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SPEAKER: THE HONOURABLE JAMES M. RUSSELL

The House met at 3:00 p.m.

Mr. Speaker in the Chair.

MR. SPEAKER: Before commencing this afternoon's proceedings it gives me great pleasure to welcome to the galleries several councillors from the town council of the Town of Port Blandford in the district of Bonavista South. I hope that your visit here will be interesting and informative. On behalf of the members of the House of Assembly it is my pleasant duty to welcome you to the honourable House.

HON. EDWARD MAYNARD: (MINISTER OF AGRICULTURE AND FORESTS): This is a short statement, Mr. Speaker, which is being released jointly by the hon Jack Davis, Minister of Environment, and myself regarding the federal-provincial mapping survey of the province's forestry, wildlife and recreation capabilities and the global forest inventory which has just been completed for the island portion of the province. This project was initiated in 1966 and has received major financial support from the Department of the Environment. The Newfoundland Forest Research Center and the Forest Management Institute of the Canadian Forestry Service together with Canada Line Inventory Staff provide considerable technical assistance. The project was expected to be completed by March, 1974 and has recently received a two year extension in order to complete a forest inventory for Labrador. The results of the capability survey are available to the public in map form, at fifty cents per copy, from the Department of Forestry and Agriculture. Centralized maps are available from the Queen's Printer, Ottawa over the next year, at fifty cents per copy.

The summary of the draft statistics report for the global forest inventory is available for limited distribution. The results of the inventory are summarized as follows:

Number one, lands now or recently forested which were judged to be capable of producing stands of approximately six cords of unbarked wood or more per acre were classified as productive forest land. There are 9.4 million acres of such land on the island.

The gross merchantable volume of all living trees, three point

six inches and over, on this island, is 117 million cords made up of 101 million cords of soft wood and 16 million cords of hard wood.

Ownership of this land is as follows:

Crown lands under lease and license would be mostly Bowaters and Price Brothers at 4.6 million acres for a total of 60.88 million cords.

Unoccupied crown lands, 3.44 million acres for 38.8 million cords.

Private and municipal lands, 1.23 million acres for 16.1 million cords.

Federal and provincial reserves, .08 million acres for 1.18 million cords.

Number two, area and volume dropped considerably when only those lands now supporting stands of approximately six cords per acre are considered. There are 6.8 million acres of such land supporting a gross merchantable volume for 106 million cords, 92 million cords of soft wood and 14 million cords of hard wood.

The ownership of that land is broken down under various headings.

These volume estimates represent gross merchantable volumes. The estimates are reduced considerably when reductions are made for inaccessibility. The project is continuing for the next two years as mentioned earlier for a complete global forest inventory in the Labrador area.

REPORTS OF STANDING AND SELECT COMMITTEES:

HON. J. C. CROSBIE: (MINISTER OF FINANCE): Mr. Speaker, I table the tobacco tax regulations, 1973. There are copies here for all of the members who I know will be intensely interested in these regulations.

AN HONOURABLE MEMBER: Is he going to make a speech on it?

MR. CROSBIE: No, not today. Tomorrow I would have.

NOTICE OF MOTIONS:

HON. T.A. HICKMAN: (MINISTER OF JUSTICE): I give notice that I will on tomorrow ask leave to introduce a bill, "An Act Further To Amend The Expropriation Act."

HON. W.W. MARSHALL: (MINISTER WITHOUT PORTFOLIO): Mr. Speaker, this might be as good a place as any. Before introducing this motion I would just like to point out that I am introducing it now so we will know where we stand. It is the government's hope to be able to complete most or greater bulk of the estimates tonight so I hope that we will not have to utilize the motion I am now going to propose. However, so that I will not have people at me all night as to whether we are going to sit past this hour or that hour, I would like to move that the House not adjourn at eleven o'clock today.

Motion, that the House do not adjourn at eleven o'clock, carried.

MR. E. ROBERTS: (LEADER OF THE OPPOSITION): Are you doing it on division, Your Honour?

MR. SPEAKER: On division.

QUESTIONS:

MR. MAYNARD: Mr. Speaker, I would like to table the answers to question No.22 through to Question No.28

MR. HICKMAN: Mr. Speaker, the answer to question 276 on today's Order Paper, asked by the honourable the member for White Bay South; no copy of the report in question was presented to government. I received a report which I delivered to the joint federal-provincial correction committees as part of their back-up material.

The answer to question number 277, asked by the same honourable gentleman on today's Order Paper, is that no action has been taken pending the outcome of the federal-provincial corrections committee study.

The same answer applies to question 278 on today's Order Paper.

ORDERS OF THE DAY:

MR. NEARY: Mr. Speaker, I would like to direct a question to the

honourable the Premier. Sir, it looks like in this province we are going to have the distinction of hitting a new high in unemployment this summer. I would like to know what the Provincial Government with all their big talk about planning are going to do about the increase in unemployment in this province which indicates that we are headed for a record this summer, Sir.

MR. SPEAKER: The honourable member for Bell Island phrased the question with certain points of debate within the question. I feel quite sure that further questions that he asks will be asked in the proper question form. He is making points within the question that are not really in order.

MR. NEARY: Will I ask the question again, Mr. Speaker?

MR. SPEAKER: Yes.

MR. NEARY: Well, Sir, I want to know what the - I am directing it to the honourable the Premier - what the Provincial Government are going to do first of all to cope with the increase or to cope with the unemployment problem that we already have and the increase in unemployment as forecast for the next few months ahead?

HON. F.D. MOORES: (PREMIER): Mr. Speaker, I take exception to the increase of unemployment that is forecast for the next few months ahead. March was one tenth of one per cent higher than February, which is not good. We will make every effort, as we have been doing and will continue to do, to combat unemployment. It is a very difficult situation in this province. As a matter of fact, in discussion with the Minister of Regional Economic Development, only just last week we were doing an analysis of exactly what the unemployment figure in Newfoundland represents because it is so very much higher than the other provinces. Some six thousand are seasonal fishermen who work during the seven months orduring the spring and fall and summer. There are over three thousand as far as we could gather that were either wives or daughters of people who had permanent jobs, who work in say fish plants or other seasonal occupations as well. The figures are very, very high. We

do have seasonal employment in this province. All that I can assure the honourable House is that we will make every effort, Sir, to bring in programmes that will stimulate the economy this year and in the years to come.

On motion that the House go into Committee of the Whole on supply, Mr. Speaker left the Chair.

Head XVI, Rural Development. 1601-01.

HON. JAMES REID (MINISTER OF RURAL DEVELOPMENT): Mr. Chairman, a comment first for honourable members of the committee: Figures shown in the right hand column, under the heading, 1972-1973, revised column of what was estimated to keep the old Department of Community and Social Development going until the end of 1972-1973 fiscal year plus expenses relating to the new Department of Rural Development. I suggest it might be well to keep this point in mind when looking at the figures of this column, I am trying to make a comparison with the estimates for the new Department of Rural Development presently before the House.

MR. ROBERTS: Mr. Chairman, does the minister wish to make an opening statement? This is a new department. The minister assumed the portfolio on the first day of December or assumed a portfolio. He was sworn into this one of course after the House passed legislation which they gave assent to I believe on April Fool's Day, appropriately enough. I wonder if the minister wants to make an opening statement as to what he envisages in a department -

AN HONOURABLE MEMBER: I cannot hear you.

MR. ROBERTS: I am sorry! I will have to speak more loudly, Sir. It would help, Mr. Chairman, I think if the honourable gentlemen opposite would restrain their enthusiasm for my eloquent, lucid prose. It really is more difficult to speak, Sir, when they are all yammering over there, unlike honourable gentlemen should be.

As I was saying, the minister assumed a portfolio. He joined the administration, as a member of it, on the first day of December I believe.

He was sworn into this present portfolio appropriately enough on April Fools' Day, first of April or on the second day of April because the department did not come into legal being until April Fools' Day, April 1st. Now, I wonder if the minister wants to make an opening statement to outline the philosophy, if he wish, the policy, the programme, the general approach that he envisages being taken. I think we would all agree in the committee, Sir, and in the House that the Rural Development is an important area of governmental activity in this province. This is the first time that we have had a department devoted specifically to this area of government activity. We never had this before in Newfoundland. We have had lots of activity but no department before. It being the first time we have had a department, I wonder if the minister would wish to make a general statement of philosophy or of overall policy or of programme. I would like to give him that opportunity to start.

MR. RIED: Mr. Chairman, this is a brand new department. Actually our department is just getting organized. In fact we have not got our full department and our full staff at the present time. We are still advertising for different trades, different people in our department. We were very, very late this year getting organized. Where Rural Development is concerned, we are trying to go out in various communities all over Newfoundland, in the rural areas. We are trying to get the people organized out there. We are trying to get little industries going. We are trying to help the small person to get organized and also to create a lot of labour, which we are doing. We have created a tremendous lot of labour out in rural areas, getting the little plants going of various types, factories. We are also working with the general public and different organizations throughout Newfoundland. We are working with these people and trying to come up with various ideas all over Newfoundland which we can get working on so that we can help to develop the little industries and also come up with various things throughout Newfoundland which we should be developing. We have people working all over Newfoundland and Labrador at the present time. Our field people are working and working.

with different organizations to try to get organized and get all these little industries going and come up with new suggestions to get these people working and create a tremendous lot of more labour in rural areas where labour is very low.

MR. ROBERTS: I take it, Mr. Chairman, from the minister's remarks which I thought had some admirable points, that the chief aim of the Rural Development Programme - I do not want to put words in his mouth but I do want to try to understand what is motivating the administration in this instance - the chief aim of the department is to create, to use his word, labour. I would use the word jobs. I think the words would mean the same. Is that a correct interpretation? That is laudable in view of the fact that unemployment in Newfoundland has increased whereas across Canada it has decreased. One can only welcome what can be done. I wonder if the minister could indicate - I realize that there is a subhead down below for the Rural Development Authority which seems to be the main thrust in this field - I wonder if the minister could indicate to the committee, please, Mr. Chairman, exactly where the Rural Development Authority stands. I would be interested in the statistics - I am sure that he has them there - of the number of jobs allegedly created, of the number of dollars that have been allegedly loaned. I say allegedly. I have no doubt the money went out. I have no doubt that it went out for the purposes for which it was intended. I have my doubts as to how much of a loan many of these things really are. I wonder if the minister could indicate the criterion on which these loans or whatever they are called are made. Perhaps we could start with that. I assume the Rural Development Authority is the major programme within these estimates in so far as combating unemployment is concerned. So if the minister possibly could tell us a little of his background information. I do not think that we have had a report from "Information Newfoundland" for a number of weeks now. So it really would be very helpful.

MR. RIED: Mr. Chairman, to the present time we spent \$1,197,956 in

rural loans throughout Newfoundland, helping different small industries in Newfoundland.

MR. ROBERTS: \$1.2 million. Is that in round numbers?

MR. REID: Yes, roughly.

MR. ROBERTS: That is twenty some hundred dollars over the figure. Mr. Chairman, how many jobs have allegedly been created as a result of the expenditure of this amount of money?

MR. REID: Mr. Chairman, I am not sure of the number but I think it is somewhere in the vicinity of 1,500 jobs. According to reports that we were receiving it could go

much higher than that. A lot of our loans that went out to various places they have employed a lot more than they estimated and some are honoured but a lot more jobs have been created than they estimated when they made their applications to us.

MR. ROBERTS: Well that is very heartening, Sir, which brings up a couple of questions in a natural sequence that should be dealt with. First of all, what checks, if any, are made to see when the money is lent out if in fact the jobs are created? Secondly, could the minister speak to the point of are these jobs permanent or are they by definition or by nature, not necessarily by definition, by nature temporary? I have heard this programme, leaving aside its philosophy, I have heard this programme in operation referred to as being really nothing more or less than a provincial version of the federal government's LIP programme with one difference. The federal government's LIP programme is admittedly and by definition and by action it is nothing more or less than a short-range, well it is the old make-work programme except it has a new wrinkle. Instead of some bureaucrat in Ottawa or in St. John's or somewhere else deciding to make some work and then the old WRA and WPA and all the things that we saw in the United States, in the thirties, and in Canada, and in Newfoundland, in 1950, I believe it was this one, the federal LIP project groups request local initiative, as the title says.

I have heard suggestions made that the programme being administered through the Rural Development Authority has many of the aspects of LIP projects and that we will shortly, within six months or a year - there is no doubt people are at work now. I do not doubt that at all and I am very pleased to learn that more people are at work than were estimated originally. That will be good. But these jobs will evaporate in the sawmills. Much of this money, maybe as much as (what?) eighty percent has gone into small sawmill operations.

MR REID: I would say, roughly.

MR ROBERTS: Roughly eighty percent, a very large proportion. Most of these, I understand, Sir, and there are men in the House who know far more about sawmilling, but most of these are small

push-bench operations nattering away at fringes of the crown lands or fringes of private stands. Could the minister touch on that aspect of it, as well as the other question just because I have gone on just to refresh him on it. What checks in fact are there? The money is paid out in advance, or paid out at the start of these periods. Now a man says that if he were to get the loan he would be able to create five jobs. What checks are there on that? What happens if he does not create the jobs?

MR. REID: Mr. Chairman, it is only natural that we have to depend on the field men a tremendous lot. We have a wonderful group of men working throughout Newfoundland and Labrador on this at the present time. The first thing the Leader of the Opposition said, jobs created which may be very temporary and a possibility of another LIP programme - something like that; Ninety per cent of the work that is created now through these loans is only getting on the move for the summer because the material is only coming to the mills in a great many cases. Some of these people, and not only that but the various plants, canning plants and various carpenter shops that we are helping at the present time are only getting their materials together now. Where we created a lot of labour at the present time was when these people went into the woods, (I will use sawmills as an example, and I am very, very pleased over the results at the present time.) when these people went into the woods we created labour. Now the raw material is out in the different communities and during the summer these people will be manufacturing this material and will be putting it on the market. and this will create labour for most of the summer.

As far as our people back tracking or checking on these projects, we have people now working all over, going back through all the loans that we have made, checking back and seeing at the present time, and some of these loans have only been out for a short while. We have people now out in the field who are going back checking on these loans, seeing that these people are working, checking and making sure that they get on the job and do something. But I have been very, very

pleased with the results that are coming back from our field workers and not only that some of our loans already coming in at the present time.

MR. ROBERTS: Did the minister indicate or mean by his last sentence that some of the loans are already coming in, that some of the loans are in the process of being repaid?

MR. REID: That is right.

MR. ROBERTS: That brings up the next topic going down, it is a sort of a sequential list, Your Honour. What are the general terms? These are no-interest loans. My understanding is that they are interest free in the hands of the recipients which means that the provincial government are subsidizing them \$8 for every \$100 or \$9 for every \$100 per year, because it costs us what, eight or nine per cent in round terms to borrow money. So if we are giving a man \$1000 for one year, we are giving him a subsidy of \$80 or \$90. That is not outrageous but it is a subsidy and it should be noted. What are the terms of repayment? One year? Two years?

MR. REID: These loans are over a five year period, free-interest loans whereas they pay back a percentage of what they receive of whatever their loan was, we will receive a certain percentage each year from these people. I might as well add too, he mentioned something just now that I did forget, and since travelling around Newfoundland and going around to the various places not only did we create jobs by the money that we gave out but I will assure him some of the bigger factories and some of the bigger plants in Newfoundland have never produced any more material and got any more material out in their lives than what they have this year. In the places that I have checked right down through the country, this is something that I have noticed, even though we will probably never get any credit for those jobs because we did not give loans to these people.

MR. ROBERTS: I must say, Mr. Chairman, the minister has baffled me with his last comment, if credit is due, then credit should be given, but if no credit is due, then no credit should be given. I would

venture to suggest that ~~no~~ credit will be given.

I am very interested in his remarks about sawmills because one of the problems which every administration, I suppose since we had sawmills, (what is that, sixty or seventy or even maybe more years ago?) one of the problems has been logging or sawmilling. The market for lumber now is extremely good, I guess it has never been as high, I have no idea now what lumber is selling for but I am told it is roughly about the same value as gold. If it be basic lumber for house building, we are still importing into Newfoundland I would suggest far more than we are producing.

I would suggest that we are importing far more than one-half of our lumber. How much of that can be produced in Newfoundland, I do not know. I have always been told that there are difficulties. There is an operation that has sputtered around and about in my constituency in Rodington, Canada Lumber Company Limited ran the motivating course and now it is Mr. Peter Gardiner, who for a period of six months has been a economic adviser or special assistant or some such job to the Minister of Finance.

I have always understood from conversations with the people involved in that operation that the difficulties of lumber included such things as green lumber and volume production and access roads and access to adequate timber supplies. These people quite candidly tell me that they rather look upon the present programme as being a prescription for disaster. I hope that is not correct. But this is the criticisms which I hear, and at this stage I would say to the minister that I think it is too early to judge, it will be a year from now that really he will have to account for the success or otherwise of his policy. I will tell him in quite a friendly fashion that he will be held to account, it was a year ago that we stood in the committee and said that the Minister of Fisheries will be held to account a year hence. Of course the Minister of Fisheries unfortunately is no longer with us or the gentleman who was then Minister of Fisheries, he is no longer with us. What conclusion, if any, follows I do not know, but the facts are as I outlined them.

But on this lumber thing, and that after all is the payoff in a rural development authority, as we know it, because I suggest, Sir, we do not have a rural development programme in this province. I will come back to that but I do make that suggestion, What we have is a planned weighed not just small industries but small projects of the type of sawmills. Looking down the list which the minister has been good enough to table and in reply to questions asked him in the House, Sir, sawmills, his estimate, off-the-cuff there was eighty per cent. I would think that is a fair estimate, if anything it may be a little low because almost all of the projects - I have a table here somewhere - almost all of the projects fall into the sawmilling category. Well here is a statement from Information Newfoundland, from the office of the Premier, December 21, 1972. Now that was our Christmas greeting in Newfoundland. At that stage, according to the statistics put out on page five of this document, there were 128 firms or I suppose that means loans or projects approved, ninety-three of them were sawmilling, two were barrel manufacturing, five were farm expansion, four were fish processing, one was paper manufacturing, two were food processing, seven boatbuilding, six were pulp wood harvesting, three finished lumber, one casket manufacturing, (There will be a steady demand for that. As the gentleman for Harbour Grace will tell us, he will get us all in the end) one shoe repair, creating two jobs, one handicraft, creating one job, one transport, creating four jobs, and one woodworking, creating seven jobs. Well I have not totalled them up but obviously the eighty per cent figure is not far off.

I suggest that a number of things are going to happen and I put these four-

AN HON. MEMBER: Inaudible.

MR. ROBERTS: I believe they probably will happen, I hope action can be taken to head them off, I think it could. First of all, I do not think this performance will be repeated. I think we have seen the great initial burst of activity in the sawmill industry. There are undoubtedly many applications not yet dealt with, The minister may care

to give us some indication on that. But generally under the authority as it was set up before the great merger came and restructuring applications were processed fairly expeditiously and were handled fairly quickly.

So many men around Newfoundland who for years have wanted to get a sawmill, thought they should be in the sawmilling business, the lumbering and logging and sawing business, were able to get into it and that is a good thing. The problem is, Sir, that I wonder will they be there next year. People in the industry, I do not claim to have surveyed the industry, Your Honour, and above all I do not claim to be any expert on the economics or the practical aspects of the sawmilling industry in Newfoundland but people in the industry whose judgment I respect tell me that they fear most of these men will not be there. That is why they make the comment to me that it is just another LIP project. It is another political scheme and we will get a lot of quick flashy jobs relatively cheap. \$1,500 per job is not expensive compared to say Come By Chance where we are up to several hundred thousand a job, but still Come By Chance will be a permanent job. The fear is that these jobs will be temporary. Now why do I say that?

Well the programme apparently does not deal with the gist of the problem. The problem again, and it is notable, Your Honour, that nobody got into this or very few people have gotten into it in the past without substantial government assistance. I suppose one could almost name the sawmill operators in Newfoundland. I do not know them all but there is Mr. Lewis Griffen who has a big operation in at the foot of Gambo Pond there; Mr. Edgar Baird, I think is running a large operation out near Cander; Mr. George Sexton I believe is in behind Terra Nova, in off the Trans-Canada Highway, but he has had government assistance. I do not begrudge him a penny of it. I do not know if Mr. Baird and Mr. Griffin have. There has been the Lundrigan Bowater operation down there, Well, we know a bill went through the House with substantial government

assistance there. There may be many others, I have just named a few that come to mind, and there are doubtlessly many others.

. But my point is, Sir, these are large operators. These are people with technical expertise. These are people with substantial sums of money involved. How then are these small people going to make out? And I quite genuinely wonder. I hope they can because this could mean a lot of employment. A lot of men could find work going into the woods and cutting down trees and dragging them out and sawing them up into two-by-four or plough-and-tongue, whatever form of rough lumber it is.

But what does the minister see for wood supplies, Your Honour, for these areas, for these men? Are they all cutting on crown land? What security do they have of tenure? What does he see to deal with the problem of green lumber versus kiln-dry lumber? I understand this is a major aspect, people building houses are advised not to use green lumber because the green lumber I gather when it gets in the house and the heat comes on, the house is heated, of course, and in a year or two two the lumber begins to buckle. Now I am not a builder but I understand that is what does happen, and one is not well advised to use green lumber. But these places will be producing green lumber. It will be cut one month, sawn the next and sold the next. I guess that is as green as lumber can be. What drying it has (it never sees a kiln or anything) therefore, of course, is only what it gets being dragged out of the woods and maybe then is in a storage yard for a week or a month or two or three months and then on from there.

The question, Your Honour, of marketing: Are we making sure that these people are getting, assuming that they can get the wood supplies, Your Honour, and assuming that they can overcome the green versus dry lumber problem, that latter may not be so much of a problem, because of course we must have lumber, and all over Newfoundland we are short of lumber. In Englee, last year (Englee is fifteen miles by road from Roddickton and there are enough trees around Roddickton to float the "Queen Mary") in Englee they were bringing lumber across by boat from Pacquet and Woodstock, wherever

it is being cut, I mean that is absurd, but they were. So maybe the lumber will be sold green or dry, but what about marketing?

We have a situation that I know of in my district where it is always the little fellow gets it in the neck. He is cutting the lumber and sawing it on his little push bench, and pretty hard brutal work it is in the woods in the winter cutting and then sawing it and all of that. It is not pleasant work, hard physical labour. He is selling it to a company, and the men think they are getting a good price, and I suppose they are. It is not as good as they thought it was, after I explained to them what that company was selling it for here in St. John's, and the only expense that company had to pay was the freight from the area to St. John's. That is a figure that can be publicly checked because, of course, all of this wood now moves by CNR boat, the coastal boats. My friend from Twillingate could speak about freight rates, they are high, but I mean it is a verifiable and a known fact.

