do not know what about White Bay North. I have more than a sneaking suspicion, Sir, that there are road plans because there is a road plan, Mr. Chairman, that has been drawn up since 1972 for the section of road from the Roddickton Junction to Forresters Point which is one of the worse sections of road along the Great Northern Peninsula Highway.

Now, I ask the minister what has that plan been doing sitting in the minister's department for two full years without any indication of any action on construction of that section of highway? The minister states

that he is unaware of such plans. This is a detailed plan, Mr. Chairman. It could run here from the Confederation Building to the University. The minister tells this committee that he is unaware of any plans, proposed road plans.

The minister has had since the opening of this Assembly to answer the questions because during the oral question periods this question has been put to the minister and his predecessor on any number of occasions. The minister stands here during the consideration of his estimates when he should know the answers to questions and states that he will try to get the answer for me tomorrow.

Now, Sir, I have had the same answer from the minister now running for three months and I find his answer quite unacceptable. What I am trying to find out, Mr. Chairman, is how an individual like myself without sneaking in in the dead of night can get a road plan without the minister knowing that it even exists.

AN HONOURABLE MEMBER: We are showing the minister what is happening in his department.

MR. HICKEY: To a point of order, Mr. Chairman. I do want to approach this whole problem of my estimates, I said, in a positive way. If the honourable gentleman wish to war with me, I certainly can co-operate. Now, I did not say that I did not know this or that I did not know that. I said to the honourable gentleman that I did not want to give him an answer until I had every last single detail, all the i's dotted, all the t's crossed. If that can be misconstrued, Mr. Chairman, to be that I do not know; well then maybe I should go back to school.

MR. F. ROWE: Okay, Mr. Chairman, let the minister answer this question. If the minister is waiting until all the i's are dotted and the t's are crossed, why is it that the honourable member for St. Barbe South can announce and allow to be announced and give information to officials of Rural Development Associations in his own district the fact that the road from Deer Lake to Wiltondale will certainly be paved this year?

How come the minister can state that the seventeen miles of road from Wiltondale to Rocky Harbour will be paved this year? The roads

through Cow Head will be paved this year? The road through Parsons Pond will be paved this year? If possible the road through Daniel's Harbour could be paved this year? The reason given for the pavement through Daniel's Harbour is because of the zinc mine.

Now, I ask the honourable the Minister of Highways and Sir, believe me, I do not like appearing like I am trying to attack a person or his office but I and the people of St. Barbe North have been utterly frustrated about the roads for two solid, miserable years. When the minister says that he is not prepared to give the information that I myself can get and then turns around and says he is not prepared to give this information out until such time as all the i's are dotted and all the t's are crossed when the honourable member for St. Barbe South is able to give his constituents - I do not begrudge him that - this information.

I think I did the minister the courtesy in the Deer Lake Motel last Saturday Morning of saying that I had spoken at a Rural Development Association meeting in Parsons Pond that Monday. At that meeting - the minister I believe was asked.

AN HONOURABLE MEMBER: Was he there?

MR. F. ROWE: Yes, I think the minister was asked. I was told that the minister was asked. I assured the people by the way in case the minister thinks I have any designs on the district, I assured the people that I would go for nomination in St. Barbe North once again. I also assured the people, Mr. Chairman, that since it was mentioned that the minister had been asked and I happened to be the one that turned up when I was asked, I assured the people at that meeting that ministers do have a very heavy schedule. I assured them that if it were at all possible for the honourable member for St. Barbe North to be at that particular meeting, he would have been at that particular meeting.

Mr. Chairman, when I was going to my own district for a weeks visit and I had asked questions of the honourable Minister of Highways concerning projects for my own district, at least I wanted to go up and say, "Sorry, boys, not a thing." I would have said it or

"You get this or you get that." To my utter amazement I sit down in St. Barbe South and am a witness to information that was not supplied to myself. Now, tonight I listen to the honourable minister. The gall, Mr. Chairman, to state that every "I" has to be dotted and every "T" has to be crossed before he will announce any projects for the coming year, highway projects.

I can only think of one thing, Mr. Chairman. It is outright discrimination when certain honourable members of this House can provide their constituents with information and other honourable members cannot. Now, if the minister has not made any proposals to Ottawa, if he be not prepared to do any work in St. Barbe North this coming year, at least have the guts to get up in this committee and say so. I will get up tomorrow and with great pleasure on CFCB and announce that fact. I might even share some of the responsibility for the fact that nothing is going to be done.

Now, I ask the honourable minister once again: Have any proposals been made for any road construction to be carried out through a joint federal-provincial agreement in the district of St. Barbe North? Does the minister have any proposals for provincial expenditures for capital construction in St. Barbe North? And, Mr. Chairman, since I happen to have written this down when I heard it so I would know I would be right:

What proportion of the road from Deer lake to Wiltondale (not what proportion) what ratio of federal money versus provincial money is being spent? Is it fifty-fifty? Is it ninety-ten? And has the minister received written approval from Ottawa for this paving from Deer Lake to Wiltondale? What is the ratio of federal and provincial expenditures for the Wiltondale to Rocky Harbour seventeen mile stretch? What is the federal provincial ratio for Cow Head? For Parsons Pond? And what is the status of the Daniel's Harbour Road?

MR HICKEY: Well, Mr. Chairman, you know you cannot win for losing sometimes. I thought we would have a nice discussion tonight, have an informative discussion and that we would hopefully leave some of the more thorny problems to be sorted out among ourselves.

However, I suppose one cannot have it all. It amazes me, Mr. Chairman, to hear the honourable gentleman say to me or to suggest to the committee that I do not know anything that is going on about the programme for the coming year, just because, Mr. Chairman, I am not prepared to take it on the walls here and to come up and hold up those plans and everything else and show every single mile or fraction of mile of road that is going to be upgraded, paved from scratch throughout this province.

Mr. Chairman, that is incredible. It is incredible to me because I sat over there for so long. It is incredible, Mr. Chairman, when I recall so vividly for five years, probably resulting in the problem which I have today with my voice, bawling and yelling and pleading and insisting in an attempt to convince the minister of highways, whoever he was, all of them, Mr. Chairman, without exception, every single one of them for the five years, bar none, and failing the minister appealing to the then premier to please tell us what was to be done throughout the province. I know how the honourable gentleman feels and I know why he wants this information. Mr. Chairman, the very reason why the honourable gentleman wants the information is the reason I am not going to give it to him; because I know, I know exactly what he want it for.

Mr. Chairman, I have not said that I do not know anything about

St Barbe North. In fact, Sir, in regards to what is going on and what is going to be done and what is being done, planning, Mr. Chairman, I recall saying that I have such an appreciation for the honourable gentleman's problems and the reason I have such an appreciation is because constantly, almost daily, certainly three to four times a week at the minimum, St Barbe North, White Bay North, White Bay South, this whole general area, Mr. Chairman, is up for discussion - the condition of the Great Northern Peninsula Highway is always a matter, where there are problems, always a matter for discussion in relation to those problems. Mr. Chairman, to suggest that because I will not give a detailed break-down or detailed information of what the plans are and to give it, Mr. Chairman, to this honourable House, is purely speculation on the honourable gentleman's part. I can assure him that I am very much attuned to what is going on in my department. I will concede that I do not know about every last thing or plan that has been done, but within reasonable time it is brought to my attention. I have never said at any time, Mr. Chairman, that I was not aware of the plan the honourable gentleman refers to. I have never said that.

Mr. Chairman, so that the record is set straight, let me say to this committee - the honourable gentleman said he will wait until hell freezes over for answers. Well now, do you know, I remember using that phrase myself and indeed I would if I were on that side of the House, Sir. So I can fully appreciate. We all know, Mr. Chairman, what one has to do and what one's role is when one is in opposition. I might even before the estimates are over commend the honourable gentleman for having done a fine job as an opposition member during the discussion of my estimates.

Mr. Chairman, I do not want, I have never been the type to string anyone along, to bluff anybody. I want to be very honest with the honourable gentleman. I do not want him no more than I want anyone else to suffer from any illusions. I am not going to list, to table a complete detailed report of the works, of the projects that are going on in my department this year. Mr. Chairman, I will stand here until hell freezes over before I will agree to do that because for a whole host of reasons, some of which I have given, some of which I have given earlier, in another debate. Mr. Chairman, I wonder is the honourable gentleman

aware - I know that he is probably going to tell me that it does not matter to him, he does not care, and, Sir, I can appreciate that too because his prime concern, Mr. Chairman, is indeed his own constituency; and that is how it should be. But is he aware that the construction industry in this province is equally as interested in hearing about my roads programme for this year as the honourable gentleman is? In fact, Mr. Chairman, much more interested in hearing about the details as is the honourable gentleman - I am sure I read him right - his first and foremost concern is St Barbe North. If I were to say to him in detail tonight what is going to be done there, he probably would agree that the rest he would not worry about.

Mr. Chairman, the construction industry in this province is interested totally, fully in the roads programme that is going to take place in this province. They may say what they like, they may misinterpret what I say or what I said in relation to them. I believe I have corrected already a misunderstanding in so far as the construction industry in this province is concerned, in so far as it applies to road construction and paving. I wish to repeat that, Mr. Chairman, for the record tonight.

When I said or used a phrase "They would take us to the cleaners" there was nothing derogatory, not a word, not a syllable. I simply meant that it is pure sound, good business practice to get as much money for a contract as one can get. That is how those people stay in business. Surely, Mr. Chairman, there is no contractor who stays in business by bidding below what it will cost him to build a road or pave a road or upgrade a road. I have no intentions, Mr. Chairman, no intentions whatsoever of tabling or stating or reading a roads programme to this honourable House. It would be misleading the House, Mr. Chairman, if I did not make that clear. If that is going to mean that I am going to get a hard time or criticism, then, Mr. Chairman, I will just have to accept it. I assure the honourable gentleman once again that I was as sincere as I could be in my initial answer that I gave him. The same applies right now. I am deeply sorry that I cannot in conscience table any list, read any list. Mr. Chairman, if I were to tell the honourable gentleman in any detailed way what is going to be done in his district, I can assure him that before possibly any of his colleagues on that side of the

committee got up to say "What are you going to do for my area?" I would have some of my own colleagues over here jumping up: "Now, tell me what you can do for me!" because they do not know. They do not know in detail. I am coming to that. I am coming to that.

Mr. Chairman, I am not responsible for what, I would go so far as to say that indeed I am not responsible for what any other minister might say with regard to what is to be done in his district.