What steps are being taken to ensure that people in this position are not being put under? Because there these people do not have management skills, as we know the term. They are competent managers, competent going into the woods and cutting the trees and getting them out and sawing them. But then what happens? These are all errors.

Now I have spoken quite a bit about sawmilling but I think it is the major part of it. The minister says, in a round figure, I do not hold him to it, I think it was my estimate originally, about eighty per cent. Well it is the significant part, if it were not for the sawmill component in this programme, the Rural Development Authority programme would be a very small quintal of fish indeed.

Could the minister touch on these points? He is a very practical man who knows far more about the practical aspects of this than I ever shall.

MR. REID: Mr. Chairman, most all of these people who were helped in giving these loans, we are checking through forestry and to see how much material is available. We are hoping that these people are giving us the true facts and the places that we have helped these people

look very promising, over the next five years to ten years in a great many areas.

As far as the green lumber is concerned, we always had green lumber all over Newfoundland and we will always have it. Sometimes we build a home where materials are very green but normally during the summer it dries out very, very quickly. especially green material for lumber, it dries out very quickly. I do not think that is a question that we should worry too much about because of green material. Because there have not been too many of the small fellows drying material, quite often a lot of our homes are certainly using green material.

There is one thing we are doing and that is, we are helping the small mills that are just about at a standstill because it was not economical to operate with the equipment that they already had. One thing we have improved and that is, we have given these people a lot better equipment. Not only that when they sold it, rough material, we also had planers go in there, matchers go in, and like he has said just now, plough and tongue, squarage any moldings, various types. These people now will get twice as much for their lumber as when they sold it last year or the year before because a great percentage of our people now are making a finished product out of their timber that you and I can use in our homes anywhere. Not only that, we are not leaving too much in the woods. The rest that we do not use, as far as timber for sawmills, the rest we are bringing out for pulp wood.

I hope that answers the questions.

MR. ROBERTS: I see, Mr. Chairman, well it is not parliamentary to say what I was going to say, so I will not say it. Would the minister wish to speak on another aspect that I raised? Sir, we had a lot of these applications this year and they have been dealt with. Look let me say with respect to what the minister has said, he may be right, I do not know. I hope he is right. The information that I get is that

he is probably wrong. We will wait a year and will see because that is the only way we can find out whether these fears are groundless or whether, as the minister said and as I genuinely hope, it is true that these things work out. I hope they do. But the interesting thing is that it has never worked before. Now maybe the minister can succeed in doing what nobody else -

MR. REID: Well I hope so.

MR. ROBERTS: Well I hope so too because jobs are jobs. I stand to be shown, and one-shot LIP projects drive the employment totals up to here, do not serve as development but serve a purpose. The same purpose they served in the United States in the thirties when they poured milk out. The honourable gentleman's deputy minister who was formerly the Deputy Minister of Agriculture, he may be familiar with make work projects as they exist in the States where they killed pigs to keep the price of hogs up, and they poured milk out, the government paid men to pour the milk out. Money can be used for many purposes.

Anyway, as I say, we shall have to wait and see in a year from now and assuming the minister is still in the portfolio, still in the cabinet and still in the House, we shall have to hold him to account because it is then that the programme will be measurable. At present all we know is that a number of projects have been approved and \$1.2 is being put out on loan on fairly generous terms, but that is fair enough and jobs have resulted. Well, fine! That is no achievement at all. I think the minister would agree with me, anybody can do that. I mean I could stand out on the steps of Confederation Building here with \$1.2 and lash it out and I could have people at work too. The question is, and by this the minister and the programme and the policy will have to be judged, whether it works a year from now, whether the sawmills go under. I see the minister. I think he is nodding his assent. I think that is a fair and reasonable statement to make. But the minister did not design this policy, he inherited it. I do not think it has been improved recently but it is too early to judge, much too early to judge on this particular one. I devoutly hope it is not another

glorified LIP project. But I wonder!

Now along those lines, Your Honour, we have had a lot of these projects this year, the most recent figures we have are 300 projects have been approved for a total of 1200 jobs. The minister tells us now it is 1500 - by the way the minister did say \$1200 have been loaned out for 1500 jobs, I noted it down when he said it to the committee a few minutes ago. But that is correct, is it not?

MR. REID: \$1200?

MR. ROBERTS: I am sorry \$12,000,000 - \$1.2 million roughly and it produced roughly 1500 jobs?

MR. REID: Yes.

MR. ROBERTS: Is that it?

MR. REID: Yes.

MR. ROBERTS: Well maybe the minister could explain. He answered a question that was No. 54 on the Order Paper, and he told us then that there were 297 projects, 1209 jobs created, a total value of grants and loans of \$1.995 millions, actually it was marginally under \$2 million, it was \$3,047 under the \$2 million mark. That is the information, I do not have the date when the minister answered the question, Your Honour, but it was question No. 54 on some Order Paper of this session and the minister did table the answer, 297 firms of which 210 were sawmilling, 1209 jobs and \$1,958,000 in loans and \$37,000 in grants. Now that information was as of the fifth board meeting, indeed the question as of the board meeting on February 20. Yet here we are a couple of months later, there are only 1500 jobs and there is only \$1.2 million. There is a discrepancy there. The minister may comment on that.

But the important point that I wanted to ask him on, does he think we will see more of these sawmilling things next year or does he think we will see a fall off in this? There are only a certain number of men who want to go sawmilling, there is only a finite amount of trees available for sawmilling purposes in Newfoundland.

MR. WILSON: Mr. Chairman, I would not like to sit in this honourable House, not getting up and referring to the sawmill business.

That is my business and a part of my limbs has been left into it since I started. I think there should be a great deal of pride for the people of this province to have such a thing as a rural development for the sawmilling. After starting business in 1942-1943, buying lumber from all over, from Kings Point right through the island, having some experience of doing exactly the same thing, probably not as rural development are doing, backing up people in sawmills, giving them such as trucks and diesel motors etc. If someone had to tell me possibly that John Doe would not do a thing, he would not even get out of bed, I would have found out with my bit of experience that the men that I would have dealt with were only looking for a chance to attain a higher market. Possibly a lot of people in this province were not reluctant to do. I find myself in a position and in a government, it could have been the previous one, possibility if they had adhered to probably some of the things which were said in a lumber convention which was on in the Sir Robert Bond Auditorium, about ten or twelve years ago, such people as mentioned on the floor of this House here, Mr. Mark Day, George Sexton, these people were there at the same time. We were led to believe there was not any timber in the province of Newfoundland to operate sawmills on. I found it quite difficult to understand, I could not see eye-to-eye at that time, I always claimed and I knew it, that it was here. Finally, we have found out since the rural development had started, right from my hometown that you could lug probably 5,000 or 6,000 pieces of spruce timber from twelve to fourteen and sixteen feet long, five inches in the top, within a shoulder-swing from my back door.

Now somewhere along the lines in this past twenty-three years someone has been napping. I found myself in a position starting out with nothing but a push table, as we all talked about, losing some of my limbs to come to the place, since then I have employed as high as forty-eight and fifty-two men. No later than this morning, there are five men gone to work, on payroll. I do not have any money from rural development. I do not want any. I would have made enough with the push table.

to get this other fellow to work. If those people who are in the Rural Development put the right attitude toward it, they will be doing the same thing. I have confidence enough in a lot of them that I know who will be, because right now, at the present time, I see lumber passing along by my store. I have brought it myself. It is only yesterday that I gave an order for 120,000 feet for \$125 a thousand, and give us a thousand to saw.

As far as speaking on green lumber is concerned, since 1956 I never saw a bit of kiln-dry lumber come from the Mainland. I would prefer to tell you right in this honourable House now that the timber that we have here in our own province is far ahead of what we are bringing from the Mainland. I say it again. A lot of it that we are bringing in is only junk and we are compelled to grade-mark it. I could not with a clear conscience put a grade mark on timber and lumber to go into a house if it is coming from the Mainland. I would not have the conscience. If I took my next door neighbor or a man out to build a house and had him out in my lumber yard, I would have to turn my back if I had to sell it to him, that which is coming in grade marked. You are compelled to take about twenty per cent of this material. We have it here in the Province of Newfoundland. I see the honourable member for Bonavista North openly smiling and he has plenty of it down in Indian Bay too. I have bought a lot of it from it. The Rural Development will probably do something down there for you too. The Rural Development is only going to be as strong as the weakest link.

MR. MARTIN: This intrigues me, Sir. We heard yesterday about an agency called The Maritime Lumber Bureau which we were subsidizing to the tune of \$9,000. One of the purposes of this bureau I understand was to supervise or regulate the grading of timber. I wonder if the honourable member is suggesting that we are subsidizing an agency that is forcing a substandard product upon us?

MR. WILSON: Well, in answer to the honourable member for Labrador South,

I do not know what we are subsidizing. I am going to tell you right here now, with a clear conscience, that if we are subsidizing any such thing as that that, we should get together and see something about what we are doing. As far as I am concerned, myself, what I am speaking of here on the floors of this House I can back up. I backed this up about twelve years ago in the Sir Robert Bond Auditorium when they had a meeting.

When I went down in Bloomfield, down in Bonavista Bay, and a certain firm wanted to buy 120,000 feet of lumber and they would not buy it but went and brought it from the Mainland and brought it down here and sold it and would not use our own materials, why would I not get on the floor to advertise as far as the sawmilling is concerned. I can see it in my own home town now. I have driven as far as Indian Bay this last three weeks. As far as I am concerned in depression times, everywhere we went we saw piles of timber. People had to do something to make a living. It would do one's heart good to look at and see the timber cut wherever you go and the sawmills that are turning out the lumber and quarries and the lumber that is being sold. Do not let them fool you anymore. This is why all of the Mainland lumber started to come in here. We were told by Central Housing and Mortgage that you had to use kiln-dry lumber, and it came in from the Mainland as it came out of the river to the saw and passed right on through. It is a lot of water from the Mainland that they are after selling us down here, not timber because I have paid a lot of freight for the water that I have brought in from the mainland, when we have it here in our own country. If it were only subsidized we could do something about it. In the series of sawmills that I have gone through and I saw, I can assure you that these people are interested in making a living.

I went in Burgoynes Cove about ten, twelve or fourteen years ago. There was one sawmill operating down there. Go down in Burgoynes Cove now, it is a beehive of activity.

I claim for this rural development, if it does nothing else only give those who have initiative to work, to bring up our generation, to let them see that something can be done - we can put them into all of the universities we like or put them all to the vocational training schools but somewhere along the line we have made the biggest mistake of our lives. Our vocational schools are already built all over Newfoundland Island. Take them and put them in apprenticeship, not the vocational training school. They come out of vocational training school and I have to say right here now, to go out and turn around and build a home, they are lost. They have the initiative to do it but they have not got the training.

If they are put into apprenticeship with all the manufacturing of people around the island and the government pays so much of their pay and I, if I had them there, would have to pay the other part, therefore I would be interested in trying to get them to do something because part of it was coming out of my pocket. I want to tell this honourable House here now that we are altogether wrong. We have heard it on these floors about education, university, vocational training schools. I am very much afraid that in a lot of the vocational training schools probably that we are after missing out. Get down to our grandmother's knee or our parents knee or out in the garden or somewhere else where they can show us something to do. This is what we are up against. Then we find out that someone is disgruntled over Rural Development. I wish myself that I could turn around and go out and go over this province with Rural Development, with money to turn to and scatter out. I can find the men who can go to work. A lot of them years and years ago who worked and built their homes and cut saw logs, and I bought them, in their naked feet or just about it, are still there today to train the younger generation. It is up to me as a member of the government and up to the members of the opposition and all those in authority to see that that is done and not to get up and fight with each other because we try it.

The only man who does nothing wrong never does a thing in his life. He is not going to do anything wrong because he has to get started. Here is where we are to. I came into this honourable House not for what I was going to attain or get out of it, not to make myself rich, not to get any publicity. I came into this honourable House only and solely for the district and the province which I belong to, to see if something cannot be done for our coming generation. I am going to tell you we have a very short time to do it. That is the way that I see it here.

I could have cried when I stood up to that window and saw a bunch of college students going down around and the Leader of the Opposition carrying a placard. If he took a placard and took them and told them about the sawmills we are talking about now or something, we would be a lot better off.

I look at the honourable gentleman over there from Bell Island. All of the things that he has talked about in this honourable House were not from his heart. He knows a lot he is up against is only probably just to be for argument or probably to rise up a fellow like me who is a little bit hot tempered. I know as far as the honourable gentleman is concerned and there is no honourable member in this honourable House that cannot see that these are facts. We have to get back and start over new. The wheel turns slowly. When it turns slowly it will grind faster, and grind ourselves into a way of life that our coming generation will go out and light a torch for the generations yet to come.

MR. NEARY: Mr. Chairman, the honourable gentleman who just took his seat did not provoke me but there was a lot of merit believe it or not in what the honourable member said. When he talk about the LIP programme and the Rural Development Programme, Sir, what we are really talking about is getting back to the old ways of doing things. Manual labour really is what we are talking about. There are people who may say, "Well, the member for Port de Grave is living in the past. There is a generation gap." There are people who would argue that, Sir, and who could probably win the argument, could prove that this is so, that the young people today do not want to do what their forefathers

had to do.

Sir, I do not know if this honourable House realized it or not but under the LIP Programme which is supposed to be labour-intensive and the Rural Development Programme which is meant to be labour-intensive that what we are really doing is encouraging people to get back to manual labour, because that is the only way you can have industry whether it be big or small, whether it be light or heavy. The only way that you can have a labour-intensive industry is for it to be a manually operated kind of industry.

Mr. Chairman, could I have the door closed over there because one thing I would never - I am like Premier Smallwood in this regard. Sir - one thing I have never learned how to do is to speak in this House and listen to a conversation that is going on outside. I have not been able to master it. It is very distracting, Mr. Chairman. We have had too much of that in this session of this honourable House. It is time to put it to a stop. It was not the chief that was outside making all of that noise.

So, as I listened to the honourable member for Port de Grave there, Sir, I could not help but agree with some of the points that he made. The trouble is, Mr. Chairman, that the member could be accused of living in the past. We are living in an age today which is a technological age, an age of automation. When you talk about business and industry, Sir, you are talking about machines rather than people. That is unfortunate but it is a fact of life. I did not make it up. It is there. We have to live with it. The thinking of our young people today is geared up to the technological age and not the age that the honourable member talked about. Therefore, the Rural Development Programme - he is quite right, the member is quite right - the Rural Development Programme will only work for those who have the initiative and who want to buckle down and work hard to make a success of their particular project. Whether it be a sawmill or whether it be some other kind of industry, they have to work at it.

The honourable member is agreeing with me. Otherwise the Rural Development Programme will be a failure. You have a certain number of people left in this province who are prepared to buckle down and slug it out, make a go of it. They are honest, decent Newfoundlanders. If they borrow money from the minister's department, they will work hard to make a go of it and they will make every attempt to pay back that loan because they are honest, decent Newfoundlanders.

You have another category of people that I submit to the minister have no experience whatsoever in business and industry. When they come to the minister's department for a loan to set up a business, this is their first venture into the business world. They are not businessmen, Sir, whether they care to admit it or not. They have been used to being out in the woods cutting and sawing wood. Oh, there is the helicopter going. Is the Premier aboard that now? They may be used to being out and they may only have grade three or four education but hard workers out in the woods working away, working at various other vocations. They know nothing at all about business but they feel this is a good opportunity to become independant and get in business for themselves. They come to the honourable minister to look for a loan.

Sir, in this day and age when you have unemployment insurance that has to be deducted from the payroll, Canada pension plan, income tax and all the other deductions that have to be made, Sir, I would say nine cases out of ten these people who have no experience in business at all do not realize what they are getting themselves into. Their intentions are honourable, Sir, and they are very sincere in what they are trying to do. I would suggest, Mr. Chairman, that that kind of applicant needs a little more counseling than they are getting at the present time, that they have to indicate that they know how to keep a simple set of records and a simple set of books. This is a necessary evil, Sir. It has to be done. They have to know, as my honourable colleague the Leader of the Opposition stated, where the markets are. They have to know how to borrow money from finance companies or the banks, how to pay the interest. In other words, Sir,

they have to be able to do a cost analysis of the whole operation.

Now, Sir, I am the last person in this world in this honourable House to say that you have to be an accountant. That is what I will be accused of. I can see the wheels grinding over there in the Minister of Justice's head. I am not saying that at all, Sir. They have to have the basic fundamental idea, the fundamental principles of how to do a cost analysis of the operation whether it be big or small, how to keep a set of books. Maybe a man's wife can keep the set of books. Maybe he has a daughter with grade eleven but somebody has to do it. If there is nobody available to do it, the company, the individual, they have to pay for this. It will just be another drag, another burden on the person that is trying to get himself established in business. So, I would sincerely suggest to the honourable minister that - I would recommend this - that these newcomers, these applicants who have never had any experience whatsoever in the business world, and I am not talking about a business as big as the one my honourable friend the Minister of Finance is associated with, I am talking about an individual. I am not talking about the millionaire downtown, Joe Goldstone or that crowd, I am talking about a poor little, old fellow, sincere, honest, conscientious, hard worker that wants to make a go of it. He should be shown how. I believe, so far from the inquiries that I have made, that the minister's department has failed or is weak - I will not say has failed - is weak in this area. I think the minister would be well advised to set up a sort of a counseling service for these applicants who have no experience or training in the type of thing that I spoke about.

Now, Sir, the minister said that there has been 1,500 jobs created so far in his department. I hope that he is right, Sir. I agree with the Leader of the Opposition that there is no way of telling at the moment how successful this Rural Development Authority is going to be. There is not way. We can only wait for a year or two and see what sort of a track record the department will have after twelve

months or a year or so. One thing that we do know is that we have the highest unemployment rate in the whole of Canada. We were told today, Sir, by statistics that were revealed, that the figures of March showed one-tenth of one per cent increase over February and nine-tenths of an increase over March a year ago.

Mr. Chairman, already the university students who finished their examinations are now entering the labour market. Within the next few weeks, Sir, students over at the Colleges of Trades and Technology and Fisheries as well as the district vocational schools will be increasing the number of job seekers. Then we will have the highschools, the senior students of the high schools, in a very short time, around the end of June. They will be out looking for jobs. So, I do not think that I need to say anymore about that, Sir, except that any move, anything, whether it be big or small, whether it may look insignificant or trivial at the moment, any move by the government to try and cope with this increase in unemployment, the situation that we already have where we have the highest unemployment and we have others entering the labour market, anything, Sir, that the government or that minister can do to plan, to cope with this flood of people that will be entering the labour market and hitting our economy over the next few weeks, I would say is a step in the right direction.

We will not know for another twelve months or a year whether or not the programme is going to be successful. I know the minister will agree with me that there are going to be failures. That does not worry me one bit, Sir, not the slightest. It would not be the first time a government had a failure whether it was the previous administration or the present administration. There are going to be failures. There are going to be embarrassing situations. The department will be conned and taken for a ride but I hope, Sir, that the principles and the enthusiasm and the idealism that the minister has at the moment and his officials have at the moment, I hope because of the fact that they may be taken a few times that they

will not become case-hardened, because there is a tendency in that business, especially if word gets out to the taxpayers through the businessmen, well, somebody took the Department of Rural Development for a ride, they will boast about it and they will go out and talk about it. The minister's colleagues will be on his neck. They probably have been already. I could give the minister a few cases where I think they made hasty decisions but I am not in the slightest bit worried about it.

For instance, I could tell the minister about how a couple of individuals came to his department to borrow money to buy equipment to saw logs. The amount that they needed was upwards of \$6,500. They were loaned \$3,500 from the Rural Development Authority. The equipment cost I think somewhere in the vicinity of \$5,000 and they had to make some changes in the equipment, put some cable on it and so forth. They only had \$1,650 to make a down payment. The other money had to be used to take care of their transportation costs and put cables on the skidders and so forth. They were forced to go to a finance company. They borrowed from the finance company \$5,000 at a very high interest rate. They were employing seven people, five of whom, Mr. Chairman, we were told by the Minister of Social Services came off welfare. They had provision made to hire seven more. They have seventy cords of wood still in the woods. The minister probably knows the case of which I am speaking. It does not make any difference, Sir, I am only using it as an illustration of what can go wrong when an applicant is trying to borrow under this programme. It is not a criticism. I do not want the minister to think it is a criticism. It is a kind of a situation where if these two individuals were given a little more counseling and a little more guidance, I think they probably would have made a success of it. What the Rural Development Authority should have done in this case instead of only advancing or giving a part of the loan, they should have given the full amount because

they could have lent them up to \$10,000. They only lent them \$3,500. They forced them to go to a finance company in order to get the equipment that they needed. It is probably costing them twenty or twenty-five per cent interest. They could not cope with it. They could not meet their costs. As a result I think their equipment was repossessed. They can only get it back if the minister will make the additional money available so that they can get back in the woods again. This is going to happen. I hope that the officials of the department will not become case-hardened, because this will happen.

Another thing, Mr. Chairman, I think the minister should set as his objective diversification of industry because right now the department are putting most of their eggs in one basket. I think seventy or eighty per cent of the loan so far has gone to sawmilling, as good as that is, Sir, I believe myself that the sawmill operators probably detected a little bit of a milch cow also, that some of these sawmill operators would have had to spend the money anyway. Instead of spending their own now they have come to the Rural Development Authority, they have borrowed the money and they are expanding or buying a new piece of equipment at the expense of the taxpayers. I do not know if you can control that. I doubt very much if you can. Nevertheless, I would encourage the minister to branch out in other fields and do not be afraid to gamble. Have the courage, when you are faced with a proposal that looks half reasonable, that looks like it might work; take a chance on it. Do not be scared of it. Do not let the Minister of Finance come down on the minister's head like a ton of brick because he is spending too much money. You cannot spend enough money in this kind of thing. We have been a long time waiting for a Rural Development Authority in this province. I tried it myself over on Bell Island. I have the auditor general down on my neck now. In some money that was left over from the disposal of the DOSCO Access, we did precisely the same thing that the minister is doing now. We lent. We set up a Board of Trustees

and lent money to people to buy cattle and to buy boats to go fishing, to build greenhouses, to set out their garden, to set potatoes and turnips and this sort of thing and to try to rehabilitate themselves. I am all for this, Mr. Chairman. I hope the minister does not allow the programme to get off the reels because I think it is a good programme.

It can do a lot of good in the way of establishing small industry, cottage industry in this province. I do not think it is going to solve our unemployment problem by a long shot but at least people in the rural areas will have something to do. It is a lot better, Mr. Chairman, to give these people something to do to make them productive than to have them sitting down in front of the television all day long watching "Magistrate's Court" or "As the World Turns" because, Sir, you become demented after a while doing that. They become viewers instead of doers. I think this is what the Rural Development Programme can do. It can make people do things with their hands. Believe me, Mr. Chairman, there are a lot of people in this province who do not mind doing things with their hands.

Over on Bell Island last year, Sir, sixty-five men went out and dug a water line by hand, sixty-five men who are ordinarily on welfare. They got their first pay check in six or seven years. The first day that they were down in that drain they had blisters on their hands and their backs were stiff. Go there a couple of weeks after, after they got a couple of pay checks, Sir, after they got away from welfare, and take a look at them. They did not complain. They were very proud of the fact that they were working again and doing something productive. I have argued that in this House ever since I have been here. What you have to do, Sir, you have to get people doing things that they know how to do. There a lot of people in our outports who will take advantage of this programme who are unskilled, uneducated. They have a marine background.

They were fishermen a lot of them.

Sir, the things that the academics and the intellectuals are trying to foist on these people they do not know how to do them. You have to let these people do the things that they know how to do. This is the only way there will be a success of it. It is the only way they will be happy doing it. You can take them into all the adult upgrading centers you like and all of the retraining centers you like, Sir, and they will go there as long as they are getting the generous Canada Manpower assistance but then they will come out and they will go back doing what they are used to. The minister probably knows that. They will go back in the woods or they will go back fishing or they will go back to the soil, planting a few vegetables. We have to put these people in a position where they are doing things they traditionally know how to do.

Of course in conjunction with that programme, Mr. Chairman, you have to carry on your programmes at the university, the College of Trades and the vocational schools. I am not professing for one minute that you should do away with these programmes. They are necessary, badly needed. How are we going to get the expertise to man the big industries in Newfoundland if we do not carry on the programmes. We are dealing with two different groups of people in this province, Sir.

'We are dealing with the middle aged, more mature type of person in the rural area, never had the advantage of a university education, probably never got beyond Grade V or Grade VI and there are still a lot of them around. This is the problem. There are still quite a few of them around. Then you have the new generation, Sir, they have blossomed out and attended the vocational schools, the Technical College and the Fisheries College, who were born and raised in the technological age. They do not want to hear tell of this, going out and digging a ditch by hand, with a pick and shovel. I do not blame them. The era is probably over, Mr. Chairman, but in Newfoundland we still have a lot of these people and we just cannot ignore them.

MR. CROSBIE: Build tunnels.

MR. NEARY: Tunnels? Well the Minister of Finance may think that that is a big joke but, Sir, we have at the present time on Bell Island about seventy-five per cent welfare and these men are getting older and they only know how to do one thing, Mr. Chairman, and the Minister of Finance can joke about it all he likes. They only know how to do one thing and that is dig tunnels. That is what they spent their life at.

MR. CHAIRMAN: Order please!

MR. NEARY: That is all they know how to do, Sir. If that is all they know how to do, what do you do with them? Do you leave them on welfare to rot or do you put them to work digging a tunnel. This is what I have been arguing about, Sir. You would have to use a certain amount of equipment. Of course you would. I am talking about a labour-intensive project. It makes good sense. If I had time to debate it in this House, I think I would convert the Minister of Finance to my way of thinking. I think we should.

MR. ROBERTS: There would be a meeting of something or other.

MR. NEARY: That would be the unholy alliance, Sir.

MR. ROBERTS: Then the Minister of Finance would bring his contributions to us.

MR. NEARY: Yes my colleague says that if I keep on going I may convert him. But, Sir, the Minister of Rural Development in my opinion is on the right track. He is on the right track and I wish that I had been in the position to do what the minister is doing. I think it has a great future, Sir.

MR. HICKMAN: (Inaudible).

MR. NEARY: If we ever get what through? Is the hon. Minister of Justice inferring that I should sit down and keep quiet? Sir, I have a few ideas on this. I will be waiting next year, twelve months from now, to get a progress report from the minister. I hope that the programme will be successful. There is a lot riding on it. There are a lot of our people depending on it. I think the minister needs to do a little more public relations on it, sell the idea to the people. I am not suggesting that George McLean do it. I think the minister is quite capable of doing it himself because Newfoundlanders understand that kind of language. They do not like to be bullied and high-pressured by public relations people. All the minister needs is mature, honest and hard-working Newfoundlanders working for his department, not with pieces of paper that they can wave around under somebody's nose and say; "Look, I got my degree and the world owes me a living, I have no intention of working for it." What the minister needs in that department are counsellors who came up the hard way themselves, who are raising a family, trying to pay off a mortgage and trying to cope with the high cost of living. You do not need any grandiose title for that. The people in the rural areas do not understand that.

Mr. Chairman, I will tell the minister now what would happen if he hired these experts. Do you know what they would do? They would go into the rural areas and report back to the minister and say that there is nothing we can do for these people. "My God, have you seen the conditions they live under! Get them out of there! Get them

out of the communities!" I would like for the minister to resist that because it is bound to happen. If he gets some experts, especially if they are down from the mainland somewhere, to go out and look at some of the communities along the southwest coast and the northeast coast, they will rush back to Confederation Building, rush into the deputy's office and say: "My God, we found seventy-five people down in this little cove, and you would not know but they discovered them for the first time. "Here they are down there. Somebody made an application to start up a little canning factory. Do you know what I would suggest, move them out of there." That is what they would do. We have too much of that. I would hope that the minister will resist that because there is a great future in rural Newfoundland, in my opinion. Where could you pick a better place to live, Sir, today, than down in Placentia Bay or down in St. Mary's Bay or down in Bonne Bay or down in Green Bay where you have pure, unpolluted, mid-Atlantic fresh air.

MR. MORGAN: Bonavista Bay.

MR. NEARY: Yes Bonavista Bay too. It is beautiful down there.

Where could you pick a better place to live? There are no traffic jams. The kids can walk to school. They do not have to go down and stand on the corner and inhale the fumes from the traffic, waiting for a bus. They do not have to put up with the noise and the drug problems and all the other problems that you have in the rat race, in the so-called affluent society. You could not pick a better place to live than in rural Newfoundland. The hitch is, Sir, and the hitch has been up to the present time, how can people earn a living in rural Newfoundland? This is the problem.

MR. WILSON: (Inaudible).

MR. NEARY: What do you mean, come over? I am expounding a philosophy here now that the hon. member for Port de Grave would not know anything about. He would not understand it. He does not know anything about it. I will think of a name for the minister to call his rural development programme. Call it, "Operation Boot Strap." The people in these

communities will have to pull themselves up by their boot straps. When we get to the Fisheries Department, I am going to have a few more words to say on this matter because if we do away with the inshore fishery, the minister will never be able to succeed in his programme. We will have too many people unemployed and that is what is happening today, Sir. Everybody is thinking about machines, automation, new technology. There is nobody thinking about work as he used to know it and jobs as we used to know them. This is what we have to get back to, Sir. It is not that everybody in society has to get a pick and shovel, we have to start producing with our hands. I think the minister is on the right track. I wish him good luck with his programme.

MR. ROBERTS: Mr. Chairman, we have had a very interesting series of comments from the gentleman from Port de Grave and the gentleman from Bell Island. I raised one or two questions which the minister may want to deal with before we leave this subhead. I will restate them if he should want me to do so; I had gone over them once or twice. I thought the minister had gotten them down.

MR. REID: Mr. Chairman, is this, on the loan of \$1,197,000, is this the one the honourable member is speaking about?

MR. ROBERTS: If the minister will yield for a second?

MR. REID: Yes.

MR. ROBERTS: Mr. Chairman, there were two questions. I think the first was the apparent discrepancy between the figures which the minister gave to the committee at the start of this debate and the figures which were tabled by him in answer to a question. I think it was Question No. 54. I have it in a file. The other was the question as to whether the minister could predict what we will be seeing this year. We had a great number of sawmill applications this year. Does the honourable minister expect a like number again this coming year?

MR. REID: Actually this \$1,197,000 is what we have already paid out. We have approved more loans than that. We have gone \$2 million on loans which people have not yet used up at the present time. As far as the different industries - is this what the honourable member meant on his second question? I did not get the honourable member right.

MR. ROBERTS: That is one way to put it. What types of applications? Last year eighty per cent of our applicants for aid under this programme were sawmills. What type of applicant does the minister foresee this year?

MR. REID: I would say, Mr. Chairman, that certainly there is still going to be a big percentage of sawmills. Our field people and our people in the department are certainly trying to encourage various other things throughout Newfoundland, to try and get them moving in certain communities where we know they have certain prospects. Our people are going into the field and going out in all the different communities trying to get these people active and to try and help them in every way, shape or form that we can so that they can be doing something beneficial. They can produce the different projects that they have and the different products which we know can be very helpful but who are not taking advantage of it at the present time.

MR. ROBERTS: I thank the honourable minister, Mr. Chairman. Members of the field staff are out about the province attempting to drum up applications. That in effect is what the minister said. I gather that to date (I make this as an affirmative statement) that apparently little has resulted other than the sawmilling. I am concerned as to where we go. There are a finite number of sawmill potentialities in Newfoundland. There are a finite number of casket potentials. I mean there are only "X" thousand Newfoundlanders die every year. We had the Vital Statistics Report tabled here the other day. I am sure Your Honour

has taken it and carried it off to St. George's and spent a night or two memorizing it. There is a finite number. I just want to know how far this can go. The sawmills, are they a one-shot deal? Apparently not from what the minister is saying. Has he any indication of any success in his field staff developing other lines of applications?

MR. REID: One thing, Mr. Chairman, is home industries. We are having people working out throughout Newfoundland and Labrador. We have helped different companies now and we are trying to encourage others to start canning and doing various things besides, not only casket making but also doing carpentry work and building furniture and various things like that.

MR. ROBERTS: Oh well I will let it go, Mr. Chairman. We will wait another year when the minister has a record he can either defend or not as the case may be. There is just one further question. The honourable minister announced in an answer he tabled that there were three hundred projects which had been aided. The information I had earlier was not the same. There is still that apparent conflict between the information the honourable minister gave the committee and the information in the answer to the question tabled by the honourable minister.

MR. MARTIN: Mr. Chairman, there is not really too much to be added to what the hon. gentleman from Bell Island has said and the hon. member from Port de Grave. I think they both made some very good points. Because of their speeches, I will have to throw out most of the notes that I have made. There is one area I think that should be touched on. Now it never ceases to be a source of amazement where bureaucrats who categorize things come up with all the various names. We have in our resource development department or line departments, if you will, agencies which take care of fisheries development, forestry development, tourist development, industrial development, agricultural

development, etc. We have a department for pushing the development of the potential for mines and energy and all the rest of it. I wondered where it is we get a department for rural development. I am wondering if we are going to have a department for urban development later on. I was just about to mention, Mr. Chairman, that maybe the hon. member for St. John's Centre would be interested.

However, I had certain misgivings when the restructuring process gave us a new Rural Development Department. I never did believe that the old Department of Community and Social Development was anything but a pork barrel department. I thought perhaps we might be seeing the same thing. However, there is cause for hope. I would not be too much concerned I think about the proliferation of sawmills. I believe there is a very good and logical explanation for this. If there were not, I too would be as worried as the hon. Leader of the Opposition. It happens to coincide with a lack of supply of lumber in Eastern Canada. There is a great demand and the prices are high. A lot of these sawmills have been there for many years and need upgrading and a little few extra bits and pieces of machinery put in to take advantage of the market. That is all very well as it is.

Now what is going to happen with the overall policy of the department as it relates to taking these small businesses along by the hand. I think one of the large criticisms of the old Department of Community and Social Development was that too many alien concepts were being introduced into rural Newfoundland; that expert planners came down and told us what we had to do; how we had to do it and very little thought was given to the people who lived there and who were supposed to be helped. I think the fact that we are seeing things like carpenter shops and sawmills and these kind of things being applied for is an indication that there is recognition of a need, a felt need of things that relate directly to their own environment and to their own way of life. We should not be at all concerned about this. In fact it should be promoted.

There is a real basis here for the manifestation of the promise which this administration made to the people of this province when they were campaigning, and that is to get into some serious and honest, as it was called then, Scandinavian planning. If we take the system as we now have it operating quite well, it would seem at this point in time at the bottom of the scale and if we put in the next level of management, we are well on the way to a very, very good rural resource department. Let us take a look at what has happened in the past. Why did the sawmills fail? Why was it that these small operators could not make a go of their businesses? I submit, Sir, that one of the greatest reasons for that was because they were not geared to take advantage of market situations. They did not know what the market situations were. They were in no way prepared financially to take the losses and consequently with a couple of losses in succeeding years, they were put out of business because they had no way of telling what was happening in the world in which they were trying to market their produce.

To go right back to the beginning of our Colonial history, we saw the large fishing companies putting pressure on the British Government to keep fishermen out of our inshore waters so that these waters could be monopolized for the big fish trade. The same thing I think has happened with regard to our small sawmill operators and in our forest lands. Large tracks of land were taken up and held by the large paper companies and sawmill operators and government had a deliberate policy of discouraging small sawmill operators to a large extent. There was always some wood to be cut but it was never a policy to encourage the small sawmill operators to expand because there was never the timber resources to be had. They were all taken up by the big fellows.

One thing that this government have done and it remains to be seen whether or not they are going to continue, which I think is a good policy; to wipe out all these large concessions and at least take a look at the concessions they have not wiped out and rationalize the utilization.

While the programme at the present time gives us room for optimism, I should think that there is no time to be lost. The next level has to be, instead of a subsidization of dollars, instead of putting money out to these people (that is all right in itself but it is not far enough) the next stage we have to go through is to make available to these small operators, who do not have the experience nor the expertise nor the management skills or whatever you want to call it, to make available to them a pool of this expertise; to have on staff at the department a group of people who can be farmed out to help with the books, as my hon. friend from Bell Island suggested, and any other management, administrative difficulties in which they might find themselves. The second, by far the more important one, is to set up a marketing agency like we have seen set up for the salt fish corporation. The Canadian Salt Fish Corporation has virtually wiped out the problems that the salt fish merchants used to encounter in trying to deal with the international fish brokers. The same kind of thing is bogging the development of the local lumber industry. The local producers are much too busy trying to get their wood out of the woods and sawed to pay any attention to what is going on with markets. There must be an agency to take care of that and to look into it and to make sure that whatever markets are there that they are being utilized for the benefit of the primary producer.

If we are ever going to break loose of our dependence on Ottawa, if we are ever going to get away from our dependence on transfer payments, then we have to try to start generating some base dollars, some dollars that come from the very source, the resource developments, the primary producers. It is in the interest of this government and in the interest of the whole province that these small-time operators, who have been given grants and loans from the public purse, that their interests and our interests be protected by providing them with management skills and then by providing them with an agency through which to sell their produce.

This will have a double-barrelled effect. It will make sure that all their produce is marketed logically, sensibly and rationally and it will also cut out the many stages of middlemen which gouge them all the way along and take the cream off the profits.

I would suggest, Sir, that if this department be going to live up to its potential that it has to start thinking about what we have heard called Scandanavian planning and start thinking very seriously about the establishment of such things as marketing agencies.

MR. PECKFORD: Mr. Chairman, I would just like to say a few more words about rural development before this particular vote is passed. May I say at the outset that I do agree with most of the points brought up by the various members on both sides of the House. For years many of us who lived in rural Newfoundland in various capacities have been harping for years on some kind of a programme like the rural development authority. I cannot help but agree on the major points that have been made in the debate so far regarding especially the counselling services to these small operators. I think it is going to be essential if many of them are going to be worth-while. I think one of the things that some of the DREE officials and other people who are into regional development in Canada usually point out to potential entrepreneurs, etc., is the fact that of a given number of small industries, medium sized industries that are started each year, seventy or eighty per cent I think of them fail because of poor management, not because the market was not there, not because the raw material was not there or that they did not have the machinery to produce the product. It is because the managerial skills were not present and the people were not well versed in the managerial skills to make it worth-while. I know for a fact two or three years ago that a number of people from DREE mentioned that figure to me. I think it was something around seventy or eighty per cent.

As this programme develops over the next year or so, it might be really worthwhile for the Department of Rural Development to look at setting up even a separate division, perhaps of counselling services

and not just so that the various people who receive loans from the rural development authority could come voluntarily to get information, because they are going to be rather reluctant to do that, but that they must obtain this information, that this be one of the requirements in order for them to obtain it. Perhaps also in regard to marketing, as the hon. member for Labrador South mentioned, especially when we begin to see just how great an impact these small sawmilling operations are going to have upon the market potential of the province and then to see just where the market is weak or where the market is strong, perhaps right now it is not the time to get into it. I could see that it is going to be needed if the sawmilling operations as a whole, the majority of them (some are going to fail and we all know that) are to succeed. Then we are going to need some kind of a central body to co-ordinate the marketing facilities. Otherwise we are going to be in trouble. Of course, this kind of marketing operation would be worthwhile because the development authority or the department could see then in what areas it is not viable now to give any more loans, for the authority to see what other areas this should be emphasized in. It seems to me that it has a lot of merit.

Another point, Mr. Chairman, which was brought up I think by the hon. member for Bell Island and perhaps the hon. Leader of the Opposition as well, is the fact of this being a technological age and so on. He was a little paradoxical in his comments overall because now and then he slipped in these words of technology and so on. On the other hand he was talking about those small communities down around Placentia Bay somewhere where the people should be allowed to live in their splendor, in their innocence or whatever else and to develop some kind of a small industry down there.

The point here that I really want to make, Mr. Chairman, is the fact that sawmilling operations constitute eighty per cent of the loans given by the Rural Development Authority simply because they are

the kind of operations that are most conducive to a loan not exceeding \$10,000, allowing an individual who has no money of his own to get into an operation and employ four or five people. Now once you get out of the sawmilling operation altogether or even in the sawmilling operation, if you are going to enlarge it or process lumber or dress it to a high degree or get into some furniture components or whatever, you have to start to talk about sophisticated machinery, more sophisticated managerial schools that are going to be needed for marketing and so on. Then you are into the kind of operation that now is supposed to be the job of the Newfoundland and Labrador Development Corporation.

I suggest, Mr. Chairman, that part of the reason for the slowness of this corporation getting off the ground is because it is having difficulty in trying to identify what kinds of projects they are going to assist. As soon as you get into an operation where you get into sophisticated machinery, into medium-sized fish processing units or into wood products, manufacturing, you are getting into a whole new ball game. The man down in Green Bay today, down in King's Point, knows that the gentleman in Springdale needs 'X' number of board feet of wood this coming year. The market is readily available and he does not need any cost analysis or any market analysis. He knows that it is going to be there. It is a steady market. Houses are being built. Buildings are being built. All he needs is the machinery that he has already had for ten or fifteen years in most cases and he had to go out of it because there was no assistance available, so he only has to reactivate that and buy a few other machines and go ahead. As soon as you go beyond that you are into a whole new ball game. This is the reason, besides the market being good, that the sawmilling industry per se is very conducive to small business loans up to \$10,000, like the rural

Development Authority. I suggest that once you go above that, once you start getting into wood manufacturing and into fish processing, you are into a whole new ball game and are into sophisticated machinery. What the man is going to have to do, as they are going to have to do in the Newfoundland Development Corporation, bring in a proposal, well documented, with his cost analysis, with his market analysis, with the kind of machinery he is going to get and he is talking about a year or two years to get started. This is the very thing, as politicians we complain about, because most of us are rather pragmatic individuals, being forced upon us.

I would like to see things get off the ground as quickly as possible. I do not know whether there is another election coming up or whatever. This is why this Rural Development Authority has been able to process the applications at such a quick speed. It will never be done in a development corporation, no way. You are talking about a more detailed proposal and the individual who submits a proposal is going to have to support it and he is going to have all the evidence at his disposal for it. This is one of the dilemmas in Newfoundland today, in Newfoundland's economy, that we are going to have to face. We have certain communities where you can put a sawmilling operation or you can put two sawmilling operations, where you can perhaps put a small cannery for fish because of the unique situation in that area. There might be some areas you can do that. After you go from your sawmill operation or your small little cannery to something larger, wood products, manufacturing, like moldings or furniture components, you are into a very new field and it is a problem I think we really are going to have to be faced with, whether we are going to get into that to any great extent.

Mr. Chairman, this is where the Development Corporation is supposed to take up, as I see it, from the Rural Development Authority. Now whether it does or whether it does not is another matter, I do not know.

But here is where our big problem is going to be as it is also going to be in the fish processing. I think this is the main reason why right now the Rural Development Authority has worked so far. I agree to a large extent with the hon. member for Labrador South that I do not think we have to worry to a large extent about the sawmilling operations and whether jobs are going to be temporary or permanent. I would say that the majority of them will be permanent.

One thing that has been sort of glossed over is the fact that a lot of these sawmilling operations (I do not know if it is true in White Bay North - although I suggest that it would be)

are begun by operators who were in the saw milling business before. I know down in Green Bay District it is true. Almost to a man, every one of them were in the saw milling business and had to go out of it. They were familiar with what the saw milling operation was. They knew the market in the region and so therefore they could go ahead, get their \$7,000 or \$8,000 for their new planer or perhaps just a new machine, and they are getting into this a bit more. The lumber business is now today in Newfoundland more sophisticated in this way. The lumber is being dressed. We are getting better quality lumber so that these small-to-medium size saw mill operators are going to be able to compete fairly well with the bigger saw mill operation that was able to withstand the neglect over the last ten years and hence be a viable operation. They are going to be able to compete with them.

I know for a fact today in two or three areas of this province that some of the bigger saw mill operators are fairly scared of themselves right now, because they can see these small saw mill operations coaching upon their market. This is good. It is good competition and might get the price down a bit. I think the main point I wanted to make, Mr. Chairman, was simply that once we get out of the \$10,000 loan field into a more sophisticated industrial complex like wood manufacturing and fish processing we are into a whole new ball game and there is no way, just by the very nature and definition of the kind of complex you are talking about, that it is going to be able to operate like the Rural Development Authority operates because you are into all the other things that I mentioned.