Mr. Chairman, from time to time colleagues of mine, be they ministers or members who sit in the backbenches, come to me and say, "What are you going to do for me this year?" I say to them, "Well, there are some possibilities. We may be able to do this. We may be able to do that." Mr. Chairman, I have absolutely no recollection and I think my memory is reasonably good, no recollection whatsoever of having told the Hon. Minister of Forestry and Agriculture about all the projects that the honourable gentleman refers to. When the honourable gentleman walked in, my honourable colleague, the Minister of Forestry and Agriculture, he said to me as he passed, "When was I supposed to have said that?" That means to me that he too was somewhat surprised to hear that he had said that.

AN HON. MEMBER: (Inaudible).

MR. HICKEY: No, no, I do not think that. But somebody else said and presumably said on his behalf -

AN HON. MEMBER: (Inaudible).

MR. HICKEY: Mr. Chairman, I honestly believe and I get the impression that indeed my honourable colleague is also surprised at that.

Mr. Chairman, to say what I might be able to get done and to say what is going to be done are two distinct, different things. I could stand here tonight and go on ad infinitum. Mr. Chairman, for the honourable gentleman to suggest to me that I do not know what is going on in my department - my goodness! I would have roads, bridges and all the rest coming out of honourable gentleman's ears between now and eleven o'clock if I were to start giving details of what we would like to do, of what is in the cards, so to speak, if I could use that phrase, of the number of projects that are possible, of the number of projects that we have to pick from or alternate projects.

Mr. Chairman, to say that I am not going to give a list or a detailed account of what is going to be done in any particular district, does not mean that we have no plans. The honourable gentleman

referred to the amount of money to be spent by my department this year for road construction, paving, bridges and what have you. It is a sizable amount of money but we would like to have more. Because of budgetary restraints, we could not get more. My department is no more than any other, we never get what we want. We never get all we want. Mr. Chairman, to say that we do not have a plan or I do not know of a plan or I do not have any indication - I know the honourable gentleman might not have said that but he seemed to indicate that if I did not give the information, it strongly indicated indeed that I did not know or I would not know what all this money was going to be spent on. I assure my honourable friend that that is not the case, that I have roads, bridges, as I said before, and pavement coming out of my ears for the last number of months. I always do, it is a constant thing in my department. That is one of the prime responsibilities of my department.

Mr. Chairman, will not the honourable gentleman agree with me or accept when I say to him again in all sincerity - not just because I do not want to agree with him or I do not want to give him the information - will he not agree that if for twenty-three years all of the ministers who have gone before me in this department, my colleagues, had not and did not find it practical and proper to give a detailed roads programme, surely, Mr. Chairman, there must be a very real and a very strong reason for it.

Mr. Chairman, it is for that same reason that I have no alternative. I do not wish to belabour the point but I really do not have any alternative but to refuse that information. I wish I could stand here and be assured that nothing would happen, that there would be smooth sailing if I were to give that kind of information. Well, Mr. Chairman, that is like reaching for the moon. There is no such possibility for me to stand here and riddle off ad infinitum what is going to be done or what we hope to do or what may be done this year.

MR. F. B. ROWE: Mr. Chairman, if I were an emotional sort of a guy, I would be moved to tears after the minister's answer or lack of answer to my question. Sir, sincerity is not enough. Answers are what we are asking for here.

Now, Sir, I do have some phrase for the honourable minister. Through a number of private conversations there were certain things that I wanted done for my district and I think the minister would not mind if I said here at this point to this committee that I have seen the minister rule the roost in his department, take charge of his department, make decisions, not necessarily in agreement with some officials of his department and I think it was a very honourable thing for the minister to do particularly when he had made a commitment to me, privately, for certain things to be done. When it came time for it to be done, it was not quite in agreement with some officials of his department and he laid down the law and he saw to it that these commitments were fulfilled. Good minister.

AN HON. MEMBER: (Inaudible).

MR. F. B. ROWE: There are good parts to every machine and every body. The honourable minister in this particular case in not tabling the list of highway projects for this coming year shows nothing but contempt for this committee, for this House and for the people of Newfoundland. Sir, I found nothing more hypocritical than the honourable minister reverting to the past defensively, backtracking and talking about his experiences in opposition. I believe, Sir, that it was during the days that the Hon. Minister of Transportation was sitting in this very House that most of the roads in his own district were paved, if I remember correctly. Whatever the honourable member did in opposition, Sir, whether this is a tribute to him or to the previous administration, I would not dare to suggest. However, he managed to get his roads paved.

AN HON. MEMBER: (Inaudible).

MR. F. B. ROWE: I can remember that love affair, Mr. Chairman.

But, Sir, it is nothing but hypocrisy for the honourable minister to defensively crawl back to the past and start criticizing the previous administration. Sir, it was this very administration who said that they were going to change all that. They were going to change all that. They were going to level with the people. The Hon. Premier's famous phrase during the election was, not we level with the people but, "We will tell it the way it is." Now that is all I am asking the honourable minister to do, tell it the way it is. It is inconceivable that the minister can have \$46 million, \$46.5 - Does the honourable minister have a question?

MR. HICKEY: Would the honourable gentleman permit a question?

MR. F. B. ROWE: Well I thought, Mr. Chairman, that during committee that it is the opposition who ask the questions and it was the ministers who answered them. I will do my utmost in the spirit of the Hon. Minister of Transportation and Communications, to answer his question Mr. Chairman.

MR. HICKEY: Mr. Chairman, what I want to say to the honourable gentleman is that I agree that this is our philosophy and that this is our policy to tell it as it is.

MR. F. B. ROWE: Is this a question or a speech?

MR. HICKEY: Will the honourable gentleman not agree that, as I have said earlier and as I have repeated tonight, when I am in a position to tell the honourable gentleman what is to be done in his district, I will tell him as quickly or as soon as I can, like I will tell all other honourable gentleman. Is that not telling it as it is?

MR. F. B. ROWE: That is not telling it as it is, Mr. Chairman.

MR. HICKEY: Why?

MR. F. B. ROWE: Why can one honourable member make announcements about road projects and another honourable member not?

MR. HICKEY: I do not know.

MR. F. B. ROWE: Okay, Mr. Chairman, I will try to straighten that out.

MR. ROBERTS: (Inaudible).

MR. F. B. ROWE: Yes. I will tell the Hon. Leader of the Opposition, take care of that particular announcement.

Mr. Chairman, the Hon. Minister for Forestry and Agriculture was not in the House, I believe, at the time. I would not want him to think that the minister did in fact make a public announcement about these particular road projects. The honourable gentleman did not make a public announcement?

the information was given to the St Barbe South, Central Rural Development Association, at a meeting and it was given as information obtained from the honourable member for the district. Now if that be not so, the persons in question were telling an untruth - I am talking about information Mr. Chairman, that was given at a public meeting, a rural development association meeting - as an individual, I understand, went to the member for the district and simply asked the question: "What is in store for St Barbe South for the -"

AN HONOURABLE MEMBER: This was reported to the meeting?

MR F. ROWE: Oh, yes! It is simply information carried from the Minister to his rural development association. I asked the question to the individual: "Did you get, where you authorized to give this information?" And the understanding, yes, the individual was told that it was okay to give this information to the rural development association.

Now all I am asking, Mr. Chairman, is why is this information allowed to be given out for one district and why not for another? Now, let us look at it from another point of view:

Will the minister confirm or deny each one of these projects that I have listed off? And I will go through them again. He could answer individually to it.

Will the road from Deer Lake - Wiltondale be paved this year?

A simple yes or no, Mr. Chairman.

Will the road, seventy miles of road from Wintondale to Pockey Harbour be paved this year, Mr. Chairman? A simple yes or no.

Will the road through Cow Head be paved? To Parsons Pond?

And possibly through Daniel's Harbour?

That is all I am asking, Mr. Chairman. Will the minister confirm or deny this particular unofficial announcement which was made public as coming from the mouth of the Member for St Barbe South? Because, Mr. Chairman, however the information is gotten, it is gotten. If one had a suspicious mind, of course, Sir, which I do not have, one would think this might be an indirect way of getting the information to the district without necessarily making a wave in the flag about it, so that another

honourable member in another district does not blow his cool and demand something along the same lines.

Now I will apologize publicly to the honourable Member for St. Barbe South if he did not give this information - and I will talk to him privately about it, you know. But if this information were not given to this individual and this individual made this statement publicly at a meeting attended by about 130 people, I might add, I will apologize for bringing it up here but I will not certainly apologize for the fact that it was announced at the Rural Development Association Meeting.

AN HON. MEMBER: Inaudible.

MR. ROWE, F. B. Yes, but I do not mind explanations for the announcement but what I want is answers to the questions that I asked previously.

MR. MAYNARD: Just briefly, Mr. Chairman, when I talked to the representatives of the Central Development Association, which is about two weeks ago I think, it was very easy for me to give some indications of what was going to be done, (1) The tender had been called a week previous to that or a couple of weeks previous to that to put a road between Wiltondale and Deer Lake. The tender was called. If not awarded for the seventeen miles of road through the Gros Morne Park. The road through Parsons Pond is the part of the contract that was listed with Lundrigan's last year. So it was very simple to say that was going to be done.

I said we were trying to obtain funds to pave the road through Cow Head. We are not sure what we could do through Daniel's Harbour but I would certainly try my best.

Does that clarify -

AN HON. MEMBER: That sounds very consistent.

MR. ROWE, F. B. Therefore why, Mr. Chairman, could the Hon. Minister of Transportation and Communications not provide the committee with these answers? Do not tell me, Mr. Chairman, we are going to experience another Rural Development Department fiasco again, when the only answers from honourable members on the other side when questions are addressed to honourable ministers, we get answers from other backbenchers and other ministers. This is quite incredible, quite unbelievable.

AN HON. MEMBER: I just wanted to clarify -

MR. ROWE, F. B. Yes, everything that the honourable Member for St. Barbe South said is quite consistent. But, Sir, two years ago the Hon. Minister of Finance or three years ago, he said that the first priority of his administration, if he became Leader of the Liberal Party, would be the paving of the Great Northern Peninsula Highway. He in fact said publicly, Sir, that he would hang himself by a utility pole (He said that in Port au Choix or Port Saunders) if the road were not paved in two to four years.

AN HON. MEMBER: What is their argument for not paving the road.

MR. ROWE, F. B. Well, Sir, they are working on a utility pole in St. Barbe South, I can assure the member that.

Sir, I am only wasting the time of the committee, I can present all kinds of arguments for the upgrading and paving of the Great Northern Peninsula Highway. I ask for the last time, is the minister prepared to indicate to me or to the committee, I am sorry, Mr. Chairman, to the committee. Let us put it this way: Have any proposals been made to Ottawa for the purpose of upgrading and paving the Great Northern Peninsula immediately in segments equally distributed along the Great Northern Peninsula so that all the communities and all the people can benefit from the services of a good road, and from the employment aspect of it immediately? Have any proposals been made to Ottawa by his administration or his department? A simple yes or no.

MR. HICKEY: Well, Mr. Chairman, I am not going to give yes or nos, it is a good way for one to get himself in trouble. I will say that there have been proposals made to Ottawa to upgrade and pave certain sections of the Great Northern Peninsula Highway. I cannot be more specific than that.

While I am on my feet, let me say to the honourable gentleman that the information my colleague just gave could well have been given, I was not going to set a precedent by starting to give what might be done in this year's programme. I was about to tell the honourable gentleman that some of the areas that he was talking about were a carry-over from last year, a contract that was not finished, and other sections of it were

under the Gros Morne Agreement and a contract had already been let.

Well my colleague asked me if he could say a word, So, Mr. Chairman, that is it.

MR. ROWE, F. B. Mr. Chairman, I will simply give up in utter frustration and simply make the point that what I have said is simply an attempt on my part to get some information for my own constituents, the last trunk road in this province. I think that Labrador South is probably the only other district in the province that does not have an inch of pavement, I do not know if there are any others, not one single inch, an inch, a centimeter, a millimeter of pavement throughout the whole of the district.

I think the people of that district deserve more and I am utterly disgusted with the attitude of the minister and the administration in general, when they have not come through with one of their promises to tell it the way it is, to announce what work is going to be done. I find it unbelievable that you can have \$46 million planned for expenditure and not have proposals or plans for work in this province that can be announced. I find it ever more incredible that announcements are being made daily by honourable members on the other side - \$15 million in the Gros Morne Area announced by the minister the other day.

MR. HICKEY: That is federal.

MR. ROWE, F. B. The minister could - announced by the Hon. Minister of Forestry and Agriculture, responsible for Gros Morne who announced \$15 million programme for the next three years for Gros Morne Area. When asked during the oral question period; "What agreements have been signed?" "There are no agreements signed."

MR. HICKEY: Well they are just about ready.

MR. ROWE, F. B. Well I mean, Mr. Chairman, -

MR. HICKEY: They are just about put on the paper.

MR. ROWE, F. B. I find it passing strange that this kind of an announcement can be made when we got \$46.5 million here in the estimates and there cannot be indicated what projects are going to be carried out in rural development in this province. I am thoroughly disgusted, Mr. Chariman, I am disappointed. Probably I can

get one last desperate ditch attempt. Could the minister and myself get together in the corridor sometimes and probably he can provide me with some information relating to my own district and I could pass it along second hand to some person in my district who can make the announcement for me.

MR. HICKEY: Mr. Chairman, I find it very hard to argue with the honourable gentleman. I have earlier stated that I would be delighted, more than happy, in fact we will not meet in the corridors, he is most welcome to come to my office and I will gladly sit down with him and give him equal time as I do anybody else and discuss the problems in his district.

Mr. Chairman, I do want to cover one point with regards to my colleague's announcement in connection with the Gros Morne project. My understanding is, I stand to be corrected, my colleague had assurances that Treasury Board and Ottawa had approved that and that it was just a matter of a signature. But he did not prematurely make any announcement, Mr. Chairman.

MR. F. ROWE: If the minister would permit, I asked the honourable Minister of Forestry and Agriculture if he would give me a breakdown of the federal contribution and provincial contribution and the minister was unable to provide me with the information. Since then I might add, Mr. Chairman, that I have found out that the federal government is prepared to stand ninety per cent of that \$15 million on Gros Morne and the provincial government is prepared to spend ten per cent.

So once again, despite the vicious assaults and attacks by members opposite on Ottawa, we see another case where the federal government is prepared to pour in ninety per cent of a \$15 million project into this province, and honourable members on the other side have the gall to lash out at Ottawa, particularly the honourable member of Mines and Energy, whenever he gets an opportunity.

MR. THOMS: Him and Old Scrooge over there.

MR. HIGKEY: Mr. Chairman, just one other comment on that: It is indeed wonderful to see the federal government approve an allocation of \$15 million to be spent on the Gros Morne Area but I did not hear the honourable gentleman say that we gave them a nice chunk of land. You know it is in their territory that they are spending that. Now is that not wonderful? Great Uncle Ottawa going to spend \$15 million there? That is only part of what we gave them when we entered Confederation.

Mr. Chairman, I do not know about anybody else but I am one who do not believe in getting on our knees and thanking Ottawa. Ottawa is not necessarily going to do any favours. They do what is good. Whatever they do, whatever money they give us they owe it. It is a good investment, they know that the returns are there. The returns are good and it is a sound proposition.

MR. ROBERTS: Mr. Chairman, let me begin by saying that I have found in my dealings with the minister, my dealings as the member for White Bay North, I found him to be considerate and courteous and thoughtful. I have had the privilege of taking two or three or four delegations to see him. Indeed everyone who has requested a meeting with him, I think I can say without hesitation that the minister has seen and we have had a very friendly time of it. I will have an opportunity a little later to ask him about three or four specific projects in the constituency. I think the minister knows about them.

I am particularly concerned about the Harbour Deep Road and concerned about the proposal to extend the road link from Croque and St. Julien's into the woods roads coming down from Main Brook. But before we come to those, I am very interested of course in the Northern Peninsula Highway. Now the Minister of Tourism and the Minister of Justice had an interesting experience, and I see the Tourism Minister is in the Chamber, the Minister of Justice - well who knows where he is. He is not here anyway.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Ottawa, looking for his judgeship? Well I say good

hunting. He had better hope that Bob Stanfield wins. If Bob Stanfield should not win then justice shall triumph. The Minister of Tourism and the Minister of Justice were good enough to come to St. Anthony, a week ago, last Friday, and they came by airplane, well advised to do so because the Northern Peninsula Road is just about impassable. The Minister repeated tonight the offer which he has made to me outside the House, in conversation, of his desire to fly to St. Anthony and drive up the road to Deer Lake. I would like to see him do it. I realize there may be some personal difficulties but let me say to the minister the time to drive that road, Mr. Chairman, is not now or a year from now or at some period when the road is in the shape it is in because it is not a four wheel drive you need, Sir, to get over it now it is a six or an eight or a ten wheel drive. When I landed at St. Anthony Airport, the International Airport there, last Friday afternoon, there was a relatively large crowd of people, considering it was an absolutely filthy day with snow and wind and rain and sleet and what have you, anything but an ideal day. There were thirty or forty people who had come out and were in their cars or their trucks sporting signs the gist of which in parliamentary language was they wanted to see some pavement, and yesterday would be too late.

I flattered myself for a bit that they were there merely to greet me but I must tell Your Honour in all candour that I was but part of the attraction but the Minister of Justice and the Minister of Tourism; as they hoped the Premier, but that hope proved negatory, these were the people these constituents of mine, for such they were, came to see. So we sat and we waited. We tracked down the aircraft, the government aircraft, we waited for two hours. Thanks to some urging I am sure by the Minister of Tourism and some extremely skillful flying by Admiral Generalissimo Commodore Pearcey, Ted Pearcey, the government's chief pilot, the aircraft managed to land at St. Anthony on the third pass. It was really a pretty hairy day.

I am glad they got in because, as I told the Minister of

Tourism, if they had not landed it would have become legend and nobody would have ever believed they tried, including the members for the White Bay North or St. Barbe North areas. I would suggest to him further that the most heavily travelled road in Northern Newfoundland, and my colleague from St. Barbe North and I may not agree on this but the most heavily travelled portion of that road, and I speak of the area north of Plum Point, north of Hawkes Bay, north of Port Saunders; the most heavily travelled area is the area between St. Anthony and the - well the Cook's Harbour Junction, St. Anthony airstrip, called the road west to the Straits, with which Your Honour is intimately familiar, then curves to the left, to the south and runs up to Bonne Bay and on into Deer Lake.

Sir, that road is used by all of the people of that area for getting to and from the hospital. The most Newfoundland and the most effective way, the bush telegram. Anyway, at nine o'clock the next morning about 200 people, I suppose there were 150 to 200 people turned out, all of the men I think in the Barrier Curtis Collegiate, the high school in St. Anthony. We had a very friendly chat and the two ministers and myself and the 150 or 200 people, most of them from St. Anthony. There were a few from outside.

Well the point of all that is that the people of White Bay North have come to the point where they want pavement. They do not want any more talk, they do not want any excuses, reasons, they want pavement. I see the Premier in the committee and I can assure him that they would welcome him there. I told the group as I understand it, as I know it, the Premier has never been in St. Anthony itself. I think he got as far as the Loon Hotel, a well-known watering spot.

HON. F. D. MOORES (Premier): I have been there.

MR. ROBERTS: Has he? Well then I apologize to the Premier. He has certainly not been there since he became Leader of the P.C. Party.

MR. MOORES: Yes.

MR. ROBERTS: When?

MR. MOORES: About 1970 or 1971.

MR. ROBERTS: No. The Premier went about it quietly. I heard about the dinner at the Loon Hotel where most of my friends were treated to a steak meal with all the trimmings. The Premier was good enough to pay to have them to dinner.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Well it did not do any good. Maybe it did.

I mean I only got eighty per cent of the vote. Maybe it would have been ninety or maybe it would have been five. Who knows? In any event I am thankful to the Premier for setting it straight.

The point is though that the people there want the pavement. I told them that the Government of the Province has not asked Ottawa for one red cent for pavement in the Area of St. Barbe North or White Bay North and the minister tells us he cannot reveal what has gone to DREE. I will tell him that on the latest shopping list there is not one red cent asked for Labrador, not one red cent asked for White Bay North and not one red cent asked for St. Barbe North. That is a fact. The minister I am sure is hearing what I am saying. He is not officially in the committee but he is not too far away. He is at liberty of course to contradict it, but I stand by what I said.

The initial shopping list, the one that went up to Ottawa, the first one, it had \$20 million or \$30 million or \$40 million of project requests on it for a \$10 million allotment. That list did include a portion from St. Anthony towards the airstrip, fifteen or sixteen miles. Ottawa has since been told that the engineering is not available for that and accordingly that was the reason given for dropping the

hospital because all the people from the Hawkes Bay, Port au Choix, Port Saunders area north, from the Roddickton, Englee, Conche, Bide Arm, Main Brook area and north, Harbour Deep and north - Harbour Deep has no road yet - all of these people must drive on that road, Sir, to get to and from the hospital.

It is used for economic purposes. The fish plant at St. Anthony uses fish. Much fish caught in St. Barbe North is trucked across. Much fish caught in St. Lunaire and Griquet and Carpon and Ship Cove and those communities is trucked into St. Anthony. Fish from Bide Arm has come up by boat. It has not come by road, although I might say to the Minister of Industrial Development, the proposal of the lake interests of Englee this year is to truck fish from Cook's Harbour to Englee.