MR. WINSOR: Mr. Chairman, there is very little to add to what already has been said about the Rural Development Department. I would say the honourable Minister of Rural Development has a very grave responsibility on his hands because he must realize by now that the fate of his government almost depends solely on what

success he makes of his department. We recall the honourable the Premier making statements time after time advocating and preaching what effect this will have on the rural part of Newfoundland, This rural development is going to be the cure-all. So I sympathize with the honourable minister in this respect that he must now make sure that the rural development succeeds or otherwise it is going to be a very black day for him.

Now, Sir, we have talked about saw mills and why we are not producing lumber today for the local market. Mr. Chairman, we did supply most of the lumber for local market years ago. We can recall when the firm of Horwood down here brought in vessel load after vessel load, Chester Dawe vessel load after vessel load, cut and sawed in Green Bay and other places. But they brought that lumber in and they made sure that it was of a good quality. If it was not, when they got it they made it so. The lumber was seasoned and it was very easy to use and very cheap. However, Sir, we found ourselves in a war area and the price of labour rose to such an extent that our local saw mill operators could not compete. We found ourselves not being able to compete with lumber that was produced in British Columbia and furthermore every foot of lumber brought in from British Columbia was useable. There was no wastage. So this is the problem with our saw mills. Unless the honourable minister takes steps to make sure that for the loans which he is making to those small saw mill operators, if there is not supervision, if they are not producing good lumber I can tell him now that all his efforts will fail. This is the important thing, to produce the quality that can be useable and with a very competitive rate, of course, because, Sir, the lumber that is being produced in Newfoundland, by an awful lot of those small saw mills, has not been of a very high quality.

I agree with going out into rural Newfoundland to encourage people to do things on their own. It is the kind of injection that we need because, Sir, there is nothing

that will destroy a man's will to live like idleness. If we can promote that man to get him into the working force again, to get him producing even though it may only be a small kitchen garden - and I do not imagine the honourable minister will make loans for that - nevertheless it may not be a bad idea to get people out to get them working, get them feeling self-supporting, give them that feeling that they are still needed and they can do a job in this modern society of ours.

So, Sir, this is about all I have to say on this. I trust the minister will see to it and make sure that the saw mills especially that are going to operate will produce a good quality. I sincerely wish him all the luck because he is going to need it.

On motion, 1601(01), carried.

1601(02)(01):

MR. ROBERTS: Mr. Chairman, just as a matter of interest, \$8,000 last year was spent and \$3,000 this year. I do not begrudge any minister a nickel for travelling but I understand the present minister is going to Scandinavia; to Norway, to Denmark and to Sweden. Well, he shakes his head. If not - He is Not? That is easy. I wonder if the minister could tell us where the \$8,000 went last year. I realize much of that would not be his expenses but still it is probably one of the highest totals we have had.

MR. REID: Mr. Chairman, in the amount showing for last year we had to provide for salaries for two ministerial secretaries, a secretary assigned to me upon my appointment and then her predecessor who was transferred to the position of secretary to the Minister of Rehabilitation. Also for a short period we had two executive assistants.

MR. ROBERTS: Well, that is interesting and I thank the minister and it is useful. I take it the minister does have an executive assistant, by the way, now. Does the minister have one?

MR. REID: Yes.

MR. ROBERTS: That is good. I was asking about travelling which was \$8,000 last year and I was wondering where that money went, in round terms. I do not need the details, the cents, the dollar breakdown.

MR. REID: Mr. Chairman, I do not have a clue but I would certainly try to find out because there were no expenses as far as travelling since I walked into this department. I can certainly try to get this information because that is the other department that we took over.

MR. ROBERTS: Well, Mr. Chairman, I can appreciate that the minister does not have a clue, to use his words, but I understand he will table a list of expenditures out of subhead 1601(02)(01) during the 1972-1973 fiscal year. He is going to table it not today but tomorrow or the day after whenever it is convenient. Do I have that understanding of the minister?

MR. REID: Yes.

On motion, total subhead 1601, carried.

1602(01):

MR. ROBERTS: Mr. Chairman, on this one if the minister could just say, it is down \$42,100, could the minister indicate why? I assume these positions have not - I guess they have been eliminated or they have been moved elsewhere.

MR. REID: Mr. Chairman, the only reason I can say is that I think at the present time that we are going to have less staff than probably was in the other old department.

MR. ROBERTS: I see. Has any staff been laid off, Mr. Chairman, or is everybody who was employed in the former CNSD Department still employed at some point throughout the government service?

MR. REID: No, we do not have all the staff. One of our fellows in the department went on to Memorial and we had another gentleman who got another job elsewhere. So there are two people left out of the department but one, Mr. Evans, is, as we spoke about a while

ago, on loan for the next twelve months with Memorial.

On motion, total subhead 1602, carried.

1603(01):

MR. ROBERTS: Your Honour, I assume this is the new euphemism for the resettlement programme. It does not say so in so many words but looking through the estimates there is no other place for it and further looking through the estimates down below we see contributions-in-aid.

There are only one or two questions I would like to ask and they refer to the statement made by the then Minister of Community and Social Development, the member for the District of Grand Falls. It was not a year ago. It was the last time the CNSD estimates were before the committee in I guess June or May of last year. At that time we were told that a major review of the resettlement programme had been undertaken. We had a lot of jargon and gobbledygook but if you dug through the statement that is what you found. Now we have heard nothing since. The minister concerned, the gentleman from Grand Falls, was of course put out of the cabinet and put aside but we have heard nothing from his successor on the point of resettlement at all.

Furthermore the honourable Mr. Jamieson made a speech here in St. John's, I think it was the first of March, over here at Holiday Inn, speaking to a business-day seminar or development of the commerce students at the university. In that speech, which was a fairly hefty policy statement, Mr. Jamieson indicated that the Government of Canada were receptive to approaches by the administration for some pretty significant changes in the resettlement agreement. If the minister should want me to go into details, I shall but I assume the minister is familiar with Mr. Jamieson's speech and if not, I have a copy of it here. It is rather good reading because we all know there are things wrong with the resettlement programme.

I would like the minister to indicate, if he would, what response the administration made to that. That was six weeks ago, seven weeks ago now. Further maybe he would comment on what to me is a very major underlying theme in Mr. Jamieson's speech: namely, that there have been by the present administration no approaches, since January 18, 1972, with respect to restructuring, resettlement. So I guess there are three questions in that or two, two questions in that, Sir. What ever happened to the major review which the gentleman from Grand Falls as minister told us was underway? What has happened? Has that been shelved or what? If it has not been shelved, when can we expect to see it? Furthermore what is the position of the administration with respect to the policy initiatives announced by Mr. Jamieson in his speech here in St. John's recently?

MR. REID: Mr. Chairman, we had DREE here and met with our department and we have a brand new system coming up for relocating communities and consolidation and we are waiting now at the present time. We have had the federal here with us and we have a brand new programme and we are hoping before Mr. Jamieson goes back that he will meet with us. It looks very promising at the present time and before he goes back we hope and he will probably get some of this approved. It looks very promising. There is a tremendous change and I think we will all agree that even though the resettlement programme we had before was a good thing to a certain extent, there were a lot of loopholes. I am quite convinced now that this new programme that we are coming up with now is going to certainly offset a lot of the obstacles that were caused by various people moving into different communities.

MR. ROBERTS: Well that is most interesting. I do understand that a new resettlement programme then is not only in the works but is about, Jamieson willing, to emerge very shortly from the works. That is most interesting and most welcome especially in view of

the fact that the minister is estimating that we will spend this year only the same amount of money that was spent last year. The only increase in the vote, Your Honour, in the whole subhead, is for salaries and that is not the most overstaffed division we have in the entire government service because the salaries include a regional development director 1V, I assume that is Mr. Harnum the man who held the title up until now and presume he is still the director of resettlement, and then a regional development director 111, an engineering technician 11, a regional development officer 11, one statistician, three stenographic posts and then a block provision of \$15,000 for new posts. So that is not a large division. Does the minister envisage extra expenditures this year under this subhead?

MR. REID: Mr. Chairman, the old one we cannot compare with the new one at the present time because we feel quite sure, almost one hundred per cent sure that the new programme is going through.

I am quite convinced that it is and there is a tremendous lot of difference in the cost, that we hope we are going to receive. It is a different programme altogether. We were hoping that we would have this finished before now. But immediately after, if it should go through, we will certainly let all all members in the House know exactly what the new programme is about.

On motion, subhead 1603(01) through 1603(04), carried.

1603(05):

MR. ROBERTS: Mr. Chairman, would the minister tell us please where the \$65,000 was spent last year and where he envisages the expenditure of \$100,000 this year?

MR. REID: Mr. Chairman, I am afraid I do not have that information but I will certainly get it in probably a day or two if possible.

MR. ROBERTS: Will the minister table a list then showing, Your Honour, expenditures under 1603(05) during the fiscal year 1972-1973, the year that has just ended, and where he expects to

spend the money? I just want to be clear we have the understanding of where he expects to spend the money this current year, this year we are now in, 1973-1974.

MR. REID: 1603(03) He says grants?

MR. ROBERTS: No, 1603(05) - Community Amenities it is called.

MR. REID: Mr. Chairman, this is the hope of the people with the new programme that we have that when they go into a brand new community we will aid the school and also probably help with roads and water and sewerage. This is what this money is cut out for.

MR. ROBERTS: Well, I know that. I mean that is straightforward but what I wanted was a list of where the money was spent last year. I realize the minister does not have it but he undertook to table it. Is that the understanding we have?

MR. REID: Yes.

MR. ROBERTS: Okay, I thank him!

On motion, 1603(05), carried.

1604(01):

MR. ROBERTS: Mr. Chairman, there are new posts, I assume. There is a \$53,000 increase. These are the field men? Could the minister tell us where field men are at present stationed, please? Could he tell us how many new posts there are and where they will be stationed in the current year?

MR. REID: Mr. Chairman, St. John's, Harbour Grace, St. Catherines, Grand Bank, Clarendville, Gander, Grand Falls, Melton, LaScie, Deer Lake, Corner Brook, Stephenville, Port aux Basques, Port Saunders, Cartwright and Happy Valley.

MR. ROBERTS: What happened to the one in St. Anthony, Mr. Chairman? Mr. Hodder, where has he been moved?

MR. REID: There is one in St. Anthony.

MR. ROBERTS: I am sorry I did not hear the minister read St. Anthony.

MR. REID: It is not here but there is certainly one in St. Anthony.

MR. ROBERTS: I thought I did not hear the minister read it and I thought Mr. Hodder was still in St. Anthony. Does that list include new posts? In other words is that the list that will be in effect when this money is approved by the committee?

MR. REID: At the present time I think that is the list unless we see a certain area that is not covered properly and then we will probably have to get one more person.

MR. ROBERTS: Okay, well I wish the minister luck with the stoney-hearted Finance Minister. How many of those are new posts, please?

MR. REID: Six or seven. I am not sure but I believe it is seven, Mr. Chairman.

On motion 1604(01) through 1604(03)(02), carried.

1604(03)(03):

MR. ROBERTS: That by any chance is not destined for the capacious maw of George McLean Limited, is it?

MR. REID: No, Mr. Chairman, it is done by our own people.

On motion, 1604(03)(03), carried.

1604(03)(04):

MR. ROBERTS: Your Honour, there is a substantial increase of \$50,000 which would be five new associations. This programme I take it puts \$25,000 to the Newfoundland and Labrador Rural Development Council and \$10,000 each to a number of development associations. The one which was brought in by my colleague, the gentleman from White Bay South, when he was minister, is that that programme? Where are the five new associations which the minister envisages? Could he indicate where they are, please?

MR. REID: I know there are fifteen corporations but right now I do not have the list. If the honourable gentleman should need it, we will certainly get it for him.

MR. ROBERTS: Well maybe while the minister is getting some other information for the House, Sir, perhaps he could table, 1604(03)(04), a list of the associations aided last year and a list of the associations which will be aided this year.

MR. REID: All right!

MR. ROBERTS: Okay! Thank you, Sir!

On motion, 1604(03)(04), carried.

1604(03)(05):

MR. WINSOR: Mr. Chairman, could the minister give us a sort of an outline of what kind of programmes he envisages in that programme there to spend \$10,000? Is this going to be field men or just what does the minister have in mind?

MR. REID: Mr. Chairman, this would be a trained staff programme we have for training our staff on development associations.

On motion, total subhead 1604 carried.

1605(01):

MR. MARTIN: Mr. Chairman, I have one question, Sir, I wonder if the minister would give us a brief outline, he need not go into too much detail, as to how this project planning is carried out. There does not seem to be a terribly big vote here, whether or not there is just one person in charge of a division doing all the planning? How the planning process works, whether people down in the communities in the development associations have any voice in the matter and how?

MR. REID: No, Mr. Chairman, what we are doing is our people are going out and working with different development associations all over Newfoundland and Labrador and they are working together and planning the various things in the areas where the associations are set up.

MR. MARTIN: I understand from the minister then, Mr. Chairman, that it is the policy of the department to encourage planning from the local level rather than imposing it from the top down. I would just like to have that point clarified.

MR. REID: I agree one hundred per cent, Mr. Chairman. That is the idea.

On motion, total subhead 1605, carried.

1606(01):

MR. ROBERTS: Mr. Chairman, we have had a lot of debate about this Rural Development Authority and I do not propose to go through it again but this maybe a good opportunity to try to get to the bottom of one of the minor mysteries of the current administration. We had announced last summer, late in the summer I guess, the creation of a Rural Development Authority. I believe it was announced by the Premier, a great fanfare. I understand from sources which I know to be reliable that the authority came into existence only because the Premier, as it were, put his foot down and forced it through the Treasury Board and forced it through the other steps, and it came into effect. Of course, this is the authority which has lent the money which has gone out, the matter which we discussed earlier. That is okay. It was a sort of a curious hybrid. The authority was made up of three ministers of the Crown and three private citizens, as I recall it. I forget their names. One I believe was Mr. Christopher Pratt of St. Catherines, up in St. Mary's District, another was Mr. Bert Meade of Milltown and Mr. Lloyd Archibald of Harbour Grace. Mr. Archibald's loan did not come from this, did it? Mr. Archibald has received a substantial loan from the administration, \$125,000.

MR. REID: Not from Rural Development.

MR. ROBERTS: No, I did not think it was but I wanted to be sure. Well, Mr. Meade I understand has left the authority. That is my understanding and if I am not correct I shall gladly stand corrected on the point. But along the road it happened that the authority was set up as a continuing operation, in effect a four-phase operation I am told. The first was the loan programme which is now underway. The second was working with the development associations and that is the sort of point the gentleman from Labrador South has just raised. It may be that that function has been moved to the Rural Project Planning Division but with only three people in the rural

Project Planning Division that is not a lot of manpower to consult with the fifteen associations around Newfoundland especially when one recalls as I am sure Your Honour will that these associations have no resource people. They have a grant, I think of \$10,000 a year, and that enables them as a rule to hire an executive secretary and possibly even a stenographer if they have need of one and a few dollars for travel and what have you but certainly they have no funds for access to the type of planning to which the gentleman from Labrador South referred. The plans which will be produced, unless there is additional help, will be the ones with which everybody in public life in this province is so familiar - a brief or the petition. Those are valuable, Mr. Chairman, and they hold their place in the public service but they are not I submit planning within the context we are using that word here.

In any event there was that second function. Then there was a third function as I understood it, Sir, and that was to get workers, to get rural development and community development workers trained to help to organize people. That is the sort of work which the extension service at the university are doing, sometimes with success and sometimes with failure, but that was contemplated. Then the fourth phase was perhaps the most valuable of all the local feedback. You can call it what you want, participatory democracy, as my friend from Bell Island would say, two-way communications, a draftman's participation. I mean one could put any number of words on it but the concept is simple. The concept is founded on the belief that all wisdom does not reside in Confederation Building, that much of the accumulated wisdom of Newfoundland is to be found in the communities and in the daily lives of the people whom government activities will affect.

Mr. Roberts:

Well, that was the plan, Your Honour. I must say that I think it was rather a good plan. There are weaknesses in it but it is very hard to devise a plan which does not have some failings. This was a good plan.

The authority was set up, it was funded and it started lashing out money and phase one was going great. Then something else happened. I do not know of other members on this side but I for one began hearing mutterings that there was a war on. The war was fought out in the depths of Confederation Building, between the most deadly of combatants, the bureaucrats. The war was fought as to whether there would be a coherent rural development philosophy as it had been developed or whether it would be instead just a piecemeal, bandaid programme.

The war raged on and the war ended, Sir, on the 1st day of December, I think it was, or whenever it was that the Premier, with a great thud, brought down the white paper, the most disappointing document that the people of Newfoundland have seen since the last Progressive Conservative manifesto, because that white paper forecast (not in so many words but it forecast) the end of the Rural Development Authority and gave us instead what we have now, a department so great, so noble, so admirable to the minister.

Now we still have a rural development authority - I realize that. There is still a board of six men, this curious hybrid of ministers and private citizens meeting to consider applications. In that sense they are exactly like the Fisheries Loan Board or the Farm Development Loan Board or the late and unlamented Tourist Loan Board or any of the other loan boards around. But nobody ever said that the Fisheries Loan Board represented a development philosophy. The Fisheries Loan Board, Sir, or the Rural Development Authority, as it now exists, I submit is a mechanism for lending money. That is fine. That is valuable.

However, Mr. Chairman, it is my submission that that is not a substitute for a thought-out and a creative and a worthwhile and comprehensive policy of rural development. I would submit that a policy of rural

development for this province must not only be one of the foundations of public policy in this province but that in addition it must be an integral whole. I suggest we do not have that now.

The minister, at the opening of the debate I invited him to make a brief statement and he did. He told us that essentially he envisaged the creation of jobs. Valuable, but that will not be enough to solve the problems of rural Newfoundland. It will not be enough to solve the problems of rural Newfoundland even if we put in water and sewers and all those community amenities. Those are important. All of them are important. Without the jobs we are in trouble and without the basic road services, without the basic community services of all descriptions, problems.

But unless we can have a comprehensive philosophy, (I hate to use the words because George McLean scripted them and they have been used so often and to such a noble purpose) unless we can help people to do best what they do best, or whatever the cliché was. We have not heard that recently. But we must help people to help themselves and that is the philosophy of the extension service. Although my friend from Bell Island and I sometimes differ and sometimes agree on some of the expenses of the extension service, the basic philosophy is sound. It is a philosophy of sending. There is a French word that I quite like, a French term, "Amateur social" sending people out into the communities. Sir, to stir up the people, to show them their potential, to enable them to realize their potential, to show them what can be done, to show them what the system is in which they live and to show them how to make that system work, to make it produce what they want it to produce.

I am disappointed and disillusioned that apparently we have seen the birth and death of this philosophy in this administration in twelve months. They came to office, Sir, and if they had a coherent policy and I assume they did, this was one of the basic points. Indeed as we have heard so often from such gentlemen as the gentleman for Port de Grave, it is important, it is vital. I agree. All of a sudden this side agreed. We saw a move towards the implementation of that

policy. We saw the creation of the authority, and not only the creation, Sir, the political muscle that stood behind it. Then at some point, November, December, I know not when, the political muscle was withdrawn, the whole concept of a unified and integral rural development policy and all we have now is a loan programme, a programme to lend money, valuable, but no substitute for what we had. What we had was just a beginning. But, Sir, the end came too close to the beginning.

I have not talked to Mr. Fred Evans at all about this. The only comment I have had with him was one day he came at my request (I assume with his minister's knowledge) to see me, to brief me on the procedures which were followed with the rural development Authority, because a number of my constituents were anxious to get loans and I want to be in a position to tell them how to go about applying. I have no idea why Mr. Evans is at the university. I am willing to bet he is there with a broken heart. He is on a leave of absence, as the minister said, for about twelve months, but I gather he will never be back as long as the present situation exists. I think he has gone over to the university, to the centre of a community initiative, with Dr. Gordon Inglis, because Mr. Evans see some hope there. None of this comes to me from Fred Evans, none of it comes to me directly or indirectly. Mr. Chairman, I think that we saw, I cannot put a date on it. I cannot put a date on when the murder was done but we did see at some point in November or December or January the murder, the death of the rural development policy.

We now have a department. That is fine. We have all the paraphernalia of a department, deputy ministers, assistant deputy ministers and directors and what have you. We do have a loan programme; what we do not have is a coherent and articulated rural development philosophy.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: If we have it, Sir, the minister has not said so

in his opening remarks. I have not heard of a speech which he has made outside of the House to announce a policy. I submit we do not have it. I do not know why. I think this is one of the things which the present administration set out to do, of which I agree. I do not agree with everything they have done, I do not agree with perhaps much of what they have done but there are some things which they have done, and this is one of them. I was prepared to be quite generous in saying so, quite generous in my praise. But unfortunately, Sir, they seem to have done murder - it was done. All we have now is a loan programme and a loan programme is no substitute for a clear, a defined and an articulated policy in the whole field of rural development.

MR. MOORES: The Leader of the official Opposition, in speaking to this particular vote, is totally and absolutely uninformed. He has formed his own opinions and they are wrong. The situation was on the Rural Development Authority that it has not been weakened but in fact because of the establishment of the department, it has been very much strengthened, because through the department and through the authority and the extension services, the field workers and so on, the original philosophy is now being carried on in a very planned and rational manner.

The situation, Mr. Chairman, is that in fact, as the member for Labrador South pointed out, the idea is to develop as development associations, to assist them in developing their own initiative, their own thoughts in the areas where they are best qualified. It is the intention that through the department, in the various branches of it, the programme be co-ordinated in such a way whereby rural Newfoundland will in its own way find its place in the sun, as opposed to the virtually total neglect when we are talking about achieving self-development over the past few years. I think the Memorial Extension Department has assisted. I think the previous government had started to assist but in fact rural development in Newfoundland has been

neglected, whether we are talking about fisheries or forestry or whatever had been neglected and neglected very badly by the previous administration.

What we have done in this department, Mr. Chairman, is to establish a priority for rural development. And the phrase, which was not coined for the information of the Leader of the Opposition by George McLean, was coined because it was a reasoned phrase and that is, development excellence in what we know, with the philosophy to help people to help themselves, is exactly why this department is set up. The Rural Development Authority has not lost any of its function when you take it in the context of the overall department.

I think, Mr. Chairman, I just wanted to set the record straight that this particular emphasis is being placed by this administration in an area where it had not been placed previously.

MR. ROBERTS: Mr. Chairman, I welcome the Premier's return to the committee and his intervention in the debate. He may or may not have been listening outside, I do not know. I suspect he was because he made reference to my remarks on George McLean. Unfortunately, he was not listening very carefully, because my concern is not with the authority. We still have a rural development authority, it still functions, it exists. But I have said that I consider now it has become nothing more or less than a loan board. Valuable in itself, very useful especially to people who get money from it. But that, Sir, is no substitute for a policy. What I did say was that the Rural Development Authority as it was created — I give the Premier the credit for creating it; I think if it had been left to the rest of the cabinet it would have died on the floor of the cabinet room long before it ever came to full term.

We had a policy. We had a philosophy. We had an approach. We had a thought-out concept. I submit, Sir, we have none of that now. What we have now is a sort of thing which went on in the past, patch-work programme; more money perhaps. We are now going to spend

an estimated \$2.5 millions on the capital side of it this year. Spending money is not the difficult job, spending money wisely is the art of government. We will see a year from now how wisely it has been spent.

But my point was and the Premier may or may not have dealt with it; I listened to his remarks but I am not sure he dealt with it. My point was that the policy, and I am only saying I assume, I mean I did not have access to any cabinet papers that may have existed or such like but I think my sources of information on this are rather good, I had meetings on the eighth floor with officials, ministers present and that sort of thing, to discuss these things, that there was a philosophy, that there was a concept, that there was a policy. Sir, there is not now. What we have now is an ad hoc or a series of ad hoc programmes, perhaps valuable in themselves but not a clear-cut commitment, not a clear-cut commitment to a concept of a type of rural development in Newfoundland.

The Premier is quite right when he faults the previous administration for this. I have no hesitation at all in saying it is one of the areas where we fell down very briefly. I have no hesitation at all, because it is true.

The present -

AN HON. MEMBER: Inaudible.

MR. ROBERTS: I am sorry?

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Yes, of course, it is true. Sure, of course, it is true. Mr. Chairman. You know you can do a lot of good things and then there are a number of things that you do not get done in rural development, but the present government, Sir, have done very little in rural development up until now.

What I am saying is that a loans programme is not rural development. Anybody can lash out money, anybody can lash out cash. That is not a programme, it is a useful device.

AN HONOURABLE MEMBER: It creates jobs.

MR. ROBERTS: Well we will see how many jobs it creates a year from now. Up until now it may or may not -

AN HON. MEMBER: Inaudible.

MR. ROBERTS: I am sorry?

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Well that is what I am saying, if the Minister of Social Services had been paying attention to the debate, we have already spent one hour and a-half on this question and all sides of the House agreed that we would have to wait one year. Perhaps the minister might try and pay attention and grasp what has been said. By the way the gentleman for Green Bay said it, the gentleman for Port de Grave said it, the gentleman for Labrador South said it, the gentleman for Bell Island said it.

MR. MURPHY: Inaudible.

MR. ROBERTS: Mr. Chairman, if the minister wishes to speak, let him hold his cool.

MR. CHAIRMAN: Order, please! The honourable member will be heard in silence.

MR. ROBERTS: Thank you, Mr. Chairman.

As I was saying, what we do not have now I fear is a philosophy, is a policy, a thought-out approach. That is what we need in Newfoundland. And if any government can, if any government can achieve that in a term of office, they would have achieved something very significant. I commend it to the minister. He is new to politics. He is a man who has made his mark in private life. He is new to politics. He is new to the political forum. Let him put his attention to this, not to a loan programme. A loan programme is a useful thing but not enough. Let him work out the philosophy, not just the catch phrases, not just the slogans.

We talked of the Scandinavian approach. I suspect the gentleman for Labrador South knows about it. I am willing to bet there is nobody else in the House, except possibly the gentleman for Green Bay, who has any inkling at all of the Scandinavian

approach so-called, the Scandinavian style of development. It is a different style than we know in North America. It may or may not be applicable. It would be a good subject for debate in this House at some point. It may or may not be applicable. Some elements of it I suggest would not be applicable to Newfoundland. It is flung about as a concept, very loosely, very loosely and it may not be the answer to all of our prayers in Newfoundland. It has not worked with marked success even in Norway. Northern Norway is not the be-all and the end-all of development. Iceland is beginning to run into very serious problems. The Fogo Island project, as my friend for Fogo would say, has not proven to be an unmixed blessing. The levels of public support that have gone into the Fogo Island project, one begins to question. The Eastport project I think probably has worked. It is probably the only success we have had of that kind in Newfoundland and/or very few across Canada.

But you know I commend this to the minister. I think this is where he should put his attention. A new resettlement programme is fine but Ottawa has worked that out for him. That is useful. We need it, a step forward in evolution. But we do not have a policy now. I thought we were on the way to one and yet the whole idea was killed when the authority was made an operating division of the department. Even when a decision was taken to create the department that implied the rest of it, and now it is a loan board. Fine! Useful! We do not have what I thought and hoped we were getting and I count that as one of the major disappointments in this administration today. I am not going to list all of the disappointments. Your Honour, because I hope we will get out of here by Labour Day. But it is one of the major disappointments of the administration to date, all the more so because I thought they were on the way to achieving it.

MR. PECKFORD: I have one comment on that, it seems to me from the comments the Leader of the Opposition has made, as I view the last five years in this province. For five or six or seven years we had a Department of Community and Social Development whose main task seem to be to develop, to use the words again, "a philosophy of rural

development." That is all they did for the most part. It was that.

AN HON. MEMBER: Inaudible.

MR. PECKFORD: That is a loan programme. That is no good. No, no! We are talking in academic terms now, as the Leader of the Opposition fully recognizes, because this is his point. It was only an academic exercise of a group, let us say highly paid and I suppose highly qualified people who are going to development some kind of a thrust in rural development philosophy.

Now what I suggest, what I submit, Mr. Chairman, is what this administration have been trying to do in the last year is to implement some of the aspects of that so-called philosophy into a, call it a loan programme if you want. It is very dangerous I submit, Mr. Chairman, to use this word "philosophy" as loosely as we have been using it so far. A lot of the input now I submit has to come now that we have a Department of Rural Development, now that we have put a thrust into the sawmilling operations, small fish processing units, handicrafts, home industries and this kind of thing. Some farmers can get assistance on this programme as well. This is the tangible result of some of the academic thinking that has gone on.

Now I would suggest with active (and a lot of them are) development associations and with this rural development council which is over the development association, that their input into the rural development department along with the people who are still there and are cognizant of a lot of the rural development problems that we can perhaps go ahead with more of this so-called academic thinking into rural development to see, for example, to assess in the next year how this rural development authority is working, where it is not working, what it should be doing differently.

It is no good I submit for the Leader of the Opposition just to talk about, although it is a worthwhile exercise to some extent to talk about developing a policy or a philosophy of rural development and separating it from the concrete things that have to be done. I mean we can talk and we can have a department from now until doomsday

and if all we are going to do is talk about rural development, all we are going to do is develop strategies for the Port aux Port Peninsula and develop strategies about Labrador South, develop strategies for Burin Peninsula and all the rest of it, if we do not at some point in time say that we think that this kind of a programme at this time will do something for most of these areas that are underdeveloped and so on, well then how are we going to know whether all of this thinking and all of this philosophy is for the birds or any good or not?

The point that the Leader of the Opposition is making does not seem to be altogether that valid to me, because to me it seems we are trying to concretely do something that was announced philosophically over the last four or five years. Now we are going to assess what this programme is really going to do and with the development associations and the development council we can with their input find out, as the Premier said just a little while ago, what these associations in any of these particular areas see as the greatest good that could come through some kind of a programme, through rural development.

On motion 1606-01 carried.

On motion 1606-02-01 through 03 carried.

MR. CHAIRMAN: Shall 1607-01 carry?

MR. THOMS: Mr. Chairman. I wonder could the minister explain. This apparently is something new. Could he just give us a rough rundown on what this heading "Home Industries" is all about?

MR. REID: Mr. Chairman, this division will provide for small roles in industries, in designing basic and management system dealing with financing products and electric controls so additional short time staff will be required. It is provided for under block provision and new posts.

On motion 1607-01 carried.

On motion 1607-02-01 through 1672 carried.

Motion, that the committee reported having passed Head
XIII without amendment, carried.

MR. CHAIRMAN: It now being six o'clock, I do leave the Chair
until eight o'clock.

The Committee resumed at 8:00 p.m.

Mr. Chairman in the Chair.

MR. NEARY: May I make a statement before we start the estimates, Mr. Chairman?

DR. FARRELL: Just a moment - Mr. Chairman, I am sorry, I was not listening to the honourable member from Bell Island. I do not propose, Mr. Chairman, to make a long statement concerning the estimates for my department this year, except that I would like to make a few points. First and foremost I would like to say that this is a much expanded department. As everybody knows, it is a new department with many added responsibilities which are very complex. I am sure that everybody in this honourable House must realize that this is a very complicated area which we are beginning to grapple with in this new department.

As we all know, there are problems. There are a great many roads to be upgraded, paved and new construction. Although our budget is somewhat expanded from last year, I can safely say, even though my honourable colleague, the Minister of Finance, I feel has been very good to me, probably I would like it to be a lot more. I would like to see, as I am sure every member here would, every road paved on the island. We are limited, there is no doubt about that. We have an expansion on last year but we are limited.

One point I would like to make clear at the very start, Sir, is that we are anxiously and very anxiously awaiting our interim highways programme which I expect to have some word on momentarily. I expect maybe in the next twenty-four possibly or forty-eight hours at least. Perhaps I am wrong, but I hope so. I might add here that our negotiations with the federal minister, the honourable Mr. Jamieson, the Minister of Regional Economic Expansion, has been very co-operative at all times since we initiated our negotiations. He was very kind and is doing everything in his power to assist and aid us and I feel he is going to do a lot for us.

I would say at this time that the honourable the Leader of the Opposition today, in his remarks on Rural Development, which were very straightforward and sensible, I may say, did mention that our Minister of Finance, my honourable colleague, was stonyhearted. I would like to say at this time that beneath that very forbidding exterior beats a heart of solid gold. Not stonyhearted, solid gold!

MR. NEARY: That should be good for another million or two we hope.

DR. FARRELL: I would like to thank the honourable member from Bell Island for that last remark, Any assistance is graciously received, Sir. I would say though that we have had an extremely bad winter. I think everybody will agree with this, particularly the members from the West Coast which includes myself and more particularly perhaps the representatives, my honourable colleagues from the St. Barbe District, the Northern Peninsula, St. Barbe North, White Bay North, Labrador South particularly, have had a very difficult time organizing the people in those areas. I mentioned here on many occasions that men can do so much and machines can do so much but even machines and men need rest. To use an expression, Sir, they were hammered almost every one or two days by storms up there. I think that everybody will agree, I do not think there is any doubt about it, it was the worst winter in our history.

Everything possible that could be done was done by these men. I would like to take this opportunity at this time and I am sure the honourable members from these districts will agree with this, that often at great danger to themselves they went out and worked. Even machines, as I say, need a few days to rest and to be checked over, and we do not have the machines. A lot of our machines in these areas and most of the areas around the province, Your Honour, are at least ten to fifteen years old. I could say a lot about this but at the moment I will not go into it in any detail. All I will say, Mr. Chairman, is that I will be delighted to co-operate with this Committee in answering any questions on the estimates, to the best of my ability, Sir.

CAPT. WINSOR: Mr. Chairman, before we get down to the meat of the honourable minister's estimates, first I must say that he mentioned the Department of Transportation and Communications. The name of the department in itself is very confusing to an awful lot of people outside this House. They have been so used to the Department of Highways for so many years they do not seem to understand or seem to comprehend at all that the Department of Transportation and Communications takes in the Department of Highways. However, we are living in a modern age and it seems to be the trend of the present government to make the government as modern as possible. I suppose we will have to accept the change and do the best we can to get along with it.

We all appreciate (the members on this side of the House, those of us who have rural districts) the very difficult time the honourable minister had during this winter, as, Mr. Chairman, this was undoubtedly one of the worst winters we have had for many, many years. The department and the minister were taxed to the limit. There were times when after heavy snowfalls many areas did not get plowed when people expected them to be plowed and they became irritated, both with the minister and the member I might add, on several occasions. Be that as it may, we trust and hope now that that part of the season has passed and is behind us for another year.

Now we have to face the dry, warm summer and the dusty roads. Here I want to bring to the attention of the minister, if he needs any bringing to his attention, the problems we have in Fogo District. At this particular time I am going to deal primarily with the District of Fogo. The honourable minister realizes, of course, that that stretch of road from Gander Bay all the way to New World Island is very dusty and I might add in not very good condition during certain parts of the year. All of the traffic to and from New World Island now passes through many of the communities of Gander Bay North, consequently, those people are eating, swallowing and brushing dust

for most of the season.

AN HON. MEMBER: (Inaudible)

CAPT. WINSOR: I beg your pardon?

AN HON. MEMBER: (Inaudible)

CAPT. WINSOR: No, it is not only the last year. I expect the honourable members or some of the honourable members on the opposite side to say; "Well, why did you not do it when you were in power?" Be that as it may, we did not do it and we paid the price for not doing it. However, at least the Liberal Government can take credit for building the road. After building the roads, it is up to the present government to upgrade and pave them.

Getting back to the Gander Bay North Road, that portion of the road which leads all the way to and from New World Island carries an awful lot of traffic and the traffic passes very close to many of the homes and stores. I would hope, Sir, that in his budget of this year he will be sympathetic to those people if at all possible. I feel, actually, that we have the good will of the minister. He is very sympathetic too. His very profession lends him to the fact that he is very understanding of human nature and again in that profession, he of course, has been trained to be sympathetic and considerate.

Then we have the road on the southside of Gander Bay which is equally as bad. All of the traffic to and from Fogo Island must pass through Gander Bay South, through the Communities of Harris Point, Davisville and Stoneville, if they choose to go that way, and through Carmanville.

Now, Sir, speaking of Carmanville, we all know what happened there last summer. There was a demonstration and I might add, Mr. Chairman, what a display of justice, what a display of justice was displayed at Carmanville last summer, when you had small children, three, four, five years of age, standing on the road watching the R.C.M.P. take their mothers and put them in the R.C.M.P. car and take them off to jail. Mr. Chairman, let us just look at that for one moment. Can you imagine what a psychological effect that would have

on a child three, four or five years of age? To watch the R.C.M.P. take their mothers leaving them without any care, even to providing the noonday meal for them, in the R.C.M.P. cars, and not take them to the nearest magistrate, that would have been Gander, but to make matters worse, took them all the way to Grand Falls. I do not know where the fault lies, but surely, Mr. Chairman, this was a dismal, a dismal display of justice. I trust and hope that the children who witnessed that experience will grow out of it and forget that scene because, Sir, it was very, very sad indeed.

Then we have the Community of Change Islands and the honourable minister is familiar with Change Islands. Last fall we had trouble there and we had trouble again last week. I would hope that the minister would endeavour to do something with that road there on Change Islands, if for nothing else but to get that school bus in operation.

Mr. Chairman, the minister said that he is getting wonderful co-operation from the Liberal Government at Ottawa. We on this side of the House are very pleased to hear and know that this friendliness and this co-operation exists between his good office and the office of the Minister of DREE, our own Newfoundland representative in the federal cabinet, Don Jamieson. We trust that will continue and we also trust that when the DREE money is made available the honourable minister in his good judgement will be able to spare a few extra dollars for the District of Fogo.

Mr. Chairman, I will not hog the floor of this committee. I am sure this is a very important department and I am sure every other honourable member will be questioning the honourable minister to try to find out what exactly is going to be done in his particular district this year. I hope the minister will find it convenient to oblige us and let us have a list of the names of the places and what we can expect to have done in our districts during the coming summer. Something will have to be done I think to cope with the dusty communities.

If it is impossible to upgrade and pave them, well then the next solution or the next alternative would be to provide some grease or oil of one form or another.

AN HON. MEMBER: It is terrible stuff.

CAPT. WINSOR: It is terrible stuff I grant you. I grant you that is so true because the cure is worse than the disease. It is not too pleasant for mothers and housewives who have to wash the oil from the carpet or try to clean the carpet but nevertheless last year it was done in Carmanville and the people there preferred it to the dust, so it speaks for itself, but as I say, the cure may be worse than the disease.

However, Mr. Chairman, with these few remarks and as we go along and go down through the estimates, undoubtedly we will be asking the minister for a few explanations. I trust he will hold his cool, he will be a little patient with us as he is a very understanding gentleman.

HON. H.A. COLLINS (MINISTER OF MUNICIPAL AFFAIRS AND HOUSING): Mr. Chairman, I cannot let the opportunity go by without speaking, not only in response to the honourable member for Fogo but also to make some comments on the need for an improved road system from Gander down to Gander Bay along to New World Island, down around the loop to Musgrave Harbour, Carmanville, Wesleyville and back up Bonavista North to Gambo and back to Gander.

Certainly the economic future of Gander is tied to the development of roads, better transportation and communications facilities around the loop and certainly from a social point of view this is necessary for the people who happen to be privileged to live in that particular section of the province. Many of the services, which those people seek and deserve and want improved, must be provided by the regional offices, the regional hospital and all the other services which are made available from a regional centre, and those people must have better access to them.

I was a little amazed in the meantime to find the honourable member for Fogo standing in his seat on the other side of the House and making such an appeal for those people when I remember about two or three years ago, when we were sitting opposite and the honourable member was a member of the cabinet of the past administration, when I presented petitions from the people in Gander Bay, Victoria Cove, Stoneville, Horwood, Main Point and Davidsville, Frederickton, Noggin's Cove, Carmanville, Musgrave Harbour, Doting Cove, Lumsden, Deadman's Bay, Wesleyville and you name it, Mr. Chairman, I could go on to Badger's Quay and Pool's Cove, also, down to Indian Bay and Parson's Point.

MR. THOMS: Tell the truth now, He did not petition too much.

MR. COLLINS: Trinity and Centreville, Dover, Wareham, Gambo, Middle Brook, and Dark Cove. They were all silent then, Mr. Chairman. However, I am sure from the conversations which I have had with the Minister of Highways, that we can expect some great things in that particular section of the province. I only hope that the honourable member opposite will give the minister all the credit that is due him when the day comes that the big announcements will be made, and that is not too far away.

MR. MARTIN: Mr. Chairman, I have very little to say actually. As we go down through this I am going to get an opportunity to question the minister anyway on the various points that pertain to my own problems and my own district.

I think if I were to make a speech on the highways estimates I could do no better than to utter four words; "Red Bay Road, please! The Red Bay Road!" Mr. Chairman, the honourable minister is not doing one-fifth of what we need for roads in Labrador but I do not blame the honourable minister. We all know that we have very little money to spread around on highways. I think it is a degree of - it is a real measure of the affluence of any community to sit and listen to the requests or complaints that are coming out of these communities. We hear people calling for pavement, pavement, pavement. "We want our roads

upgraded and hardtops put on." They are at the top of the list. They are the ones that are the most affluent I think.

Next below that you hear people screaming to have their roads oiled so as to keep down the dust. This is an indication that they have not quite reached that stage. Well, Sir, all we are asking for in Labrador is a little bit of gravel and that puts us well down at the bottom of the list.

All I would like to say, Mr. Chairman, at this point, is that in my dealings with the honourable minister and his staff I realize that there have been times when we have had major disagreements but I can honestly say, Sir, that I have had nothing but the best of co-operation. They may not have been able to give us much but at least they have co-operated.

MR. ROBERTS: Mr. Chairman, first of all I wonder if the minister would undertake - is he going to table the list of the proposed expenditures under the three large votes which are found down below? There are 1711-07-01-02 and 03. Will the minister be tabling a list of the programme proposed under those subheads this year? Those are the main votes, Mr. Chairman, the DREE vote and the improvement vote.

DR. FARRELL: Mr. Chairman, in response to the Leader of the Opposition I would like to ask the indulgence - it might be a strange way to answer this question, I can be corrected if I am wrong. We are now awaiting for a final interim highways agreement from DREE which we will be having discussions on no later than tomorrow morning. As was already stated (I do not know if the honourable Leader of the Opposition were here) that the honourable minister, the Federal Minister of Regional Economic Expansion, has been very co-operative and very kind. Our liaison has been very good but at this moment in time, if you would excuse me, particularly due to the severe winter we had and the fact that we have not received our programme at this time, I would ask your indulgence in waiting for a few days until I receive this because it may be possible, Sir, it may be very probable that I may have to

change some needs in various areas and I think it would be very unfair if I announced a programme of this kind at this moment. I will be delighted to announce it the moment I can work out the details because some of the items in the interim DREE agreement are most important, to my mind. Top needs (I hate to use the word priorities, because having read the debates on last year's estimate when I was resting very quietly in another area, I know it caused quite a problem. What are priorities? I think several hours of debate went on and I do not like to use the word priorities myself, Sir, but I do feel that until I get this particular programme and the fact of the severity of the winter particularly on our Western Coast and Labrador and a lot of other areas on the island, that I may have to - the needs may change. Until I get the full details and I know what is available, I would ask for the indulgence of the honourable Leader of the Opposition. If he could give me at least a few days to finalize these programmes, I would then be delighted to give each member of the House their programmes as soon as I possibly can.

MR. ROBERTS: Mr. Chairman, it is petty to argue with the minister in one sense of the word. One cannot expect him to table the programme that he has not yet worked out. That would apply to a new DREE agreement and I realize that the new DREE agreement, because of the laxity of this administration...

AN HON. MEMBER: (Inaudible)

MR. ROBERTS: No. Let me say a few words then the minister can say a few words. Because of their laxity in getting submissions into Ottawa, we are delayed on that. We have been delayed several months needlessly, unnecessarily. At the same time, Mr. Chairman, the minister is coming before the Committee and he is asking for, it should be noted, the smallest amount that has been spent on highways by this province in a number of years. It is \$1,340,000 larger than last year's estimated figure but I understand not larger than last year's actual figure.

Provincial input last year, Mr. Chairman, my figures which come from the printed estimates excluding any DREE monies for the

fiscal year 1972 - 1973, \$18.49 millions. That is the total of three large subheads 01, 02 and 08. They are now 02, 03 and 07 since the subheads have been renumbered but that is the reconstruction vote, the new construction vote and the old 08, the present 07, the bridges vote. The total of the three of those last year, Your Honour, as I figure it out, I could be wrong, was about \$18.5 million on the estimate. The revised figure was \$19.8 millions, the estimated net provincial expenditure this year, excluding any DREE money, is \$19.4 millions which is less than last year. \$400,000 less than last year. I stand by my statement that this is the smallest amount which the government of this province has spent for several years past.

1971 - 1972 may have been an unusual year. Certain public events occurred during that year. The Committee may be interested to know that \$37.5 million was spent, excluding any DREE funds.

AN HON. MEMBER: What years are these?