The road, Sir, serves the school buses. It serves the people coming to and from work. It is the essential road. Yet, the government of this province cares so little about the people of the Northern Peninsula that I put it to the minister, he and his colleagues - whoever signed the request, I know not - asked for not one red nickel for St. Barbe North and White Bay North. I will tell the gentleman from St. Barbe North what they have asked. They have not asked for a red nickel for Labrador. There is not a cent in the final shopping list which comes from the province. Ottawa says what Ottawa will give. There is not a cent for Labrador.

MR. DOODY: Inaudible.

MR. ROBERTS: The Minister of Industrial Development is referring to the first list. I am referring to the second one, the one which the province submitted when they were told, "Boys, we have not got \$70 million, we have \$10 million."

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: No, Sir. Ottawa cut off nothing.

MR. DOODY: Tell the truth.

MR. ROBERTS: I am. Sir, I ask you to direct the minister to withdraw the statement.

MR. DOODY: I withdraw it.

MR. ROBERTS: All right. I thank him.

Now, I say, Sir, that the truth is, Ottawa said to the province some months ago, "You can have \$10 million for roads for the year." I venture to suggest that Mr. Jamieson said, "Of course, a large part of it is going to go in my district." Who is to blame him? Nobody is to blame him for that including the people served by the Bay D'Espoir Highway and the people served by the Burgeo Road and the people living along the route from St. Lawrence to Lawn.

Then the province sent up their list of what they thought should go in this, the same sort of process we went through when my friend and colleague was responsible for DREE negotiations. The list had \$20 million or \$30 million or \$40 million or \$60 million or \$120 million worth of requests on it for roads. That was the first list. Ottawa then sent back word and said, "It is a great programme. Wish we could do it but we only have \$10 million. After all, boys, roads are your responsibility. Give us a realistic list of what you will do with \$10 million." That is what happened that Labrador got the axe.

The Northwest River Bridge about which we have heard so much died right then and there. The Straits ferry, any proposals to improve the road from the border, L'Anse-au-Clair up to Red Bay or to push it beyond to Mary's Harbour or Port Hope Simpson or any road marked there died right then and there. The request for the road from St. Anthony to the airport died right then and there.

I will tell you what they did put in. There is a request in - the minister has declined to tell us, let me tell him. There is a request in the list for a stretch of road in the Daniel's Harbour area. When that was queried, the reason given was there is going to be an zinc mine in Daniel's Harbour. Now, maybe there will be an zinc mine in Daniel's Harbour. I hope there is an zinc mine in Daniel's Harbour but it will be three or four or five years before any zinc is moved from Daniel's Harbour. In the meantime, this administration puts the promise of an zinc mine before the needs of people, because that stretch of road between Daniel's Harbour and wherever it goes to, eight or ten miles, is not as important.

If choices must be made and if priorities must be observed as they must, then, Sir, that stretch of road is not as important in the Daniel's Harbour area as the stretch to the north. I say that here and I would say it in Daniel's Harbour and I would say it in St. Barbe North or I would say it in Labrador. I would say it anywhere. It just is not so. Indeed people from Labrador South would benefit from that stretch of road because I have had it said to me time and time again that we can get them into the airstrip safely but the chances of them getting from the airstrip to the hospital in St. Anthony are infinitely greater than getting them from their home, be it in Mary's Harbour, Black Tickle or Port Hope Simpson or anywhere, to the hospital at St. Anthony.

So, that is what the Minister of Transportation plans for the Northern Peninsula this year. The minister already called tenders for a stretch of road in the area, Wiltondale up to the park. I do not know if the contract has been announced. It has been awarded to the Nova Construction Company, Limited, \$806,905 for paving highway seventy-three. That may or may not be the full cost. It may only be the Ottawa contribution which is a mere ninety per cent, ninety cents on the dollar.

Sir, I will say that that \$806,000 which will, as I understand it, provide the black top on the road which Ottawa built, my colleague negotiated the money to get it, to do it - from the new overpass at Deer Lake up to the boundary of the park at Wiltondale. That, Sir, is the only money which is now committed to the Northern Peninsula. There is not one five cent piece, as I understand it - heavens knows I will be corrected if I be wrong and so I should be - not one five cent piece of provincial government money is committed this year for St. Barbe South for paving or St. Barbe North for paving or White Bay North for paving or Labrador South for paving and I could add Labrador North.

AN HONOURABLE MEMBER: The honourable member can add White Bay South too.

MR. ROBERTS: If I be wrong, correct me. I say what I believe.

I could also add for the benefit of the committee although my colleague will be speaking of this at some length, - there was no request for the La Scie Road. Now, it is back in, thanks to -

MR. W. ROWE: The wheels moved.

AN HONOURABLE MEMBER: That was just in the first list.

MR. ROBERTS: That was in the first. It was not in the second.

It was not in the first second list. It now is in the second second list. I venture to predict that the third second list, if it have anything in it for the Northern Peninsula will have it stretched on the northern part of the Northern Peninsula. That is a prediction, only a prediction.

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: Oh, no. I do not make wagers, Sir, with the gentleman from Harbour Main.

Now, Sir, I would like to hear the minister speak on this. I have a number of other topics I wish to raise with him. The first and crucial thing is this question of the Northern Peninsula road. The points which I have made essentially are these: That road, the Northern Peninsula Highway, is the last great trunk highway in this province which really is unpaved. If Your Honour jumps in Your Honour's car - Is it Your Honourable Honour's car? Your Honour's honourable car? Well, anyway if you get in a car at Deer Lake and leave the motel there, the Pinsent Brothers' Motel - what do they call it? The Deer Lake Motel. When one goes down the road half a mile or so, one takes a turn - you can go down that road now - one either turns to the right or goes down into Deer Lake by the Legion and turn right and goes up the Dicklesville Road and across the old bridge and then heads north.

When one crosses the bridge, one faces 300 miles of dirt road with one exception until one hits the next pavement which is the Town of St. Anthony. The only exception is about twelve miles in the - or there may be two, I am sorry. There was some work done last year in the Parson's Pond area. We have got maybe twenty miles of pavement, maybe twenty-two miles of pavement on the Northern Peninsula until we hit the Town of St. Anthony, on 300 miles of road.

Not one nickel of that twenty odd miles of pavement has been provided by the province. The one in the Town of St. Anthony was paid for by the government of the province as was paving in a hundred communities around Newfoundland. There is not one nickel, let it be recorded. What went on for twenty-three years, what we did nor did not

do as an administration is there and will be answered for or what. We built the road. The road was not finished until 1962. The first time one drove to St. Anthony, Your Honour, was just before the 1962 election when Mr. Walter Carter, who has since come down somewhat in the world, went to White Bay North as a candidate for a certain fraternal organization, an nonprofit, educational institution and was returned with quite a good majority. That was the first time the road was opened. I guess it was just one of those

happy coincidences which from time to time happen, a little like the paving in Hermitage or the paving in Seal cove, these fairly fortunate events that do happen.

The government of the province do not care enough about the Northern Peninsula to ask Ottawa for any money for the area north of Hawkes Bay. Not a cent! The Member for St. Barbe South can answer for that to his constituents because they go back and forth to that hospital. The International Grenfell have not yet told the government that they will give up that Port Saunders hospital but they are close to it. The Minister of Health has already had, I am sure, some friendly chats with the Minister of Forestry and Agriculture about that. We will come back to that if we ever get to the Health Estimates. If we do not, we will have to do it outside.

The government have not given enough priority to the Northern Peninsula. They have not given enough in any terms but they have not given enough even to ask Ottawa for the money. They talked about Labrador. My heavens! How they talked about what they were going to do for Labrador!

AN HON. MEMBER: (Inaudible)

MR. ROBERTS: Well, if they had taken the money spent by Mr. Snowden and his royal commission, that might have provided more comforts for the people in Labrador South and Labrador North than they have had. I ask the minister now if he will make a commitment? It is all very well to say that Ottawa will help. Ottawa will, Sir. Ottawa's help is so substantial that every inch of pavement to this moment laid on the Northern Peninsula has been paid for by Ottawa money, every single inch. The Government of the Province, the Tory Government have not laid an inch. We built the road, we started the pavement, We started in St. Anthony and if we had been in office I can assure honourable members a great deal of it would have been done by now.

What is, is. We are not in office and it is really quite beside the point to say that we did not pave it. Of course we did not.

We did not build the Straits of Belle Isle Tunnel either. I am concerned about the future so I ask the minister if he will tell us why he did not ask, why his colleagues (I am not sure who signed the letter or made the request. It may not have been the Minister of Transportation, it may have been the Minister of Industrial Development, it may have been the Premier. The administration, as my colleague from Bell Island said, they hang together or they hang single. Cabinets do hang together. I have a stretched neck, if the minister should want to refresh his memory.) why the administration, told by Ottawa they had \$10 million a certain proportion of which was destined for the south coast, why they chose to collect nothing at all for the most important part of the Northern Peninsula, the road which all of them use. Everybody north of (Is it Daniel's Harbour? Where is the cutoff for the medical services? Daniel's Harbour?) everybody from Daniel's Harbour north, Sir, who want to get to hospital have to beat down over that road.

Your Honour may have some bad roads in the Port au Port constituency. I have been on one or two that I would not recommend to the Good Roads Association as an example of how to build roads or how to maintain them but, Sir, any road in Your Honour's constituency is a four-lane paved highway with overpasses compared to any road on the Northern Peninsula, with the exception of a few little spots of pavement. I ask the minister now if he will make a commitment that the government will revise that request, that ill-advised request, and that they will put the money, what money there is available for the Northern Peninsula, put it where it is needed. Or, if they do not want to make the decision let them go to the people, let them put it to the people, because it is the people concerned who will suffer or not, and let them explain why the government have not even given Labrador or the Northern Tip of the Northern Peninsula enough of a courtesy even to ask for money. Why is it still low on their priority scale?

If the minister, Sir, would deal with those one or two points which I have touched upon so briefly, then there are a number of other small points I wish to raise. I believe my colleagues, from the look of

them, have one or two. The Gentleman from Labrador South probably has a question or four or five. We may finish this. How many hours are left in the estimates, Your Honour? Forty? Thirty?

AN HON. MEMBER: Thirty-two.

MR. ROBERTS: Thirty-two. We may get off the Minister's salary and Highways by the time the seventy-five hours run out but that is up to the minister. He started so very well, Sir, conciliatory, the right way for a minister to be. Then when my colleague asked him a perfectly reasonable question he got a very rambunctious, arrogant and quite unacceptable answer. All that does, Mr. Chairman, and I say this, all it does is it gets us riled up. I was over saying to the Chair that it was very hard to get upset, steamed-up, (Your Honour was not in the Chair it was the Gentleman from St. George's who was gracing the Chair as only he can.) it is very hard to get steamed-up (Your Honour gives me a look. Is that unparliamentary? How can it possibly be unparliamentary to say; "As only the Member for St. George's can grace the Chair?") Ah! Your Honour, honi soit qui mal y pense.