MR. ROBERTS: 1971 - 1972. That happened to be the year of the election. As my colleague from White Bay South would say; "Let us have elections every year if it means that sort of expenditures on roads."

Mr. Chairman, the minister has said that he does not know what the programme is. I realize he does know...

DR. FARPELL: (Inaudible)

MR. ROBERTS: Well there is listed in this \$21.2 million expenditure on DREE of which \$16.8 millions will come from DREE according to these figures. I take it that is to carry out work in hand. There is no new work in that, that is work in hand that has been announced. In many cases the contracts have been let. In many cases, I assume, the work is actually under way. Is that a correct understanding? We are on the minister's salary and we might as well...

DR. FARRELL: I am sorry! We are having a little difficulty following you, Sir. You are jumping a little bit around. Could you just repeat that?

MR. ROBERTS: Mr. Chairman, we are following the usual procedure. I will follow which ever way the Committee direct but I had understood we

would have a wide ranging debate on the minister's salary and then the rest of the items would go through, I would submit, rather quickly, unless there is some particular point that members wish to discuss at length.

I was referring (the minister asked me there) to Head 1711 which is the main Head in the whole Highways Estimates.

DR. FARRELL: Yes.

MR. ROBERTS: There is an expenditure listed under 07-01 of \$21.2 million estimated and there is down below an offsetting appropriation-in-aid of \$16.9 million.

DR. FARRELL: Yes, that is right.

MR. ROBERTS: Is the minister with me on that?

DR. FARRELL: Very much so.

MR. ROBERTS: Okay. I assume and this is a question in effect but I assume that these are ongoing DREE programmes, programmes which have been announced, in effect, many of which contracts have actually been awarded to a...

DR. FARRELL: One second, Sir. Let me explain that only \$12.6 millions are ongoing programmes.

MR. ROBERTS: That is good. In other words then, there are \$9.2 millions in here for - no, I am sorry, \$8.6 millions...

DR. FARRELL: Correct. \$8.527.

MR. ROBERTS: In here for - I am sorry!

DR. FARRELL: \$8.527.

MR. ROBERTS: I am rounding it out to the nearest one hundred thousand dollars for the purposes of discussion only.

DR. FARRELL: It is only a couple of hundred thousand dollars.

MR. ROBERTS: That is a lot of money. As C.D. Howe once said; "What is a million?" The honourable gentleman says; "What is a hundred thousand?" I say; "It is a lot of money."

DR. FARRELL: It is a lot of money.

MR. ROBERTS: Let us call it \$8.5 million then to round it off to the

hundred thousand figure. \$8.5 millions and he is asking \$15.6 millions from our own funds, that is \$24.1 millions. I would ask the minister how much more he expects to have from Ottawa? I realize that "he does not know" (in quotation marks) and he will not know until he and the minister from Ottawa, Mr. Jamieson, agree.

DR. FARRELL: I could answer that question now.

MR. ROBERTS: Yes, of course.

DR. FARRELL: I expect approximately after discussions - the honourable member mentioned some laxity in the negotiations under DREE agreements?

MR. ROBERTS: Yes.

DR. FARRELL: They have been going on for months.

MR. ROBERTS: I know they have.

DR. FARRELL: Basically with great liaison and the co-operation of the honourable Minister of Regional Economic Expansion, having gone over those with his officials, we expect about \$8.5 millions.

MR. ROBERTS: Is that the \$8.5 millions included in this?

DR. FARRELL: Yes.

MR. ROBERTS: That is helpful because now we know that we are going to have spent in this province this year, unless Mr. Jamieson can produce more from that magic hat of his than he has been able to produce and that has been a great deal that he has gotten for us already, \$21 million. I am sorry! I am sorry! \$24 millions.

DR. FARRELL: Yes.

MR. ROBERTS: What I would like the minister to indicate...

DR. FARRELL: \$21 million, Sir.

MR. ROBERTS: No. \$15.6 million plus \$8.5 million make about \$24 millions.

DR. FARRELL: Correct.

MR. ROBERTS: Okay?

DR. FARRELL: Yes.

MR. ROBERTS: All right, in addition to about \$12.5 millions of ongoing work under the DREE contracts. I wonder if the minister could tell us - that is a fair amount of money.

DR. FARRELL: Yes.

MR. ROBERTS: It is a fair amount of money. Could the minister indicate to us what work will be done with that? I think that would be easier, assuming the minister can, and maybe he cannot. Surely the ministry have settled their statements, their priorities, their programmes. If the minister could indicate to us what he hopes to do with that. I ask that because if he can do that I suggest this debate will go fairly quickly.

DR. FARRELL: Yes.

MR. ROBERTS: Last year the minister was not with us, unfortunately, and I believe this is the first time the minister has piloted estimates through the Committee.

DR. FARRELL: That is right, Sir.

MR. ROBERTS: I trust it shall not be the last.

DR. FARRELL: Thank you very much!

MR. ROBERTS: But if he read the debates as he has, he will know there was considerable discussion on this point and the gentleman who was acting for him, the gentleman from St. Barbe South, eventually gave in and produced the lists. I have them here now.

DR. FARRELL: Yes. I agree.

MR. ROBERTS: If the minister can produce them, fine. I think that would be very helpful. If he does not have them typed and photostatted perhaps he could read them out to the Committee. Eventually we will get Hansard, round about Labour Day I gather or Regetta Day.

DR. FARRELL: Fine.

MR. ROBERTS: Then all we will have left are a number of special areas I want to mention, some of them in my constituency. The gentleman from Twillingate may be persuaded to say a few words about the causeway but otherwise we are going to have a longer debate.

DR. FARRELL: I would be delighted but, Your Honour, I would like to state again that these things have not been approved yet, the \$8.5 million we were talking about.

MR. ROBERTS: I understand that Ottawa have not approved \$8.5 million, in round figures.

DR. FARRELL: Yes, in round figures.

MR. ROBERTS: Well, then, what about the \$15.6 millions that we are going to spend of our own money, of Newfoundland's borrowed money?

DR. FARRELL: Yes, I remember very well, Mr. Chairman, the arguments last year about the lists of projects that went on in each

district. I repeat, Sir, that it depends on the availability of these monies because I must have some flexibility at this particular time. "Particularly in fact or due to the severity of the winter conditions, this is just untrue. I must have some flexibility and we may have to if these funds which have not been approved, these top priorities or (I do not like the word) needs for the province if these are not approved in their entirety, this sum, I may have to switch for a change to funds that are available from one area. I do not think it is in the best interests of the policy or the people of this province to make people a promise of something that we may not be able to fulfill in the coming season. I am sorry!

MR. ROBERTS: Mr. Chairman, I am very much in favour of governments doing what they say they will do. I quite agree with the minister on that. We are in somewhat an extraordinary situation here. We are being asked to approve a very large sum of money. I concur. I can see the minister's need for some flexibility. I have had some dealings with the government at Ottawa from time to time. They do have their problems. They can be very co-operative. I am glad the minister finds them that way. I only wish he could transmit that virus to his colleague, the Minister of Finance.

AN HONOURABLE MEMBER: They can be co-operative when they are hammered a bit.

MR. ROBERTS: Very co-operative when they are hammered a bit. Well, the Minister of Finance will see about that. I do wish the Minister of Highways could transmit the co-operation virus to his colleague, the Minister of Finance. It would be a very useful one for the Minister of Finance to catch. He did not get the \$24 million. He had no more to do with getting the - yes, he went up, Mr. Chairman, and he took the \$24 million right out of John Turner's pocket and he carried it back.

MR. CHAIRMAN: Order please. The Chair has allowed not only a wide range of debate under the minister's salary but indeed has allowed

the Leader of the Opposition to in fact discuss head 1711-07 which definitely should be discussed when we reach that point after having passed 1701-01 and the others heads of expenditure up to 1711. Although there has been a tacit agreement between the honourable the Minister for Transportation and Communications and the honourable the Leader of the Opposition, I do not think that agreement can be stretched to a wide ranging debate on the ability or lack of it of the honourable Minister of Finance to deal with Ottawa.

MR. ROBERTS: Back to the minister's salary or the minister's office, what we are talking about is not 1711 per se. I am asking the minister - he and I are having a dialogue, a very helpful one at this stage, about the minister's road programme. If the minister is unwilling -

DR. FARRELL: I could tell you about the ongoing work.

MR. ROBERTS: We got that in last years.

DR. FARRELL: I was just wondering if you wished to hear it.

MR. ROBERTS: I have that. I also have the year before. I have a number of years, if the honourable gentleman should wish me to entertain him by reading them. I appreciate his offer but really I think every honourable member is familiar with that. If the minister should be unwilling, for whatever reasons, I do not impute dishonourable reasons if he should be unwilling to table a list of work that will be done year, I submit that there is \$20 million or \$25 million of work which will be done because I am as positive as the minister is (He has been in conversation with Mr. Jamieson and I have not, not on this point) that Ottawa will produce \$8 million, \$9 million or \$10 million this year for roads, under the DREE Agreement. I am sure of that.

DR. FARRELL: We are having discussions tomorrow morning.

MR. ROBERTS: Right. Good thing to have. I am quite sure Ottawa will. Indeed if the minister had had his p's and q's about him, I think they would have produced \$15 million or \$20 million.

DR. FARPELL: We asked for \$27 million.

MR. ROBERTS: I know what the minister asked for. I repeat that if the government had had their p's and q's about them and had they gone at it properly in my opinion they could have gotten \$15 million to \$20 million out of Ottawa this year instead of the \$8 million to \$10 million that they will receive.

AN HONOURABLE MEMBER: Why is that?

MR. ROBERTS: Why is that? That is my opinion. Thank you, Your Honour. I appreciate the courtesy of the honourable the Minister of Highways. The other honourable gentleman stands - well, that is not parliamentary.

Okay! So, we are going to have \$24 million or \$25 million worth of work done. As I understand what the minister is saying and I am making an effort to understand it, some of it will be paid for by Ottawa. For example, the minister will ask to have the road from Harbour Breton over toward the Bay d'Espoir highway, some work done on that road. He will not? Yes, the Harbour Breton Road. I would be very surprised if it were not asked for some work to be done on that road this year. If DREE do not pay for that and it is not accepted by Ottawa - it may or may not be, I do not even know if it is on \$27 million or whatever list has gone in to Ottawa - then the province will pay for it out of borrowed money. The Minister of Finance will go off to Japan and borrow a few more yen. Fortunately for us Japan has yen for us. The only problem is we have to pay back yen and the yen is going up and the dollar is going down. That is the problem in borrowing foreign currency. I do not know if we could use rice or not. We could try it. The Rural Development Department would doubtless provide a grant for somebody to farm it.

We can establish the fact that the minister is unwilling to give us the list. I am not going to press that point. I am surprised. I had really expected that after the commitment made last year by the gentleman from St. Barbe South - I believe he was

actually acting Minister of Highways at the time or certainly acting for the Highways Minister as he then was - I thought we would get the list. I appreciate the honourable gentleman's position in respect of federal-provincial negotiations. Nonetheless, I submit that he could give the House and the people of Newfoundland a list of the work that will be done.

The only real question, the question in which the member needs some leeway, is which will be done by Ottawa and which will be done by Newfoundland? That is why I would not dream of asking him for a breakdown as to what DREE will pay for and what Newfoundland will pay for. I am sure that somewhere - either the minister may have it on his table over there or the deputy may have it. It may be anywhere. I do not know - there is a list as to what is to be done with \$24 million, \$25 million this year. If the minister will not produce it, well, that is that. I wonder in that case, Mr. Chairman, if I might mention a number of specific road projects. I cannot ask the minister if they will be done or not. I mean, I can but he is obviously not going to tell us.

DR. FARRELL: Excuse me! He mentioned \$25 million dollars. We cannot possibly go ahead with that because we have not even got revenue even with the DREE funds. I do not know if that is the figure. It is not quite correct.

MR. ROBERTS: The minister is asking for \$25 million, Sir. He is asking in all for new construction for \$36.7 million or \$40 million of which roughly \$12.5 million is committed, he tells us. I have no doubt of that. That is \$27.5 million of new projects. That is where I am getting the figure. Actually I am a little under because I was not including in there 1711-07-03, subhead of \$2.2 million. Is the minister with me on the figures?

DR. FARRELL: I am not quite. Could I ask another question? Is he talking about 1711-07-01, \$21 million.

MR. ROBERTS: I am lopping together 01, 02 and 03.

DR. FARRELL: It is minus \$8 million. Add \$15 million to the figure he is using.

MR. ROBERTS: Yes. That is \$25 million.

DR. FARRELL: Yes but unless we get the money from Ottawa we cannot say that we are going to do \$25 million -

MR. ROBERTS: I agree. The minister and I are on common ground there. I told him that in my opinion which is only one man's opinion, in my opinion the money will be forthcoming from Ottawa.

DR. FARRELL: There may be some of the projects which I have applied for to Ottawa which we will have to do anyway out of that \$8 million.

MR. ROBERTS: The minister in my opinion will get at least \$8 million from Ottawa, maybe nearer to \$10 million. What is the minister saying? Is there a certain number of projects which have to be done this year?

DR. FARRELL: Yes.

MR. ROBERTS: If we can hook Ottawa to pay for them, we shall. If we cannot get Ottawa to pay for them, we have to. Now if the minister will merely tell me which projects those are which have to be done anyway even if tomorrow Mr. Jamieson looks at the minister and says, "Sorry, old boy, not a cent, not a jot, not a tittle."

DR. FARRELL: I think the Leader of the Opposition realizes that I cannot very well table any conferences with the Minister of Regional Economic Expansion on these projects. There is no way that I can do it until I know on perhaps tomorrow. I know tomorrow I am going to have some discussions on it. Perhaps in the next day or two I will be able to announce this. I just ask the indulgence of the committee to ask for a little leeway so that - I think this is a very reasonable request. I ask a little leeway, particularly due to the severity of the winter we had where I may have to change needs from district to district. I think every member of this House will agree that I tried in every way since I returned to this department to do anything I could for the districts in this province. I will ask a little leeway. I do not think it is unfair to ask that for a day or two until I know exactly where I stand on this particular problem.

I know last year, reading the debates, many hours were spent

on this. All of the arguments that have never been produced in the past we should produce because now we have a changed administration. I think even the honourable the Leader of the Opposition will admit that in an area where we are tonight that this is a little different. Obviously I cannot at this time produce a list which I think would be against the interests of the people of this province and the province itself. I have been called many things in this House, jokingly, like "despots" and "general practitioner", "Irish rover" and "foreign despot". I enjoyed it. I think we deserve this. I was accepted and was adopted and I am very proud to have lived and married in this province. I would say this, that I enjoy this repartee. I am just getting used to it. I think the honourable member from Bell Island and myself are going to have much repartee in the years to come, for the next eight or twelve years on the other side of the House where he is now. I would be delighted to go to Bell Island and look at his problems. I always will be as long as I am in this portfolio. I would suggest again and I ask co-operation in this fact. That is all.

MR. ROBERTS: Mr. Chairman, I had already said that we on this side were I think understanding of the minister's position vis-à-vis Ottawa and of course we are willing to do what we could to help them. What I have been asking and I will not press the point, is for a list of the work which will be done anyway even if Ottawa produces not a nickel. The minister is unwilling - he is certainly not unable - to give it. So be it! The difficulty with the minister's position, Mr. Chairman, is that because of the arbitrary action of the government in handling the estimates there will be no opportunity for the elected representatives to debate the programme. That is the problem. Now, if this head could stand over until Thursday or such time. The government are not prepared to permit that sort of thing?

The gentleman from St. John's Center sat over here and lambasted my colleague from the South, hip and thigh, on one of the items that used to come up and we used to refuse to table them. Last year -

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: Yes, that is right when Harold Starks was Highways Minister. He used to sit where the gentleman from Ferryland now sits. He read out great long lists of proposed projects. They were tabled. Almost all of them were done. The ones that were not done were stopped by the present administration. The gentleman from Bonavista South was not in the House at the time, I was.

Now, Your Honour, as I have said, if the minister be unwilling to produce this information, that is it. There is no point arguing with him on it. He has made up his mind. I will say this for the gentleman and I mean it as a compliment, he has an Irish temperament which means he is as stubborn as a mule in Donegal. I think the minister should be pleased at that. I do not know how the mules in Donegal would feel about it.

Let me mention then a number of specific points. First of all will the minister please tell us where matters stand on the Trans Labrador Highway? We had some discussion the other day, on Question Period. There was an item in the "Daily News" which said that the minister would be going off to Ottawa via Quebec City for discussions on the Trans Labrador Highway.

DR. FARRELL: Not quite correct.

MR. ROBERTS: I am just saying what the "Daily News" said. I am not saying what is correct. I ask that the minister will make some comment on this Trans Labrador Highway. I would naturally hope that he would make some comment, commitment, hopefully, on the Northern Peninsula Highway. Indeed I hope very much it is one of the areas in the DREE agreement. It should be the next big truck highroad. I may add for the minister's benefit, if it is of any help to him, that I have as a member for the area told Mr. Jamieson so. I very strongly feel in favour of it. I hope that my representations bear some fruit.

I wonder if the minister would also say a few words on the

situation at Conne River. I have a letter here from the chairman of the local improvement district at Conne River, March 7, 1973, very recent. This gentleman is also the first vice-president of the Native Association of Newfoundland and Labrador, Mr. Philip Jeddore. The gentleman from Labrador South would probably know him. The letter which is addressed to me asks me to intervene on the part of the people of Corner Brook in the decision as to whether or not a causeway bridge will be constructed or started. "As of today" (that was March 7th)"we still do not have any assurance that it will indeed be included in the 1973-1974 budget. Several years ago a petition was sent to Ottawa." (the gentleman is not sure where it was sent to)"asking for the causeway." (It does not really matter where it was sent, Mr. Chairman, because they got no answer)"Two years ago Mr. Jamieson and other influential men would visit this area each time the position of the people in Corner Brook was made known to them and requests were also made known to them. Since then we have had the pleasure of having a drilling rig crew down to do some drilling for the proposed causeway bridge. The drilling itself left much to be desired. Before that we cut our own throats" (metaphorically speaking I suppose)"by getting a LIP grant to cut the right-of-way for a stupid road to Harbour Breton. This cut the cost of proposed roads greatly. However, we do not want that road. The right-of-way however will provide for the construction of a road to timber logs when or if we get the planned sawmill.

"Also, they have surveyed or are in a process of surveying an alternate road bridge construction. Even if the causeway bridge was constructed, we would like to say that the third alternative was satisfactory."

The first scheme was the road to Harbour Breton. They do not want that. The second scheme was the causeway or the bridge across the Conne Gut. They think that is just what they want. The words the gentleman used there are "great", "fantastic", "just what they want". They say it will cost a lot. The third scheme is a road, the bridge to the

North East of Conne River a distance of six miles, The words Mr. Jeddore used "It is still great and it will provide a beautiful country walk if you do not want to ride." It also gives easy access to the Conne River which apparently is a good salmon river. They will accept either of the last two. The letter concludes and I am reading from it.

"But please, for God's sake get them to do something. Do not let us be forgotten any longer." So I ask the minister if he can make a comment on that please? I have a list of them and maybe it will be quicker for the minister if I went down the list and then he could deal with them if he so wish.

DR. FARRELL: Could I ask one question?

MR. ROBERTS: Yes, of course.

DR. FARRELL: I did not receive a copy of that letter, Sir.

MR. ROBERTS: That does not surprise me. The letter is addressed to me not to the minister.

DR. FARRELL: This is the first time I have heard of it. I was wondering why you did not refer it to me.

MR. ROBERTS: Mr. Chairman, the minister gets many letters he does not refer to me.

DR. FARRELL: No, but every time you refer to me, Sir, I think I always answer you.

MR. ROBERTS: I will give the minister credit for that. He does answer them. He does not do anything about them but he does answer them.

DR. FARRELL: I beg your pardon, Sir.

MR. ROBERTS: That is true. Nothing ever happens. That is the truth. The letter is addressed to me. It asks for my intervention. This is the first opportunity that I have had to intervene in the matter. Mr. Chairman, the honourable gentlemen opposite will have to ask Mr. Jeddore why they chose not to write to the honourable gentleman.

MR. EVANS: Have you got the road started?

MR. ROBERTS: No but I will get it started if the honourable minister does not.

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: Well, that is what they are talking about. They know the Premier can walk across water and they had Mr. Cheeseman walk across the water. Now they want some action. They will get it. Lo and behold! on Sunday from the sky the helicopter descends and the Minister of Highways gets out. It is amazing. I am all for him going there. I wish he had gone there more often.

There are a number of roads in my constituency in respect of which I have written the minister numerous times and in respect of which nothing has been done except that I have had the courtesy of an acknowledgement. The road to St. Carrolls, a very small community - that is the community where the child died last winter from infectious hepatitis.

DR. FARRELL: I know very well, Sir.

MR. ROBERTS: Okay. The road to St. Julien's in Franscois, an expensive piece of road I agree. The road to Harbour Deep, a fine community.

While we are at it, Mr. Chairman, the minister, last year we had a bit of a chat on the Community and Social Development estimates about Gerryville in Corner Brook and a number of people there who were getting a first class run-around from the government. They, in addition to being within the responsibility of the minister, happen to be constituents of his, admirers, at least they were. Nothing has happened.

DR. FARRELL: Everything is settled away.

MR. ROBERTS: Everything is settled away? Well that is not what I hear from the people out there.

DR. FARRELL: From whom? Could we have the details?

MR. ROBERTS: I supplied a great deal of details last year.

DR. FARRELL: I would like to have them this year.

MR. ROBERTS: Mr. Chairman, the honourable gentleman can go back and check the Hansard. I supplied them last year.

DR. FARRELL: I am asking for them this year.

AN HONOURABLE MEMBER: He supplied answers last year.

MR. ROBERTS: No, the minister did not supply answers last year on

that point. He did not. He undertook to make some statements in due course.

Would the minister also tell us a little bit, please, about the arterial road here in St. John's? We have all seen today's edition of the 'scurrilous rag', that piece of yellow journalism, the Premier's favorite newspaper. Which one? Well, the Premier to my knowledge has only gone after the "Evening Telegram". It is the Minister of Finance who occasionally takes slices off the "Daily News" and the "Sunday Herald". I have not heard the Premier say anything about either of those. I am talking about the "Evening Telegram" obviously, today's edition which has a story across the top of page (1) about the arterial road.

I gather from the story the matter has not been settled between Ottawa and the province as to the further funding of the arterial road project. Apparently the minister's officials are hard at work making offers to buy land on the projected route. The minister may, if he wish, say a few words about that.