I was saying to the Gentleman from St. George's when he was gracing the Chair that really it is very hard to get steamed up when the Minister of Transportation is being as reasonable and as conciliatory and as forthcoming. But something seems to have happened to him and he was not as reasonable and as forthcoming. All we want is the information and a very reasonable commitment. If we get that, things should go along swimmingly. If not, Sir, we shall have to stand and fight. If I had any doubts about the feelings of my constituents, I can assure the committee (and the Minister of Tourism I know, would agree with me on this point and the Minister of Justice were he here and not in Ottawa seeking whatever he is seeking) that the people of White Bay North, that there is no doubt in anybody's mind what their number one priority in the roads field is.

A very representative group of them, nine o'clock Saturday morning was an early hour, especially when they had been celebrating Confederation, there were bon fires in the streets more or less. They were burning the minister in effigy I think, burning the snow. Do

honourable members know that they have more snow there today?

Is that not terrible? Anyway, Sir, if the minister would be helpful and forthcoming and conciliatory, then we will get along with this speedily. I would like to hear him touch upon one or two of these points I have raised.

MR. CHAIRMAN (Stagg): The honourable Minister of Transportation and Communications:

MR. HICKEY: Mr. Chairman, it is difficult for me to get all steamed up with the honourable gentleman, as he says it is to get upset with me. As I said earlier, Sir, I do have an appreciation of the problems that he has in his constituency as have some other honourable gentlemen on that side. Mr. Chairman, one of the reasons there are so many problems is because there has been so little done. I as minister acknowledge and accept some responsibility. Since I have been in this department I suppose I have not been able to do as much as I would like to do on the Great Northern Peninsula but, Mr. Chairman, the road problems and the potholes and all the other problems related to it were not born when this administration took office.

I concede to the honourable gentleman. Who would not like to pave the entire Great Northern Peninsula Highway? Who could be against it? It is a very necessary project, Mr. Chairman, indeed one that this administration is most interested in, I might say a project that this administration recognized very early, very early when it took office.

For my honourable friend to say that there was nothing in the shopping list for those areas, Mr. Chairman, is not quite true.

MR. ROBERTS: Nothing in the second list.

MR. HICKEY: No, Mr. Chairman, but the second list we have to look at in a little different way. I am sure the honourable gentleman, from what he says, appears to have a reasonably close relationship with the honourable the Minister of Regional Economic Expansion.

MR. ROBERTS: No. I am a good guesser.

MR. HICKEY: Ah! Mr. Chairman, I would not say that it is all guessing. May I say to the honourable gentleman that this province does not really have the kind of control it wishes in the spending of DREE funds and the allocation of DREE funds.

Mr. Chairman, it is no mere coincidence that there is a paved highway to the Burin Peninsula which is an area that the honourable Minister of Regional Economic Expansion is responsible for.

MR. ROBERTS: (Inaudible)

MR. HICKEY: Mr. Chairman, I am not here tonight finding fault with the fact that the honourable minister sees fit to take care of his own area and to allocate as much money as he can. That is what a person is elected to do, to use his good office to convince ministers, to convince his colleagues, to make representation, indeed, to make as strong a case as possible for the projects that he feels are so necessary.

Mr. Chairman, it must be pointed out that the honourable Minister of Regional Economic Expansion, indeed if he recognize the plight of the people who live on the Great Northern Peninsula,

is in no better position than the one he is in to find funds, to come up with funds, to make them available and as has happened in many instances, Mr. Chairman, to indicate that they are to be used on the Great Northern Peninsula Highway. That would not be setting a precedent, Mr. Chairman. That has happened before. It is easy for any one to suggest that this province is responsible for the spending of DREE funds. Mr. Chairman, my department is indeed the operating agency that supervises, is responsible for, provides technical assistance to the expenditures under DREE agreements.

It is also a valid statement to make, Mr. Chairman: The honourable gentleman who represents that area, the Leader of the Opposition, I am sure with the relationship he has with the minister should be in a good position to convince that gentleman that indeed the plight of those people is great and the need is great. This administration is receptive for if we were not, Mr. Chairman, it would not have been included in the plan to do a substantial amount of road work in this province. It is certainly not proper to say that this administration has not done its homework. It is not proper to say that this administration does not have any plans or is indifferent to the people of St. Anthony or St. Barbe North or any other area on the Great Northern Peninsula. Indeed, Mr. Chairman, this administration is very much in tune with the problems of the area and very much want to see the final completion of that road, not upgrading, Mr. Chairman, the paving of that highway.

Mr. Chairman, is it so impossible for the Minister of Regional and Economic Expansion to find a few extra million and say, for goodness sake, spend that money on the Great Northern Peninsula, as has been the case in the past where a special consideration is given to a particular area with a particular problem?

Mr. Chairman, nobody knows better than this administration. I doubt if anybody should know better than myself the cost of maintaining

or attempting to maintain that long stretch of road and nobody knows better about the cost of snow clearing and ice control in that area. Mr. Chairman, we are well aware, indeed well aware of the problems that the people in that area face. We have not, Mr. Chairman, turned a blind eye to them. We have not said to them nor have we indicated to them that, as has been the case so long ago; because of how you vote, you will get nothing while I sit on the chest. There has been no irresponsible, arrogant, partisan statements such as that. It has been far from it, Mr. Chairman. It has always been the recognition of problems, be they in opposition districts or any other district, it is not the criteria, Mr. Chairman, that this administration uses in planning and developing a road programme or what is to be done but very real reasons. I would not think of minimizing the importance of the points raised by the Leader of the Opposition with regard to the need for work to be done in that area.

Mr. Chairman, the honourable gentleman mentioned a contract to Nova Construction. I can say to him that that was a call by the federal government, awarded by the federal government and that this province has played no part in it in terms of expenditures of money.

MR. ROBERTS: (Inaudible).

MR. HICKEY: Within the park, the Gros Morne Park.

MR. ROBERTS: (Inaudible).

MR. HICKEY: No, no.

Mr. Chairman, the honourable gentleman referred to the road to the airport. I do not know how anybody could not be sympathetic and not be understanding of the problem that is connected there so far as a road is concerned. If my memory serve me correctly, I believe the cost, according to a survey, according to an estimate, to do that road is something little over or upwards to \$6 million.

MR. ROBERTS: (Inaudible).

MR. HICKEY: Yes, Mr. Chairman, I could not agree more with the Leader of the Opposition on that point.

AN HON. MEMBER: What road?

MR. HICKEY: The road to the airport in St. Anthony.

The point made by the Leader of the Opposition is a very valid one as costs continue to escalate. Mr. Chairman, costs are also escalating in all other areas that require expenditures around the province. What does one do? It is very difficult, Mr. Chairman, and I do not suggest that I have the answers with the numerous, constant, never-ending requests and demands that are being made by the people of this province, various parts of the province, all over, for work to be done, for money to be allocated or for money to be spent and so on.

Mr. Chairman, I want to clear up what to my mind has been a misinterpretation: A statement was made by the Member for St. George's in relation to the projects that were announced or members making statements with regard to what might be done. On checking the situation, Mr. Chairman, I find that all the Member for St. George's said was that he had hoped (was making representation for) something would be done.

MR. ROBERTS: That is not the way his voice came through on the CBC.

MR. HICKEY: Well, Mr. Chairman, this is my information and I have no knowledge of any such statement or by way of any commitment that was made. I believe he said that he had an indication that consideration would be given this year to -

MR. ROBERTS: (Inaudible).

MR. HICKEY: Well he probably said it that way, Mr. Chairman, but to my mind it means the same thing. "I have been given an indication that tenders will be called this year" An indication is not a statement of fact.

MR. ROBERTS: "I am happy to be able to announce that tenders will be called this year for Flat Bay, St. George's, \$1.1 million."

MR. HICKEY: Mr. Chairman, that is not the information that I have.

MR. ROBERTS: Well I do not differ with that statement but I am telling the honourable gentleman what did happen. Let the member deny it if I be wrong. I have the tapes.

MR. HICKEY: Mr. Chairman, with regard to the points made by the Leader of the Opposition, I feel that there was so very little done over the years on the Great Northern Peninsula - the Minister of Regional and Economic Expansion is in the right position, at the right time and I see no reason, none at all, why special allocation of funds cannot be made available to correct, which I agree with, a deplorable situation with regard to certain roads in that area. It is not impossible because, as I have said before, it has happened before and it has been done before and so on.

Mr. Chairman, it is next to impossible to explain to people of this province just what the situation is with regard to the managing and handling of DREE projects. On the one hand if this government announce a DREE project,

one of my honourable friend's on the other side will say, "The province has nothing to do with that. The province had no imput in that, that is federal money. That is a federal project. Now they are try to take the credit." On the other hand, if there is not anything done for an area under DREE then an honourable gentleman says, "The province did not do a darn thing to see that it was done."

Mr. Chairman, I understand that kind of ball game. As I said earlier tonight, I sat on the other side for five years. It does not bother me too much, I do not get overly upset when I hear those things. I feel that is all part of the game of politics and one must understand it and acknowledge it.

MR. ROBERTS: Mr. Chairman, if I may, on this same thing. The Minister of Transportation seems to think that we are engaged in some sort of little game. Well he can think what he wants, Sir, and I would not want to take away from his rights to think or even from his ability to think. But I can tell him that we are not playing any game. We are not even playing a parliamentary game, my colleagues are being deadly serious.

I do not believe in games of this sort. In any event, even if I did, Sir, this is no time or place or subject.

Let me just deal with some of the remarks because the minister squirm as he would, equivocating as he did, evading, avoiding, obfuscating and all the other little tricks and wiles that he brought forward did not deal with the points which I raised.

I appreciate his admission that the Northern Peninsula Highway had much needed work being done on it. This gives the man his credit, Mr. Chairman, he said that before. But, Sir, he did not deal at all with the points which I made and so I shall have to put them to him again. But before I do so, let me deal with another of his statements when he got up and in the usual winding way said, "The reason that is so bad is that so little was done in the past." Well I am the first to agree and to whatever an extent I am responsible I shall gladly bear my share of the responsibility. I am not proud of it but I shall bear it; that not enough was done.

But I say now and no man can disprove this because I am correct, during the Liberal Administration there was more money per capita spent on roads in the area north of Deer Lake than there was in any other part of this province, more money per capita. There may not be as many people, there are only about 30,000 north of Deer Lake, between Deer Lake and Cape Bauld, on both sides of the peninsula. But I say now the Liberal Government much maligned previous administration spent more money per person in that area than they did in any other part of the province.