I wonder if the minister could tell us, please, about the progress of the work between St. Alban's and the head of the bay on the Western Side of Bay d'Espoir?

DR. FARRELL: I am having a little trouble getting all of the questions down.

MR. ROBERTS: Okay. Well, I can repeat them if the minister so wish: St. Alban's, head of bay.

DR. FARRELL: St. Alban's - Milltown I think he means, Sir.

MR. ROBERTS: Well, does it go all the way around Milltown?

DR. FARRELL: Yes, the whole way around.

MR. ROBERTS: Twelve miles. All the way around.

DR. FARRELL: That is good. The people up there will be able to drive to the pools, Sir.

I wonder if the minister could indicate, Sir, whether he will be meeting with representatives - I cannot give you the name of the committee, they have not given it to me - with Mr. William Snook who is Chairman of

a committee in Harbour Breton and has sent cables to the minister which read -

AN HONOURABLE MEMBER: From St. Alban's.

MR. ROBERTS: Well, the cable was sent from Harbour Breton. I do not know where the honourable gentleman lives but it was sent from Harbour Breton.

"Will again remind you of pre-election promise of 1972. Still anxious to meet with you on established firm commitment regarding the importance of this project."

DR. FARRELL: Where is he from?

MR. ROBERTS: Harbour Breton I assume. That is where the cable was sent from. I think it is the development committee down there. The minister may have seen them on his flying visit on Sunday past. Anyway they would like to know when the minister will meet them.

There is another committee down there, the South Coast Regional Development Association. Mr. Eric G. Hillier is secretary. There has been considerable correspondence back and forth, very unsatisfactory to the group concerned, most of it involving the deputy minister.

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: No, I shall not. Mr. Chairman, the letter from the deputy minister was sent to me by the minister. I see no need to send it back to the minister. The telegram is a copy of the telegram sent to the honourable the minister from a gentleman from Fortune Bay and it was sent as well to Mr. Cheeseman who is no longer with us. He some time ago asking for a meeting. The answer was that they would not be met at this time. Further telegrams came in and my humble help was solicited. So, humbly I am trying to help. Maybe the minister can deal with that.

Mr. Chairman, I have had a number of letters from the Trinity Conception Ministerial Association.

DR. FARRELL: Who?

MR. ROBERTS: Trinity Conception Ministerial Association. The gentleman

who has written to me is Captain R.G. Goodyear who is a Salvation Army captain, not a military rank, dealing with the concern of that association relative to road signs along the Trans Canada Highway. This is the old question. "The present merge signs are creating undue anxiety and confusion and in our opinion is the cause of many unnecessary accidents."

The chief highway safety officer, Mr. J. Clark, has replied to these people. They consider his reply most unsatisfactory and have asked that further representations be made.

DR. FARRELL: He is only an expert.

MR. ROBERTS: I do not know if he is an expert or not. The point is that these people are not satisfied on that. I am asking the minister if he wishes to make a comment. If his comment is simply to dismiss the whole thing, that is fine. Captain Goodyear and his colleagues in the Trinity Conception Ministerial Association will doubtless be glad to hear that the minister's reply was simply, "Oh, well -"

DR. FARRELL: I did not say oh well, Mr. Chairman. On a point of order: I am trying to be very co-operative. I think the honourable the Leader of the Opposition is getting slightly irritated which is unfair. I would be delighted to answer any questions he requires to have answered. I do not wish to have this kind of remark, "oh, well" or whatever or what he is going to do because I am not sitting here taking it, if you do not mind, Sir. I would be delighted to answer any question put in the proper manner but not in this tone of voice.

MR. ROBERTS: Mr. Chairman, the honourable gentleman is showing his Irish temperament again. He has consistently refused to answer questions put to him here in the committee. He has just said that he will not reveal the list.

Now, Mr. Chairman, I have dealt with the Northern Peninsula road. The minister hopefully will say a few words on that. I suspect my colleague from Twillingate will have a few words to say on the question of the causeway and how we think that should go ahead.

There is a matter I would like to raise with the minister, if I may be permitted to do so, Sir. It falls under the communications end of his responsibility. It affects Labrador South. Now, as the minister I am sure knows, the people in Labrador South, many of them, commute in a sense that they have summer homes on the coast where they fish and winter homes inland where they move, obviously in the winter months. One of these communities - there are many - one of them is Sandy Hook which is a community just outside Port Hope Simpson. Now, the people in Sandy Hook have no communications at all, as the gentleman from Labrador South I think will tell me, other than boats. Last year while I was in Sandy Hook I was told of an example of the sort of problem which occurs. They do not even have a radio-telephone. In most parts of Labrador South or in many parts communications are excellent. Bell Canada has put in rather good telephone services where there are telephone services but there

MR. ROBERTS: is nothing at all in Sandy Hook.

MR. FARRELL: There are many people, Sir, in Sandy Hook?

MR. ROBERTS: I have no idea. There are ten or twelve families maybe in the summer. It is not a large place at all.

MR. FARRELL: It is a summer community.

MR. ROBERTS: I am sorry?

MR. FARRELL: It is a summer community.

MR. ROBERTS: Yes it is a summer community.

MR. CROSBIE: Like Hogan's Pond.

MR. ROBERTS: No Hogan's Pond is year-round and there are more than seven families out there. There was a case in Sandy Hook where a lady got sick.

MR. ROWE (W.N.): She got what?

MR. ROBERTS: I have her name, Mrs. Power by name.

MR. FARRELL: I beg your pardon.

MR. ROBERTS: A lady took sick in Sandy Hook. Now in order to get medical treatment for her, her husband (they are an elderly couple) had to go by boat several miles to the nearest phone. It is located in a community called William's Harbour. There he telephoned to the nearest medical facility which happened to be the International Grenfell Association station at Mary's Harbour. He described as best he could his wife's symptoms and after doing so the nurse said that the only course to be followed was to bring the lady to Mary's Harbour. I am sure that the gentleman from Labrador South has heard of this, probably from the same person as I have heard. He thereby went back to Sandy Hook, the gentleman did, put his wife aboard an open boat and proceeded on to Mary's Harbour. That is straightforward. Sandy Hook happens to be just about midway between William's Harbour and Mary's Harbour. The result was that the gentleman's (His name was Power. I heard about it from his daughter, Mrs. Hicks) journey was much longer than it would have been if there

had been a phone at Sandy Hook. The lack of a telephone not only led to a delay in getting the lady to medical help but the length of time involved was such that the weather had deteriorated in the meantime and thus the journey was much more hazardous than it need have been.

Now when I was told about this I wrote to Scrivener, who was then and I suppose still is the President of Bell Canada. By the way he is a brother of the Scrivener of Scrivener Projects Limited. They are a very good family. His sister-in-law is in the Ontario Legislature, a P.C., M.P. Mr. Scrivener did not answer but one of his assistants did. A vice-president wrote at great length, great sympathy but no action. The point is that, according to the Bell Canada people, it would just not be economically feasible to put a radio telephone into this community. I can see that. A capitalist would say that it makes no sense.

MR. FARRELL: A what?

MR. ROBERTS: A capitalist, c-a-p-i-t-a-l-i-s-t.

MR. FARRELL: I know how to spell it.

MR. ROBERTS: Okay.

MR. FARRELL: A Tory in other words.

MR. ROBERTS: No. Some capitalists have the good sense not to be Tories. Many Tories do not have the good sense to be even capitalists.

AN HON. MEMBER: They hide behind the tail of Liberalism.

MR. ROBERTS: The what of Liberalism?

MR. FARRELL: Facade.

MR. ROBERTS: The word is facade. I thank the honourable gentleman. In the Kingdom of the blind, the one-eyed man is King.

Now Bell Canada stated that the cost of providing radio power, tower and antenna would be in the order of \$7,000, if somebody provides the radio. Now that to me seems like a lot of money.

I had another go at Bell Canada and got nowhere. Why I raise it is to ask the minister if he would consider adopting a policy of taking \$10,000 or \$15,000 - apparently there are still sixteen of these communities left in Labrador South. That is what Bell Canada tells me. I do not know if there are any on the island. There are no communities in my constituency, which is one of the more remote on the island, without at least a radio-telephone. Northeast Crouse with seven families had their radio-telephone put in by C.N.T. last November or December. They now have a radio-telephone. I wonder if the minister would consider taking a few dollars, not a lot, and buying the radio-telephone sets. They do not cost very much. I do not know what they cost but it is not very much I am sure. It is more than these people can afford. My colleague says \$800 to \$1,000 would buy a radio-telephone set. It is not a lot of money.

MR. FARRELL: Radio?

MR. ROBERTS: Radio-telephone.

MR. FARRELL: Oh, but you mentioned \$7,000.

MR. ROBERTS: That is what Bell Canada would want but I mean that is Bell Canada. Then take these sets and just give them to the people in these communities. The people in Sandy Hook I am sure have enough of a struggle even to make a living let alone find \$1,000 a month, seven families, for this. I am sure Bell Canada would agree to hook them into their networks or whatever they are called and then the people would have some communication. I do not know what the communications part of the minister's portfolio really refers to. It is there and I know that the task force on communications is going around to radio stations.

MR. FARRELL: I will give the honourable gentleman the details on this later.

MR. ROBERTS: Okay!

MR. ROBERTS: They are asking what they are going to do by way of expansion and all that. I am sure the C.R.T.C. will be very interested. If the minister is going to be involved in communications, I would submit that this is one of the areas where we could usefully be involved.

MR. FARRELL: Granted.

MR. ROBERTS: It would not take a lot of money.

MR. FARRELL: The first I heard of it, Sir.

MR. ROBERTS: Well that could be. I mean I have been dealing with Bell Canada.

MR. FARRELL: I will be very sympathetic.

MR. ROBERTS: Yes. You know \$20,000 that is a lot of dollar bills piled up but it is nothing in the way that the Department of Highways spends money.

MR. FARRELL: None whatsoever.

MR. ROBERTS: Not when you consider a \$50 million or \$60 million total expenditure or whatever there will be this year. It would provide those people with a very basic service. I do not want to say it will save lives. It may or may not, I do not know. But to think that in 1973 there are people in this province without even a telephone link to the world - they will never have a road in Sandy Hook. I doubt that they will ever have one in Port Hope Simpson. On the communications end of it, that is something that the minister would want to deal with.

Mr. Chairman, those are a few general comments which were a little more lengthy than I thought they would be. I would suggest this to the minister. I know some of my colleagues here have some points to make on their constituencies. I have dealt with mine. It might be quite fair if the member should want to let the gentleman from Bell Island, the gentleman from Bonavista North, Twillingate and the gentleman from St. Barbe North say a few words and then we could perhaps clue it up.

MR. NEARY: Mr. Chairman, I do not want to say very much. I just

want to refer again to this infamous bridge down here in Manuels. What prompted me to bring this up now, Sir, was the junior member for Harbour Main who could not resist making a sarcastic remark about the previous administration when his colleague the Minister of Municipal Affairs was having a go over there. The junior member for Harbour Main kept reminding us that we did not keep any of our promises. Well, Sir, here is a promise that the honourable minister did not keep.

This gentleman down in Manuels says: "We have been let down. We had another near fatal accident on Manuels Bridge on Saturday when two trucks collided. There also have been fatal accidents in the past five years at this spot and it is not surprising as the bridge was built forty years ago for horse traffic. "Mr. Doody promised a new bridge when he begged for our votes here at the school hall. He has not been here since and really got in on Mr. Dawe's coattails. Mr. Doody is very much overestimated and we have been let down but we will know better the next time."

"We ask Mr. Moores"(Where is the hon. the Premier? He is not in his seat to hear this) and Mr. Farrell to drive out some Sunday and spend a couple of hours watching what is happening at this terrible deathtrap."

MR. FARELL: Mr. Chairman, do you really believe that?

MR. NEARY: There it is. It is signed, Mr. Chairman, would you believe, P.C. of Conception Bay, Manuels.

MR. DOODY: No, no!

MR. NEARY: I would say that that honourable gentleman is probably a former Progressive Conservative now, Sir. I thought, Sir, that as soon as the Tories formed the administration, Sir, the next day the bridge was going to be demolished and a new one erected. But anyway that is just a little reminder to the minister that the former

administration was not the only one who did not keep their promises.

MR. FARRELL: Give me a chance.

MR. NEARY: All right, give the honourable minister a chance.

But seriously, Mr. Chairman, this bridge is a deathtrap and it should be replaced.

MR. MURPHY: How many deaths have there been on that bridge?

MR. NEARY: A good many. I do not know how many. Perhaps the honourable minister could tell us. I know a friend of mine from Bell Island was killed on that bridge a few years ago, in Manuels.

MR. DOODY: Was that during the previous administration?

MR. NEARY: Yes it was. I do not know but it was during the Commission of Government days. Sir, members of the previous administration are not the only ones who do not keep their promises. But, Sir, that is no excuse. This bridge is a deathtrap and should be replaced at the earliest possible opportunity. I ask the minister to let us have his comments on this.

Now, Sir, I am not going to deal with specific cases, with the estimates specifically, but I would like for the minister, Sir, - this is what concerns me more than anything else. I know we have to deal with district matters and all this sort of thing but I was hoping tonight, Sir, that the Minister of Highways would stand in this honourable House and enunciate the policy for highway development of this administration for the next five or ten years. That is the kind of stuff I like to hear, Sir.

MR. MURPHY: I never heard it yet.

MR. NEARY: Yes we did hear it, Mr. Chairman. We did hear it on March 1, Sir, before the last provincial general election when the Tories came into this House and unveiled their party manifesto for the provincial general election.

MR. DOODY: A big step forward.

MR. NEARY: A big step forward, that is right. Here is what they said, Sir, in that manifesto that they unveiled in this House on

March 1, 1972, and this is the verbatim report. "Mr. Speaker and members of the honourable House of Assembly, a general and far-reaching programme of highway improvement will be introduced later in the session"(in that session, back in 1972)"the details of which will be revealed when the estimates of that department are brought before the House."

Well, Sir, the estimates were never brought before the House because the House was prorogued and we had a general election thanks to - no not Mr. Saunders who was not responsible for that one. Mr. Burgess was responsible for that one.

AN HON. MEMBER: (Inaudible).

MR. NEARY: Well we have estimates before the House now, which is fifteen months later. This is the second session since this manifesto was unveiled in this House. "The objective of this programme is to attend to those sections of the province which have been neglected in the past and especially those areas not served by the Trans Canada Highway."

AN HON. MEMBER: St. John's - Barter's Hill.

MR. NEARY: "Transportation will be of the utmost importance to the future development of our province. This will mean that the isolated parts of our province will be linked up with the main highroad system."

MR. FARRELL: Where is that from?

MR. NEARY: This is the Throne Speech of March 1, 1972.

MR. FARRELL: We are keeping our promise.

MR. NEARY: "The present substandard roads will have to be upgraded to a standard to meet the demands of the future, particularly in the great mainland section of our province, Labrador." My honourable friend will be interested in that. Those are pretty brave words, Mr. Chairman. Listen to this: "A major road building programme will be commenced with the objective being a first-class highway running from Happy Valley in the east through to the Province of Quebec Highroad system."

MR. DOODY: Do you object to that?

MR. NEARY: No. If I objected to this, it would be like objecting to motherhood. But, Sir, the trouble is that this was a very general statement of policy that has never been carried out, never has been implemented. We have had two sets of estimates before the House since that promise was made, Sir. Then the Tories went around the province, ranting and raving in the election about all the road work they were going to do, the great roads and highways programme they had for this province. Well, Sir, when they brought in their estimates lo and behold! what happened was that improvement and reconstruction and new construction was cut drastically. That was the answer the people of this province got for electing that crowd over there. That was the answer, Sir, when the estimates were brought in last year, there was a drastic cut, a substantial cut, in the vote for improvement and reconstruction, new construction and paving. That was their answer. It was cut by \$19.7 million.

AN HON. MEMBER: The election was over.

MR. NEARY: The election was over. That is right. At least the honourable minister is attempting to be honest now. The vote, Mr. Chairman, is cut this year. It is cut this year by another \$10 million. Transportation Development - DREE is down by \$10 million. Improvements and reconstruction is up slightly. Just listen to this. This crowd are going to take all the people out of isolation who are still in isolation. New construction is cut by \$3 million. What that crowd over there, Sir, are going to spend on new construction this year is \$2,230,000.

Mr. Chairman, I want to ask Your Honour again to enforce the rules of this House. I understand, Sir, that when you speak in this House, you have to stand. You are not supposed to interrupt another speaker when he is speaking. How arrogant are this crowd getting over there, Sir. No wonder the decorum of the House has sunk to an all-time low. Whose fault is it? They are coming to get the honourable Premier and his colleagues. They are coming, Sir. I can hear them. They are coming.

The fellows with the white coats are coming, Sir. They are going to take them away.

Mr. Chairman, seriously, I would like to hear the minister get up and state his government's policy on the Labrador Highway as mentioned there by the hon. Leader of the Opposition.

AN HON. MEMBER: Which one?

MR. NEARY: What do you mean, which one? The Minister of Finance is out of the House right now. Mr. Chairman, about four or five years ago when the House of Commons' Special Committee on Transportation and Communications visited this province -

MR. FARRELL: A brief was made.

MR. NEARY: Yes, we presented a brief.

MR. FARRELL: What happened to it?

MR. NEARY: The previous Liberal Administration presented a brief to that committee back in 1966 or 1967.

MR. FARRELL: It was back in 1966.

MR. NEARY: No, it was not. It was back in -

MR. FARRELL: It was 1964.

MR. NEARY: It was back in 1968. When that committee came to St. John's, Sir, and visited parts of Newfoundland, we presented a brief, a ten year programme for road development in this province.

MR. FARRELL: Nothing ever happened to it.

MR. NEARY: Oh, something did happen to it. A lot of it has been implemented. One of the items that we stressed in that brief, Sir, was a Trans-Labrador Highway.

MR. FARRELL: I agree.

MR. NEARY: It was our contention, Mr. Chairman, that you should be able to get in your car here in St. John's, if you had a car and could afford the gas and oil, and drive to New York City or drive to Toronto to visit your relatives from Newfoundland who were forced to go

up there and look for employment. We contended, Sir, that you should be able to drive from St. John's, on pavement, all the way. You may have to take a ferry for the time being across the Straits of Belle Isle.

AN HON. MEMBER: It takes a while to get it paved.

MR. NEARY: No it does not take a while to get it paved. Somebody mentioned earlier that the honourable Premier was going to walk across.

MR. MURPHY: Tell about the tunnel across the Straits.

MR. NEARY: What about the tunnel across the Straits?

MR. EVANS: You were going to dig it by hand, remember.

MR. CHAIRMAN: Order please! It occasionally has to be brought to the attention of honourable members that the House is a place of formal debate, and informal banter, if carried to extremes, will lead to the business of the House grinding to a standstill. I would ask honourable members to give the hon. member for Bell Island the attention he is due, he having the floor.

MR. NEARY: Thank you, Mr. Chairman. I hope the strangers will observe who is responsible for lowering the decorum in this honourable House. Mr. Chairman, I am stating the Liberal policy. I have not heard the Minister of Highways or the Minister of Transportation and Communications state what the Tory policy is. This is Liberal policy. The minister has his chance in his introductory remarks. He had ample opportunity. He made no attempt at all to enunciate Tory policy as far as road construction and highways in this province are concerned. He did not do it. He will do it when I sit down because I will motivate him, Sir. I will motivate him, when I tell him what our policy is going to be when we form the government of this province, Sir. I will tell the Premier and his colleagues what we intend to do. We intend to see to it, Sir, that people will be able to drive from St. John's to Toronto on pavement. Maybe for the time being, they will have to take a ferry across the Straits of Belle Isle. I hope, Sir, that

in a matter of ten years or so that there will either be a causeway or a tunnel across the Straits of Belle Isle. You do not have to have very much of an imagination for that, Sir. All you need, Sir, are the dollars. That crowd over there never thought we would finish the Trans Canada Highway. We finished it. What remains to be done, Mr. Chairman, is that the road up the Great Northern Peninsula has to be paved from Deer Lake to St. Anthony. Then there has to be a -

AN HON. MEMBER: That is not policy.

MR. NEARY: What is not policy. This is not a programme. This is our policy.

AN HON. MEMBER: Why was it not done.

MR. NEARY: Why did we not do it?

MR. ROBERTS: We built it.

MR. NEARY: We built the road.

AN HON. MEMBER: (Inaudible).

MR. NEARY: We were getting around to that. When the people of this province, Sir, became a little bit impatient with us, they flung us out. That is why we were flung out. We ran short of voting machines. We ran short of our own printing press, Sir. We did not have the money. But, Sir, pave the road up the Great Northern Peninsula, improve the ferry service across the Straits of Belle Isle and then get on a highway over in my hon. friend's district of Labrador South, somewhere down in Anse Eclair, near Blanc Sablon, get aboard your car again (we headed west now, Sir) and drive up to Toronto, right across Labrador. It is not as funny as it sounds, Sir. It is something that is going to be done in our lifetime if I have anything to do with it. Maybe that crowd over there are not interested in doing it but we will do it.

Sir, in that brief that I spoke about earlier, we asked the Government of Canada to share in the cost of paving the Great Northern Peninsula, connecting the tip of the Great Northern Peninsula up to Southern Labrador and then building a Trans Labrador Highway. The Government of Canada were interested, Sir. They were interested. Believe me, they were interested. They thought that it was a great concept. They did not poke fun at it. They thought that it was a great concept and it was the obvious thing to do, the natural thing to do, to link Newfoundland up with Labrador, with that mainland part of this province. Nothing has been done about it since, Sir. In the Throne Speech that we had this year, there was no mention of this great highway policy that this crowd were going to carry out.

MR. CHAIRMAN: If the honourable member would permit? The term that has been used is thought to be somewhat derogatory and it is unfortunate the Chair had not brought it to the honourable member's attention before. The members of the opposition, the members to my right, use the word "crowd" to describe honourable gentlemen to my left. I ask that this word be discouraged from use in the future. There is a duty upon an honourable gentleman when addressing his peers to address them as honourable gentlemen and the word "crowd" is certainly a derogatory term and not fitting to the Chamber in which we are presently debating these very important estimates.