They may not have met the need. They did not meet the need but they went a long way toward it. When the Liberals started, Sir, you could not drive around St. Anthony Harbour. The work began in 1950 or 1951 to push the road around the harbour to link up what used to be two separate communities, one small harbour, St. Anthony East, and St. Anthony, which was the mission side, the west side of the Harbour. Then it began, some of the men who now work with the depot at St. Anthony started that summer, literally with picks and shovels. Sir, Richard Simms who was at the dinner the other night was I think the first foreman. They started with picks and shovels and very small machinery. That is all there was in the area and they started working out towards Pistolet Bay. It went on from there.

It was a long time ago. A lot needs to be done yet. But let it never be said and I will not let it go unchallenged, the sort of statement the minister made - he should know better. I am somewhat surprised that he does not know better. He should know better than that. I will not try to pretend that enough was done nor will I pretend that people are satisfied. They are not, nor should they be, whether I represent the constituency or whether anybody else does. If he be accurately reflecting the views of his constituents, he will say that; he will make that point because it is a point that should be made and must be made.

I think the Minister of Tourism is a much more convinced adherent of that cause now, Sir, than he would have been a week past because now he has personal knowledge. Only fifteen or ~~sixteen~~ miles, wafted along in a big Chrysler Imperial with triple shocks and all of those things, but

I can tell him if he were bouncing along in a pickup truck as many of my constituents have to do, he would have an even more tender reminder - rump. I do not know if it would be his rump that would be tender, but he would be tender all over. I mean the road is in incredibly bad shape. It is hard to credit that a main road in this province, in this day and age, is in as bad a shape as that Northern Peninsula Road is now.

Indeed on parts of it, Sir, the corduroy, the wood which was laid across the bog twenty-five years ago, they would go in and cut down some trees, the men would, and they would put corduroy down and that would be the road base; no thought of digging out the bog and putting in road base as proper road builders do. I suppose in 1949 there was just no money or maybe even no thought for that sort of thing. But that corduroy is coming through the road now. What gravel there has been put on it over the years is now being scraped away. That happened in the last two years, by the way.

But, Sir, the Minister of Transportation, I will not say he refused to deal with my points but he did not deal with them, so I shall again have to put them to him. First of all, his first line of defence was the rather - that is not parliamentary - a rather spineless one that the department was merely passive, that they played no role in determining priorities. Well, Sir, I do not know if the department played any role or not, I do not know what role a department plays under the minister's administration. I do not know what role the minister plays in the cabinet. I have no way to know, Sir, From the outside all ministers are equal, but any man who has served in a cabinet knows that some are more equal than others. whether it is because they are vocal. As in the case of a gentleman who is not a minister of the crown but the gentleman whom the Minister of Industrial Development and I met today; he gets much attention because he tends to be on the vocal side. Or whether it is because the minister is persistent or whether it is because he is friendly with the minister or this or that or whatever the reason, some ministers are more equal than others, some members are more equal than others.

But I can say, Sir, while the Department of Transportation may not determine priorities, the administration which the minister is a part of do determine priorities and have determined them. I challenge him to deny that fact. They were told what money was available from Ottawa. They could not spend more than that. They were damn lucky to get even \$10 millions of a gift; a nice little gift to get.

Sir, if you will look at the estimates the minister has brought before the committee some of the money in that comes from Ottawa, the Ottawa that has no direct responsibility for roads but which is a regional development, is an economic development measure, it sponsored roads. Tory and Liberal alike have done it. Mr. Diefenbaker and Mr. Alvin Hamilton when they briefly held office, their one trip through the privy council chamber in forty years. They are no closer to it today than they were six months ago. They came up with a very good programme, called "The Road To Resources Programme."

We got a lot of money in Newfoundland. Let it be recorded it came from the Tory Party at Ottawa. It built the road to Twillingate or a large part of it. The Road to the Isles was paid for out of that money. A number of other roads were built.

AN HON. MEMBER: The Baie Verte Road.

MR. ROBERTS: The Baie Verte Road was built. I guess the then Minister of Highways helped to determine the priorities on that one. Then came the ADB roads, The Atlantic Development Board Roads Grants. There were \$5 millions or \$6 millions a year for four or five years. Some money was spend on the Roddickton to Englee Road out of that - I am sorry! the Roddickton Highway to the Plum Point branch road. Some money was spent - well in twenty or twenty-five minutes I could list the roads but it is all history now.

Then came DREE and the scale of contribution doubled. The Burin Peninsula Highway was paved from Goobies to Grand Bank. If they had found a longer route, Sir, they would have paved that. Of course, Don Jamieson should get the credit. The joint town council is down there, a body that has no partisan standing, a body which has on it I am sure

one or two Liberals. Indeed the current president is the gentleman who ran for this party in Burin District in 1972, Mr. Ron Fagan. The previous President Mr. Don Hollett was the man who ran for this party in Burin District in 1971. I do not know who the next president will be. There is a message there somewhere, a very good message, about the past; there is an even better one about the future.

The Joint Town Council has on it some gentlemen who have not been ardent in their support of the party which I lead. They have been equally ardent in their support of another party.

They have suggested unanimously and repeatedly that that highway be named the Jamieson Highway. I am not sure that I particularly like the practice which the previous administration had of naming bridges and highways after living people. I am not sure that I particularly like that. Maybe it is because nobody ever offered to name a bridge after me.

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: No, I think the Minister of Industrial Development is being very unfair. The Curtis Causeway, the Rowe Bridge in Sop's Arm, the Ballam Bridge, the Winsor Bridge over the Goose River, the Barbour Bridge, the Barbour Swimming Pool, the Barbour Room and as the member from Bonavista South will find out, the Barbour re-election. I would rather have one Ross Barbour than twenty-six Charlie Bretts. I would be the gainer.

Not only that, Sir, the people of Clarendville district would rather have one tenth of Ross Barbour than a hundred Charlie Bretts as the member will find out. Is the member coming on Sunday afternoon?

MR. CHAIRMAN (MR. STAGG): Order, please!

MR. ROBERTS: Are we out of order? One does wander.

MR. CHAIRMAN (MR. STAGG): It is strange how honourable members do tend to wander. I am sure the honourable Leader of the Opposition will get back to the heading under discussion.

MR. ROBERTS: I am grateful to Your Honour. If ever a gentleman would be led astray, it would be by the gentleman from Trinity South, Sir. I mean, he is an eminently astrayable gentleman. That is what his constituents keep telling me. They say he is wandering around like a poor fool with his head cut off.

Is the honourable gentleman coming on Sunday? Is he going to be there Sunday afternoon?

AN HONOURABLE MEMBER: I guarantee that.

MR. ROBERTS: Good, good. That will save them the cost of an effigy in Shoal Harbour.

AN HONOURABLE MEMBER: Yes, it is a counter demonstration.

MR. ROBERTS: It is a counter demonstration.

Now, Sir, naming highways is a very good thing. I would say now that if the present minister can get the Northern Peninsula Road paved, we would name it the Hickey Highway. I venture to say and I can hear the jeers now - I mean, if they want to jeer they can - but the next Liberal Administration which will take office in a year or two will honour that commitment. I shall be around to do it. The Hickey Highway - we shall have a large sign, Sir, when you turn right, a picture of the honourable minister in living color with lights flashing on and off at night. By that time we will have the power from the Lower Churchill and we will need all of it, Sir, it will be that big a sign, 1,800 megawatts from the Lower Churchill. We will not use more than 1,500 of them to light, to floodlight it. As Your Honour drives east from St. John's towards Corner Brook, towards the turnoff, by the time Your Honour gets to Ponovans there will be a sign and it will say, "400 miles to the Hickey Highway."

Then five miles further on - it will be nothing. We plastered it back in 1965 with, "We will finish the drive in 1965, thanks to Mr. Pearson." That, Sir, will have been child's play compared to the campaign to advertise the Hickey Highway, the Hickey Through-Highway, the Hickey Expressway.

Somebody said, "Rubbish". I do not think the honourable minister is rubbish. I would resent any gentleman on that side who says he thinks the minister is rubbish. The minister would probably resent it too, Sir, the minister's first line of defense. I think it would be a fine thing to have it called the Hickey Highway. We could have Tom's Turn. My God, they have the side out of her! In a moment out we will step. Oh, No! That is not parliamentary.

Now, Sir, to come back: The minister's first line of defense was that we, the Highways Department, do not determine priorities. Well, Sir, that is bosh, balderdash, twaddle, piffle, nonsense, hot air, wind and unacceptable. It may be true. The minister may have so little influence with his colleagues in the cabinet that when the letter goes off to Ottawa - I know not whether it goes over his signature or somebody else's - when the letter or the

message is sent off, that he has had no input into it. I find that hard to accept. I think the minister has a great deal of influence. The government do determine priorities. Mr. Jamieson may drop the odd hint. He may. I would not be surprised if he let it be known that all things being equal, he would just as soon about \$4 million or \$5 million went on the Burin Peninsula or \$6 million or \$7 million. That would not surprise me nor would it surprise anybody on the Burin Peninsula. It would not surprise anybody.

Sir, the government, leaving aside that portion of it, have the duty to determine what is done with the rest. They have the duty to determine what is done with it all but it may be that they have to snip a little here and there to meet the requirements laid down by the DREE officials who have done doubtlessly a benefit cost study and decided that the Bay D'Espoir Highway is the greatest benefit for the least cost and that the Burgeo Road and that St. Lawrence to Lawn is the greatest benefit for the least cost. I am sure there are volumes to support that contention. I have no doubt, Sir, that the government are well advised here to tailor their requests to that.

When Mr. Pickersgill was the minister responsible for the old ANP, Sir, it was amazing how the benefit cost ratios worked in favor of what was then the constituency of Bonavista, Twillingate. The humanitarian factor applied there. It is the dormitory factor I gather is now relevant on the South Coast. What we would like is the Hickey Factor on the Northern Peninsula.

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: Well, we could try that or we could talk about the interfaces. I have always thought interface was a factor that needed to be explored a little further.

AN HONOURABLE MEMBER: Over-achievement.

MR. ROBERTS: Well, over-achievement is something which this government will never be guilty of, Sir.

Now, Your Honour, we have taken care of that point that the government does not determine the priorities. That is nonsense. Although I would like the minister to repeat that that they do not determine priorities because in the morning I would send off a collect telegram

to Mr. Jamieson saying, "Mr. Hickey says that he does not determine priorities. Please disregard his list. Please send everything down to my constituency." That would be super. If the minister wants to repeat the statement, I assure him the message may even go off tonight. Is the House sitting in Ottawa tonight? What is this? Thursday. The House is sitting in Ottawa tonight.

MR. W. ROWE: Unless, Sir, she is dissolved.

MR. ROBERTS: Unless it is dissolved.

AN HONOURABLE MEMBER: Get a ninety, ten agreement on that telegram.

MR. ROBERTS: I have a ninety, ten agreement. It goes collect. Ninety words from me and ten agreements from him.

The second point the minister made was the point that DREE had chosen not to spend more money on the highway. Now, of all the bassackward suggestions that have ever been made, that has to take the prize, Sir. DREE have cut out \$10 million. If one were to take the entire estimates of this department and look at the revenue side of it, Transportation, one will find that there are \$18 million coming from Ottawa out of what? About \$52 million in capital expenditure? Out of \$46 million. Better than one dollar out of three which the department will spend this year on reconstruction and on new roads and on paving which comes directly from Ottawa.

Of the other \$25 million or \$26 million or whatever, \$28 million it works out to, fifty per cent comes from Ottawa because fifty per cent of all revenue of this government comes from Ottawa. So, then, Sir, out of the \$46 million they propose to spend, \$31 million directly or indirectly comes from Ottawa, \$18 million directly through the DREF agreements, a pretty generous helping-out, I would say, Sir, pretty generous helping-out. Maybe we could have more. The minister can hardly be heard to say that DREE did not spend the money there. If he did not have the DREE programmes, Sir, he would really be in trouble.

His final point was not to deal at all with the statement I made. I repeat the statement. There are no provincial funds committed for the Northern Peninsula Highway. The only money being

spent there is DREE money. The minister says there is not enough. Well, why does he not take some of his own money? I do not begrudge the people of St. George's District a bit of pavement. The member announced \$1.1 million and I hope they get it. I hope they get it. I would venture to predict that they will. The member lights up like a jack-in-the-box. He grins like the Cheshire Cat. They will get it. I hope so.

I think the people on the Northern Peninsula would like to know that the \$1.1 million that is spent in the member from St. George's district and not a nickel is going in the district from St. Barbe South of provincial money. Not a nickel. Not a nickel in St. Barbe North. Not a nickel in Labrador South. Not a nickel in White Bay North.

The minister talks as if somehow he were not responsible. He is responsible, Sir. I tell him now he had better be cautious about going to St. Anthony. He better sneak in under cover of night and get right in a car and go up the Peninsula in a hurry because if they find he is there, Sir, they will not do him any harm. They will treat him generously, in a

generously and in a gentlemanly fashion and courteously but they just as likely as not, Sir, will keep him there until the road is paved. I would think the public health people would object to that but -

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Look, if the honourable member should want to leave tomorrow, look I would carry the honourable member on my back to St. Anthony if he would agree to pave that road.

AN HON. MEMBER: A great job.

MR. ROBERTS: Yes. It would be a great job, would it not? I warr you, the Hickey Highway -

AN HON. MEMBER: Inaudible.

MR. ROBERTS: We could have it set. What is the highest peak? The Gros Morne - The Lewis Mountains are the highest but Gros Morne is a little less. Well the Hickey Highway monument, Sir, would be higher than Gros Morne. It would be higher than Gros Morne. It would be - I would gladly chip in his salary and I would even chip in the Minister of Industrial Development's salary to build it.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: By God it is done. Put it on the floor. Put the money there if he paves the road. How many miles is it from here to St. Anthony? It is - What is it to Deer Lake? 400?

AN HON. MEMBER: 700 miles.

MR. ROBERTS: 700 miles at two miles a day, Sir, it would only take us two years if we set out in the morning. Two years, I would then be twenty-six the Minister of Highways intellectually would be seven or eight.

Now, Sir, I would hope the minister will deal with these points. I have a number of others but these are important. I am going to talk about Summerville and the flood of letters I have had complaining they have never heard from the gentleman from Bonavista South, wanting to know what is going to be done with their road. We will talk about that. I have fifteen or twenty letters from down there, from people who have given up on the member for Bonavista South, who say, "We were

promised it." They say, "The Tories are even worse than the Liberals, " and "If we can get our hands on"blank (the gentleman's name)"there would be a by-election in the House and of course one the Liberals would win. He would need the hospital in Bonavista then. He would need the psychiatric ward in it."

AN HON. MEMBER: Inaudible.

MR. ROBERTS: If the minister want to come back into the committee I will yield the floor to him to ask if he will deal with these points. I am quite serious. There are no provincial funds being spent on that road. The minister cannot say Ottawa determined the priorities. Ottawa do not. Ottawa cut out the money. I will grant that Mr. Jamieson's influence is very greatly the Burin Peninsula's segment. I mean, let us not kid each other. Mr. Jamieson I am sure if he were here, Sir, would be the first to acknowledge modestly and bashfully that he has had a certain input into that policy process.

MR. NEARY: The word is getting around the province.

MR. ROBERTS: The word is getting around the province. The rest of the money that has come from DREE, the allocation is decided by the province; in part they suggest the priorities. The first list the Minister of Industrial Development tells us was \$400 million. That was regarded as a little more than could be done this year so the second list was \$10 million. The Minister of Industrial Development shakes his head. I tell him it was \$10 million. He can shake his head all he wants, it does not make it any more money.

There was nothing on the Northern Peninsula Road except the Daniel's Harbour stretch and when that was queried the word came back there was the zinc mine. Well I hope everybody in Daniel's Harbour is out tomorrow lining up for the job for the zinc mine because I would like to see them get the work. But I do not know how long it will be. There is zinc there. Is it CAMINCO? I forget the name of the company but there is a company in there.

MR. DOODY: That has been announced.

MR. ROBERTS: Well I am not announcing it. I am just saying that there is going to be. There is a very promising zinc find there under concession.

AN HON. MEMBER: Are you going to announce the opening of the mine too?

MR. ROBERTS: The honourable minister can if he wish, as well as some of the announcements the Premier makes. The Premier has got the aluminium smelter built. He has got a potash plant. He has a cement plant. He has got a caustic soda plant. What else have we got? We got the Lower Churchill underway.

MR. WM. ROWE: The second refinery.

MR. ROBERTS: The second refinery, a trawler fleet. What else have we? The Burgeo Fish Plant.

MR. CHAIRMAN: Order please! While honourable members may at various times draw comparisons and use other examples to buttress their arguments, I think in this case the honourable Leader of the Opposition has gotten into irrelevant material.

MR. ROBERTS: Maybe the Premier is irrelevant, and we will leave it at that. But to put forward the potential or the possible or the likely zinc mine in the Daniel's Harbour Area as a reason why roads should be paved this year is really not acceptable. Yet that is what this government has done. That is what they have done. That is why there is no bridge across the Northwest River. That is why there is no request for roads in Labrador South. That is why there is no request for the La Scie Road. That is why there is no request for any road work in St. Barbe North or White Bay North.

AN HON. MEMBER: How come the member for Bonavista South knows all the road work to be done?

MR. ROBERTS: Yes, that is a good point. We will come back to that. The Bonavista South members knows what is being done in his district, and yet the Minister of highways says he cannot tell us what is being done. The Minister of highways is being ingenuous at best, Sir. He is being less than forthcoming. I am being very careful. I must get my dictionary of synonyms out and go to work on it. But I mean he is

not fooling anybody. He is deliberately, he has decided not to give this information, whether that be for good reason or bad. I venture to suggest, Sir, that the member for St. Georges knew what he was saying when he said there would be \$1 million spent in his district this year, in paving. I think he knew it. I do not think he made it up. I do not think it was some figment of his imagination. I think he knew what he was saying. He must have been as embarrassed as everybody else was, Sir, when in Hansard for April 9, the gentleman from St. Barbe North—just coming events,—

"The Minister of Transportation and Communications undertook to find out whether or not there have been tenders called for the reconstruction and paving of the local roads in Flat Bay and Highlands in the electoral district of St. Georges. I wonder if the minister has the answer to that question now, Sir?" The minister, "Mr. Speaker, I do not have any information on any such tender called. I have checked with my officials and they advise me there has not been." The gentleman from St. Barbe North, "A supplementary question, Mr. Speaker, does the minister intend calling tenders for these two communities for the road work in these two communities?" The minister, "Mr. Speaker, we have to wait and see I guess like all the other projects which are necessary in this province."

Now mind you by April 9 tenders had already been called for three or four projects around the province in advance of the Budget. The gentleman from St. Barbe North again, "Thank you, Mr. Speaker, I was wondering if the minister had heard the announcement made by the member for St. Georges, I think over the weekend, saying that \$1.1 millions worth of road work will be carried out in these two communities this year?" The minister, "No, Mr. Speaker, I was out of the province for part of last week and I did not get back until the weekend. I had not heard any such nonsense, neither have I talked to the honourable member for St. Georges in connection with this particular item." I then rose and with trepidation asked this question, "A further supplementary, Mr. Speaker, did the minister authorize the member for

St. Georges to make any such announcement on behalf of the minister or the government as a whole?" The minister was very succinct in his reply, Sir, "No, Mr. Speaker." Then it went on to a question of the Minister of Manpower on another matter altogether.

I venture to say, Sir, every member on the other side has been told what work is going to be done. I will go further, this administration have put out to contractors requests for bids on projects. They have later sent out supplementary letter cancelling those bids and reducing them in case after case after case; obviously, Sir, trying to spread the money a little further. Obviously the members have gone in to see the minister in a fraternal sense, asked the minister to reconsider his call for say five miles of highways and as a result a request, supplementary notice has gone out for three miles.

The minister is not fooling anybody.

MR. WM. ROWE: The slush fund did not go as far as they thought.

MR. ROBERTS: No, that is what happened. When they were earlier planning an election, when they got out around the province and said - you know that is why they voted 150,000 ballots the year. It did not go far enough, Sir. They have had to revise the tender calls, but they have not done that publicly. I wonder if the people who think they are going to be getting five miles or eight or ten miles of pavement realize that the contract now being bid upon are for less. The minister should perhaps say a word or two on that.

I want to come back to the Northern Peninsula Road again, Sir.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Yes. Mr. Saunders was a fine story. It will make good reading at the judicial enquiry because there will be one and I am sure Mr. Saunders will tell quite an interesting story, Sir, about his involvement with highways and signing - I am glad the minister brought it up. The minister I suspect knows more about it in fact than I do.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: I agree. But I suspect the minister in fact knows more about it than I do. The minister should say that when he is asked to produce his tape recordings for the enquiry. But Bill Saunders is really irrelevant to the point I am trying to make. He is irrelevant to almost anything at this stage.

But, Mr. Chairman, the minister has got to be a little more frank with the committee. He has got to be a little more forthcoming. He should not put up specious reasons for the situation on the Northern Peninsula. The people there are entitled to know the truth. They are entitled to know that no provincial money has been spent or allocated for this year. They are entitled to know that the government made no request of DREE other than that Daniel's Harbour portion. They are entitled to know that the government do determine priorities. They are entitled to know that that is probably the one section of the province, the government of the province is not going to spend any money on for the major highway this year. The people are entitled to know that. If I am wrong in what I am saying let the minister contradict me and prove me wrong. I would be the first to apologize. But I am not wrong, Sir. I think I am doing some very good guessing and reading between the lines in the estimates, having the odd conversation with my colleague who negotiated millions and hundreds of millions in DREE agreements, the gentleman from White Bay South, making the odd question in the House to expose the member for St. Georges as what he really is. These are all part of it.

MR. DUNPHY: Would the honourable member explain what he is insinuating? I do not want any crap like that.

MR. ROBERTS: Mr. Chairman, to that point of order: I repeat what I said, exposing the Member for St. George's for what he really is, and I think that that is a perfectly truthful statement. If the member want to read an insinuation into it, Sir, he is reading it in not I. Why should he not be exposed for what he is? Why should I not be exposed or Your Honour be exposed for what we are? "The truth shall make ye free."

MR. DUNPHY: I am accountable for what I am. I am sorry to say that the honourable gentleman is not.

MR. ROBERTS: I am not going to get personal with the honourable gentleman because I know more than he thinks I should know about his accountability. The honourable gentleman is on thin ground when he talks about accountability. If he cannot stand the heat, let him get out of the kitchen.

MR. DUNPHY: Just keep your mouth shut.

MR. ROBERTS: To a point of order: Would Your Honour rule whether that is parliamentary?

MR. W. N. ROWE: Is this going to go on?

MR. CHAIRMAN (Mr. Stagg): Order please!

The matter now under discussion between the two honourable gentleman is certainly a matter of personal disagreement. The language and the temperament certainly have every indication of degenerating into further recriminations between the honourable gentlemen. I suggest that we might proceed to matters more relevant to Transportation and Communications, Head 1701-01. I suggest that both honourable gentlemen be guided by temperance and good temperament.

MR. ROBERTS: I wonder if Your Honour would care to rule on the point of my point of order, Sir. Is it parliamentary to say in this House, "Keep your mouth shut," or whatever the words the honourable gentleman used. If so, then we are all free to use them.

MR. CHAIRMAN (Mr. Stagg): If the honourable gentleman did raise the point of order, whether it is parliamentary to say "Keep your mouth shut!" or words to that effect - I believe they have been uttered in this Chamber before but it is the first occasion to my knowledge that I have been called upon to adjudicate, as it were, upon them. Certainly they are not expressions which add anything to the general tenor of the debate. They are unparliamentary in the sense that they are uncomplimentary. They are not the best use of language and an honourable member could probably use different words to say the same thing. However, at this point I am not prepared to say that they are unparliamentary. I will certainly take the matter under advisement and rule on it later. It is a matter of some importance I would think at this point.

MR. ROBERTS: Thank you, Your Honour. I understand that Your Honour will consult with the appropriate authorities and will give us a ruling.

The gentleman from St. George's can enter into the debate, Sir, and talk about the minister's salary but I say he has been exposed for what he is. I think that that is a truthful statement. I read the Hansard, the verbatim report of questions in the House. I have heard these tapes of what he said on the CBC in Corner Brook. He said it publicly. He should not be surprised that I heard it. It was hardly a -

MR. DUNPHY: (Inaudible).

MR. ROBERTS: Mr. Chairman, would Your Honour enforce the rules, please? The honourable gentleman should not be surprised if I heard a public statement. There are hundreds of people all over the province who called me to let me know every utterance of the minister, public or private - not the minister, I am sorry, that is doing an insult to the cabinet - the member, public or private. He would be surprised

if he knew what I know. He really would be surprised. The honourable gentleman could not possibly know what I know.

MR. CHAIRMAN (Mr. Stagg): Order please!

There are certain leniencies, certain latitudes granted to all honourable members in debates in this Chamber on estimates in general and certainly in the first heading of estimates. However, at this point this particular discussion is degenerating perhaps into a debate between two honourable members on matters that are certainly extraneous to Transportation and Communications. I would suggest that the Hon. Leader of the Opposition has the floor and does have the right to be heard in silence. He nevertheless has the duty to speak on matters which are relevant and pertinent.

MR. OTTENHEIMER: Mr. Chairman -

MR. ROBERTS: Mr. Chairman, I have the floor and I do not intend to yield it at this stage.

MR. OTTENHEIMER: That is fine.

MR. ROBERTS: I did not write the rules. These guys wrote the rules.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: What does the honourable gentleman mean, ashamed? I have not written the rules of this House.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: I do not interpret the rules, Mr. Chairman. Your Honour interprets and enforces the rules. The gentleman from St. John's North would probably get along better if he understood that fact.

As I was saying, the minister, I suggest, has told his colleagues in the cabinet and his colleagues in the House - it does not particularly bother me for what will or will not be done will become public in due course. But he should not be heard to say - he has insulted every contractor in the province by saying, "Oh well, we cannot announce our programme because they could come in and clean us out." His colleague, the present Minister of Forestry, was (Acting) Minister of Highways two

years ago and stood in this House and tabled a list. The then Minister of Highways, the Member for Humber East, was away ill. The minister piloted the estimates through. He tabled the list. Out it came. We got it in our files. There it was, every project, the number of miles, reconstruction, paving, construction.

MR. W. N. ROWE: Right.

MR. ROBERTS: Was the government taken to the cleaners that year? Will the Minister of Transportation say that? No, Sir, I suggest that all he is doing is playing a third or fourth rate, a distinctly third or fourth rate political game. It does not particularly bother me. I have no real desire to know what secrets the cabinet have and whether the work will be done or not. I want to see the work done. The people concerned will know. The people in Point Leamington were promised an answer by the Premier by the end of last week whether there road will be done. I wonder if the minister, in his remarks, would touch upon that. Then the road from Botwood up to Point Leamington, whether work will be done on this road this year?

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: The Premier met a delegation. I will not say that it was entirely voluntary on the Premier's part, it was sort of under threat of picketing.

What about Carmanville? My friend from Fogo will be talking about that. I know it was under contract last year and they did not finish it. John Lundrigan will need help this year down there.

The minister, I venture to suggest, Sir, knows full well what work will be done this year. If he is asking for \$43 million of a construction budget, of a capital budget, I venture to suggest, Sir, that he knows every nickel of that and where it is destined to go. He might not know what the prices will be. Nobody knows that until the bids are in. I venture to suggest that the Member from Ferryland knows how much road work is to be done in his district this year. I hope it is a great deal. There is a need for it. I mentioned the Member for

St. George's, I think he knows what work is being done in his district this year or what is proposed to be done; the Member for Placentia East, St. Mary's, Trinity North, right across the province.

Mr. Chairman, for the minister to stand in the committee and quite contemptuously, in my submission, say that well we cannot make it public because the contractors would take us to the cleaners is an insult to the contractors as well as to the committee. The contractors can speak for themselves but I will speak as one member of this committee. For the minister to stand in the committee and say, "Well we cannot reveal it we have not worked it out yet," is equally contemptuous.

Mr. Chairman, I will say that out of the \$43 million, there is not \$300,000 that is not earmarked at this stage. If the minister wanted to give that information, he could. His colleague did two years ago.

The gentleman from St. Barbe South stood, there was some brief discussion, about eight hours of it, which eventually led him to reconsider the matter and he did table the list here. That is where it ended. There was no further fuss as I recall it. The highways' estimates went right on through. There were no riots in the streets. It is only since the present gentleman has taken over that the Progressive Conservative Party have faced riots, pickets and women being dragged from Carmanville to Grand Falls under the minister's administration.

MR. HICKEY: To a point of order: The honourable gentleman is well aware of the fact that that is not so.

MR. ROBERTS: Was the minister not the minister at that time?

MR. HICKEY: The founder, Mr. Chairman, of the picket policy in this province is the former Liberal Administration who paved roads when pickets went up. Now we do not operate by pickets. That is one of the reasons why -

MR. ROBERTS: Your Honour what is the point of order?

MR. HICKEY: I did not list the programmes.

MR. ROBERTS: What is the point of order?

MR. CHAIRMAN (Mr. Stagg): Order please!

While the honourable minister has made his point,
I suggest that the point is not a point of order and is a point of debate.
It is a matter of disagreement between two honourable members.

MR. HICKEY: What I said was that the honourable gentleman is
misleading the committee and through the committee, the people of this province.
It is not only since I have become minister that people have been dragged
into court.

MR. ROBERTS: Your Honour to that point of order: My words, if I may say, were that it is only since the present minister became minister that the Progressive Conservative Government, Tories, the honourable crowd, as the gentleman from Bell Island calls them, have faced pickets. There is more to come. The Minister of Manpower says that we are in for a long, hot summer. He did not hear anything yet if what I am told about -

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: He is quoted as having said it. They spend a couple of hundred thousand a year on Information Newfoundland and they are not even quoted correctly. Why do they not fire Dave Butler and start over again their propaganda machine?

The Minister of Transportation and Communications could full well tell the committee in the morning, when we come back at 10:00 A.M., exactly what his department has been authorized to do by the government.

MR. CHAIRMAN (Mr. Stagg): Order please!

If the Hon. Leader of the Opposition would permit so that the matter does not become too entrenched in the annals of the committee I must direct the Hon. Minister of Transportation and Communications to an earlier comment he directed to the Leader of the Opposition wherein he intimated the Leader of the Opposition was misleading the House. That is an expression that is decidedly unparliamentary and has been deemed so on many occasions. I suggest that the honourable member, while the matter was not raised as a point of order by any honourable gentleman to my left, might rephrase or preferably withdraw that remark.

MR. HICKEY: Mr. Chairman, I most certainly will because if that be what Your Honour heard that is not what I uttered. I did not say that the honourable gentleman deliberately misled the committee. I say that he is misleading the committee. To mislead the committee and to do it deliberately are two different things.

MR. CHAIRMAN (Mr. Stagg): It is quite possible that the Chair may have heard more than was actually uttered.

MR. ROBERTS: I would have objected Your Honour if he had said "deliberately" but my understanding of the ruling is that it is parliamentary to say that one is misleading the committee but it is not parliamentary to say that one is deliberately misleading the committee. The Premier misled the House earlier in the session quite flagrantly, quite openly.

MR. BARRY: (Inaudible).

MR. ROBERTS: The schoolboy debater has surfaced again. Every statement I have made, Sir, is truth. I am sorry, the schoolboy debater.

MR. BARRY: (Inaudible).

MR. ROBERTS: I did not hear "Frank Moores" speak tonight.

MR. CHAIRMAN (Mr. Stagg): Order please!

It now being 11:00 P.M., I do leave the Chair until 10:00 A.M. (This motion was previously put).