MR. NEARY: Sir, that honourable crowd over there. Here is what the honourable crowd, Sir, said in this year's Throne Speech in this honourable House. This is there highway programme now, Mr. Chairman, that we heard so much about in two throne speeches and in two provincial general elections. The reference to it this year, Sir, in the Throne Speech, Wednesday, January 31, 1973: "Mr. Speaker and members of this honourable House of Assembly, My government is establishing a communication branch in the proposed new Department of Transportation and Communications. The branch will influence and guide the development of all types of

communication systems throughout all areas of the province to ensure that they are adequate in terms of availability, reliability quality and efficiency for the general public institutions and business." There is not a reference, Sir, to this great highway programme they had outlined in their March 1, 1972, Throne Speech. There was no reference whatsoever. The minister tonight, when he introduced his estimates, made no reference to it. We want to know, Sir, what the short-term and what the long-range policy of the Tory Administration is on highways, roads and highways. We want to know, Sir, for instance, if the Road to the Isles is going to be paved and if a start will be made on it this year. There are strangers in the galleries, Sir, who are interested in this as well as the people down in my honourable friend's district. Will that road be paved? When will it be paved? How much of it will be done this year? What about the road to Point Leamington that we have heard so much about in recent years? The people down there have been eating dust long enough. What about the southwest coast? What about the road from Burgeo to - where is it going to hook on?

MR. ROBERTS: Nobody knows where it is going to hook on.

MR. NEARY: Nobody knows. It is headed up towards Buchans somewhere.

What about getting these people out of isolation down there that they spoke about in their Throne Speech on March 1? These are some of the questions that we want the honourable minister to answer for us tonight. We want him to state the policy. The minister just cannot come into this House, Sir, and ask for \$48 million, sort of a blank cheque, not give us any details, not state what the short-term policy is or what the long-term policy of the Tory Administration is going to be. Is the road going to be started in Labrador this year? The Premier was up recently negotiating with the Premier of Quebec and hobnobbing with the boys up in Ottawa. Does he have any news for us on that road? Will it start this year? The people over there are anxious to find out. I think that the Minister of

Transportation and Communications should give us more information. He should state the policy here tonight. He should not leave us in the dark. He should not leave the people of Newfoundland in the dark. We were thrown out for not doing enough. They made the promises. They won the election. They are the government and now I say, let them govern and let them fulfill some of the promises that they made to the people of this province in two general elections as far as highways, transportation and roads are concerned.

MR. THOMS: Mr. Chairman, I have a few remarks to make and possibly a few questions for the minister. First before I start, we remember when the estimates went through this honourable House, last June I believe it was and they were piloted by the honourable member for St. Barbe South. He requested each honourable member of this House to present to the department a list of the highway needs of each member's district. Mr. Chairman, I did this and forwarded a list to the Minister of Highways with an accompanying letter. Mr. Chairman, for the sake of the record I would like to read the letter and also the list of projects that I think should be undertaken within my district. The letter is dated June 29, 1972.

"The honourable T. Farrell, Minister of Highways. Dear Sir: Enclosed you will find a list of highway projects within the District of Bonavista North which should be considered and carried out within the next two or three years. You will note that the section of the Trans Canada Highway which has not been upgraded I have not numbered because of the fact that while this section is within the district it is part of the provincial-wide programme. I trust that you will give this list careful consideration and in your department's programme for 1973 that you will consider the possibilities of starting most of these projects because of the lack of highway activities within the District of Bonavista North for this year." This is signed by the member for Bonavista North.

Now, Mr. Chairman, I would like to read out the list of priorities that are needed within my district. "A petition from the people of Cull's Harbour was tabled in the House of Assembly on May 4, 1972 for this project. Number one, Cull's Harbour causeway - reconstruction. This causeway and bridge since it was constructed have given away to the forces of nature and these past two springs have had to be closed because of the reason that some of the piles had been eaten away by the water and have broken off with the pressure of ice in the spring. This project must be undertaken this year, 1972, because we will

experience the same conditions next spring and if we do then the possibility of a fatal accident could occur.

" Number two, reconstruction and paving of highway 40 from Trinity to Newtown. Petitions for this project were tabled in the House of Assembly in June, 1972. This highway if paved would eliminate the dust problem in all communities and would prove to be an asset to the economy of the area. Embedded in this project would have to be new bridges for South West Brook, Trinity; North West Brook, Trinity; Indian Bay River. The progress of this project has been slow but some work has been carried out every year over a number of years. However our people feel that progress has been too slow and they note with regret that work will halt on this project in 1972. Because of this our people suggest that an exerted effort be made in 1973 with the view in mind of reconstructing and paving this road as soon as possible.

" Number three, reconstruction and paving of the road from Eastport to Burnside. Petitions from the residents of St. Chads and Burnside were presented to the House of Assembly on April 26, 1972. This road also serves the needs of the residents of St. Brendan's via the ferry which docks at Burnside.

" Number four, paving of highway 40 from Traverse Brook to Trinity. This section of the highway has been reconstructed during the past two years and is ready for paving. We have been left with the understanding from the previous administration that this section would be paved in 1972. We feel that if it cannot be done in 1972 then it must be done in 1973.

" Number five, reconstruction of road from the Eastport Highway to Traytown and Cull's Harbour. Petitions from the people of Traytown and Cull's Harbour were presented to the House of Assembly on May 2, 1972 and May 4, 1972.

" Number six, construction of a causeway to the Island of Greenspond. A petition from the residents of Greenspond was

presented to the House of Assembly on April 27, 1972. This causeway when constructed will be less than 2,000 feet long and in considering other causeways this project should be approximately \$400,000. The residents of Greenspond are looking forward with interest for the first sign of governmental involvement in this project.

" Number seven, reconstruction and paving of the roads on St. Brendan's Island.

" Number eight, reconstruction and paving of the road from Highway 40 to Dover and within the Town of Dover. A petition from the residents of Dover was tabled in the House of Assembly on April 25, 1972. While the road from Highway 40 to Dover can be constructed now the road within the Town of Dover should be paved after the installation of the town's water and sewer system.

" Number nine, reconstruction and paving of the road from the Trans Canada Highway to the Town of Benton.

" Number ten, reconstruction and paving of the road from Highway 40 to the Town of Valleyfield.

" Number eleven, upgrading and paving of the road from Highway 40 to the Town of Newtown.

" Number twelve, upgrading and paving of the road from Highway 40 to Cape Freels.

" Number thirteen, reconstruction and paving of roads on the Island of Greenspond.

" Number fourteen, repair and upgrading of all woods roads of Price Brothers, Gambo Area. These woods roads are used by thousands of sportsmen every summer and fall and since Price Brothers have abandoned this road it has deteriorated to the point where only trucks and four wheel drive vehicles can use this road. The upgrading of this road is a must if we are to maintain our tourist industry.

" Number fifteen, reconstruct and pave the Trans Canada Highway from Goose Pond to the West boundary of the Terra Nova National Park. This section to my knowledge is the only section of the Trans

Canada Highway which has not been upgraded. I wish to bring to your attention the fact that within this section of the Trans Canada Highway exists one spot approximately two miles East of the Gambo River bridge which is a hazard to traffic. This spring there have been several minor accidents because of the concentration of bumps and dips."

Now, Mr. Chairman, I may say that this section of the Trans Canada Highway was not touched during the year, 1972. The existence of these bumps and dips are still there only I believe they are there this year in a worse condition than they have ever been in. There are signs up on both ends of these bumps and there are lights there flicking on and off all the time to make the traffic aware of these bumps.

Now, Mr. Chairman, I may say that none of these projects have been touched in the year, 1972, with two exceptions. We did have in the estimates for last year when the minister presented us with a list a bridge that was done in Lockers Bay. A \$50,000 bridge was built in Lockers Bay and also the Cull's Harbour causeway, Mr. Chairman, was taken care of this winter. I thank the honourable minister for this project but really the greater portion of my thanks go to the elements of the climate of the Province of Newfoundland. The wooden construction that was there had deteriorated in such a bad condition that in the early part of this year one half of this causeway just simply dropped right into the water.

DR. FARRELL: Would the honourable member permit a question?

MR. THOMS: Sure I permit a question.

DR. FARRELL: Was not money expended on this bridge, this wooden bridge every year for many years past?

MR. THOMS: Yes, Mr. Chairman, there was an undisclosed sum spent there last year to put a top on the bridge, a wooden top.

DR. FARRELL: No, excuse me every year, Sir, there were some repairs

done. Piles were broken almost every year.

MR. THOMS: Yes, sure, last spring there were I believe five or six piles replaced. Is that not correct?

DR. FARRELL: This time we put in steel.

MR. THOMS: This time the honourable minister put in a steel bridge but only after he was forced to do so by the elements of nature. Mr. Chairman, this was not done until after the bridge had deteriorated to such an extent that one half of it just dropped into the water and then of course the department had no other choice but to do something rapidly. I am quite happy to say and quite thankful to the minister that he did order a Bailey bridge and it was speedily installed.

DR. FARRELL: And the honourable member will have no further problems.

MR. THOMS: I sincerely trust we will have no further problems.

As soon as a concrete pillar is installed under the centre of this Bailey bridge there should not be any problems with this area in the future with the exception of course we would long for the pavement to come.

Now, Mr. Chairman, also in this letter my second priority which has now become my first priority is the reconstruction and paving of the Bonavista North highway. Mr. Chairman, this is the greatest need of all needs in my district to date. This is the greatest need because this highway is not properly constructed or not up to the standards of the seventies and it is not paved. It is definitely not helping the economy of my district.

Now, Mr. Chairman, I have here a brief that was sent to the Minister of Highways from the Bonavista North Regional Development Association. It is a lengthy brief and I do not think I should read it all. I will just read the last chapter. Before doing so I would like to point out that from Gambo to Lumsden there is approximately 70.4 miles of highway, 11.7 miles of that highway was reconstructed and paved by the previous Smallwood administration,

(God bless them), another 10.9 miles of that highway was reconstructed by the previous Smallwood administration, (God bless them). Now, Mr. Chairman, that leaves in my district 47.8 miles of road to be reconstructed. Up until the year 1971 we did have approximately five or seven miles reconstructed every year but for some reason or other last year was the first year that there was no reconstruction on the Bonavista North Highway with the exception of the \$50,000 bridge at Lockers Bay. Now this leaves 47.8 miles of highway to be paved.

Mr. Chairman, along with my colleague, the Leader of the Opposition, I too would like to request the Minister of Highways to submit to me a list of reconstruction and paving, a list of bridges that his department intends to carry out during the next fiscal year.

Mr. Chairman, in this brief from the Bonavista North Regional Development Association I would just like to read the last paragraph. "The Bonavista North Regional Development Association considers the rebuilding of the Bonavista North Highway a priority of the first magnitude. It implores the government that consideration be given immediately to the implementation of plans for such a road. Too long the people of Bonavista North have waited rather complacently for government action. Our cause is just, our request certainly within the realm of reason." This is respectfully submitted by Mr. Harold Paul, the President.

Mr. Chairman, I would like to ask the minister if he has received a copy of this and if he has replied to it and if he intends to implement the recommendations of this submission.

Mr. Chairman, on the Trans Canada Highway, as I stated, within the boundaries of my district is possibly the only section of the Trans Canada Highway that has not been upgraded to Trans Canada standards. Mr. Chairman, I note that in the estimates

for this year there are no monies to be approved for the Trans Canada Highway and I am wondering if the minister could explain this to us or if there is to be a programme implemented when the new DPEE programme is signed. The last DREE programme was on a ninety-ten basis, Federal-Provincial programme, and he can correct me if I am wrong but I believe it was on a ninety-ten basis. That is the Federal Government paying ninety cents and the province paying ten cents.

Now, Mr. Chairman, I would just like to touch on highway safety for one minute and that is, Mr. Chairman, -

AN HON. MEMBER: (Inaudible).

MR. THOMS: If any other member, like the honourable Minister of Finance, should speak tomorrow, we shall not get a chance to speak, so I take the advantage of it now.

Mr. Chairman, on the Trans Canada Highway if you were to drive on the Mainland and you come to the slow lane you would see there a sign which says, "Drive right except to pass." In Newfoundland we say, "Slow traffic, drive right."

DR. FARRELL: Slower.

MR. THOMS: Well, okay it must be slower now. But anyway, Mr. Chairman, this is very confusing because very often we get slow traffic in the fast lane and fast traffic in the slow lane and I have been in the fast lane, travelling approximately 60 miles per hour, and have been passed by traffic in the slow lane.

AN HON. MEMBER: The honourable member should have pulled over earlier.

MR. THOMS: Not necessarily. It has been generally understood within the Province of Newfoundland that the slow lane is for traffic up to forty miles per hour. Now correct me if I am wrong.

AN HON. MEMBER: (Inaudible).

MR. THOMS: The honourable member may allow the minister to correct me but not every Tom, Dick and Harry.

Mr. Chairman, my point is that I believe the Highways Department should accept the sign that is prevalent on the Mainland and that is to replace the sign in the slow lane with a sign, "Drive Right Except to Pass" and I believe there would be no confusion in the slow lane if this sign were installed.

Mr. Chairman, since within my district we have two islands to service and of course, Mr. Chairman, these two islands are only serviced by ferries, now, Mr. Chairman, I would like to refer the minister to a promise that was made by the Progressive Conservative Party in October, 1971, and of course, as you note, this was before the election. The promise was made during a meeting of Conservative supporters on Bell Island, October 19, 1971. Mr. Chairman, I would like to quote from the article written in the "Evening Telegram" of October 20, 1971. "Tories promise free transportation on ferries operating within the province. Bell Island - All ferries operating within the province will offer free transportation if the Progressive Conservative Party forms the government after October 28. Party Leader Frank Moores announced here Tuesday night, speaking to about 150 residents"(150 is that all? There are more Tories than that in my district)"who attended a party rally in the CLB Armoury, Mr. Moores said a Progressive Conservative Government would consider all provincial ferries to be extensions of the provincial highway system. This would eliminate the situation which now exists where Newfoundlanders who must use ferries pay more for their transportation than other Newfoundlanders."

I am going to ask a question now.

AN HON. MEMBER: May I -

MR. THOMS: He may in a second. Mr. Chairman, I would like to ask the minister if his department has any policy as far as providing any transportation systems to these islands that are isolated? If his department do have any plans, will we see any start or implementation of these plans during this fiscal

year? Now remember, Mr. Chairman, this was a promise by the now Premier of this Province and I am sure the Highway Minister would not want to let the Premier down.

Now I will accept a question.

DR. FARRELL: Could the honourable member repeat again what the Premier said, please? Did he say, "would consider?" Would the honourable member mind repeating that quotation?

MR. THOMS: To make sure I do not misquote this I will read the article again. "All ferries operating within the province will offer free transportation if the Progressive Conservative Party forms the government after October 28, party Leader Frank Moores announced here Thursday night."

DR. FARRELL: Excuse me, Sir. What is the honourable member reading from?

MR. THOMS: The issue of the "Evening Telegram", October 20, 1971.

DR. FARRELL: (1), is this quite correct? (2) Read.

Read the entire announcement again, please.

MR. THOMS: The one that I just read?

DR. FARRELL: No, all of it.

MR. THOMS: I am not interested in all of it because it is not relevant to -

DR. FARRELL: Sir, the wording is extremely important and I need -

MR. THOMS: Sure it is important. It is a promise. It is a Tory promise which has not been kept, along with all the rest of them. This is only one of about a thousand the Tories have not kept.

MR. MORGAN: Mr. Chairman, on a point of order, If the honourable member from Bonavista North is going to read from an excerpt from the local daily papers, has a copy of the paper, I assume he is going to table that report in this House.

MR. THOMS: Mr. Chairman, on the point of order: it is permissible in this House of Assembly to read from copies, from any newspaper and there is nothing to say that any member has to table any of these copies.

MR. MORGAN: Mr. Chairman, on that point of order; my point of

order is that the ruling states that you must table that excerpt from that paper.

MR. THOMS: No, no, the honourable member is way off base.

MR. MORGAN: I ask for a ruling, Mr. Chairman.

MR. THOMS: We had a ruling only two weeks ago on that here. Could we have a ruling, Mr. Chairman?

MR. MORGAN: Mr. Chairman, if I may read from the Standing Orders? The Standing Orders do say, "A member may not read or quote from a despatch or other state paper not before the House unless he is prepared to lay it upon the table." I ask for a ruling.

MR. ROBERTS: Mr. Chairman, on that point of order, the member is not quoting either a despatch or a state paper. The rule was written back in the days when the Governor received despatch or state papers. The member is reading from a newspaper.

MR. MORGAN: A local daily paper.

MR. ROBERTS: The "Evening Telegram." Mr. Chairman, I would be the first to say is not a state paper. The "Evening Telegram" I am sure would agree with me on the point.

MR. MORGAN: It is a copy of that statement.

MR. ROBERTS: Well, they may want to nationalize it but -

MR. CHAIRMAN: Order please! Would the honourable gentleman from Bonavista South like to quote the number of the Standing Order?

MR. MORGAN: Fifty-three, Mr. Chairman, "Quoting from Newspapers and documents etc."

MR. ROBERTS: Standing Order 53 is "No member may speak twice to a question etc."

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: Well that may be. The honourable member for Bonavista South has his own version of Standing Orders I know.

MR. MORGAN: Mr. Chairman, it is regarding quoting from newspapers or documents and the point I am making, Mr. Chairman, is this, that the honourable member for Bonavista North is not reading the paper

itself. He is reading a copy of that report from that paper and he must table it in this House.

MR. THOMS: Mr. Chairman, if I may just point out to the honourable member for Bonavista South, just a few days ago we had a statement released here in this House by the Minister of Tourism and on the back of that statement he had a photostatic copy of a story that was carried in the same paper that I am quoting from.

MR. MORGAN: He tabled it in the House. It was tabled.

MR. ROBERTS: Mr. Chairman, the honourable member asked the gentleman from Bonavista South if he would be good enough to give you a reference.

MR. CHAIRMAN: The ruling in this particular case is that the honourable gentleman is in order as he is not referring to a debate within the House at the moment. The honourable gentleman may continue on.

MR. THOMS: Thank you, Mr. Chairman! Now I asked the honourable minister a question and I would imagine, because of the confusion caused by the honourable member for Bonavista South, that maybe he has forgotten or forgot to write it down.

DR. FARRELL: Could the honourable member start from where he started the last time?

MR. THOMS: From where I started? Sure, this is the third time. I could give him this afterward.

DR. FARRELL: I will be delighted to have it afterwards, but I would like for you to quote it for me.

MR THOMS: I will read it to you as I did before. "Bell Island Tories promised free transportation on ferries operating within the province. All ferries operating within the province will offer free transportation if the Progressive Conservative Party forms the government after October 28." Remember it is after October 28. "Party Leader, Frank Moores announced here Tuesday night, speaking to about 150 residents," it must have been a small meeting, "who attended a party rally in the CLB Armoury. Mr. Moores said, a Progressive Conservative Government would consider..."

DR. FARRELL: Excuse me, Sir, would consider?

MR. THOMS: He is a little bit contradictory here. I agree with you. Plans and priorities floating around at that time.

DR. FARRELL: I just want to make it clear in my mind, Sir. Would consider?

MR. THOMS: "Would consider all provincial ferries to be extensions of the provincial highway system."

DR. FARRELL: Yes, thank you!

MR. THOMS: There is nothing conflicting there.

DR. FARRELL: No, no, carry on.

MR. THOMS: "This would eliminate the situation which now exists when Newfoundlanders who must use ferries paying more for their transportation than other Newfoundlanders."

Now, Mr. Chairman, there is nothing conflicting in that report at all. It is just a promise by the Tory Leader at that time, a promise which to date has not been kept. Now I do not know if there are any plans in the offering to do something about this promise and I would just like for the Minister of Highways to inform us if there are any plans. If there are plans, of course, will any of these plans be

implemented during this coming fiscal year?

Now, Mr. Chairman, before I forget this one, I have to remind the honourable minister, as we go down through the headings could the honourable minister point out to us where in his estimates and also point out all areas in his estimates where there are any involvements of Mr. McLean or his associates? And could the minister at that time give us the amount?

DR. FARRELL: Without a doubt.

MR. THOMS: Thank you.

Now, Mr. Chairman, in the Opposition Office we possibly have more mail and more requests than possibly many government ministers do.

DR. FARRELL: It is quite possible.

MR. THOMS: And on highways we have quite a large number of requests.

I would just like to mention, for record sake to read out to you a list of requests that I have received from various individuals, councils, development associations and one thing and another. We have received the request, and asked their support for the paving of the road from Lower Island Cove to Old Perlican and from Old Perlican to Sibley's Cove. I trust the minister is jotting all these down, although I can give him a list.

DR. FARRELL: I would like to have the list later.

MR. THOMS: Sure.

The highway from St. Lawrence to Fortune, via Lawn and Lamaline, be upgraded and paved.

DR. FARRELL: Could the honourable member repeat that one, please?

MR. THOMS: The highway from St. Lawrence to Fortune. No, the Minister of Justice is not here.

DR. FARRELL: I was just wondering if he were around.

MR. THOMS: No.

DR. FARRELL: That is all right. Just relax. He is okay.

MR. THOMS: That is one of his promises for the next election, which will not be much good to him.

DR. FARRELL: My what a terrible thing to say.

MR. THOMS: Upgrade and pave the road in Old Bonaventure and New Bonaventure. Repair, rebuilt and pave local roads in St. George's.

DR. FARRELL: Where?

MR. THOMS: That is hitting close to home, Mr. Chairman. Barachois Brook Bridge built by DREE and completed last fall not yet open because access road to be built by provincial government.

DR. FARRELL: No worries.

MR. THOMS: No worries? Good!

DR. FARRELL: Let him not worry his little head about it.

MR. THOMS: I am not worrying my little head, I am just hoping the minister will worry his little head.

DR. FARRELL: I am worried.

MR. THOMS: Paved roads in the municipality of Burgeo.

DR. FARRELL: Ha! Ha!

MR. THOMS: He is missing. The only way to obtain gravel for a bridge is by blasting and crushing. There is no crusher there at the present time. There must be a crusher on the South Coast somewhere though, although I cannot think of where at the present time. The highway to link up the Town of Burgeo with the rest of the province, five miles of so-called highway built, residents feel that work should start at both ends at the same time. I presume this is the big triangular piece. Is that right?

DR. FARRELL: Yes.

MR. THOMS: From Stephenville, Buchans and Burgeo.

DR. FARRELL: It is already started.

MR. THOMS: A road around Change Islands and up through Change Islands South with a ferry connecting to the mainland.

DR. FARRELL: Cannot the member for the district speak for himself?

MR. THOMS: I believe he has already mentioned it.

DR. FARRELL: He already has but the honourable member is now repeating it.

MR. THOMS: There is nothing better than repeating it, because when you repeat something people learn something from it. Does the honourable minister not think so?

DR. FARRELL: Inaudible.

MR. THOMS: Pave the local roads in the Town of Pasadena. That is in the honourable member's own district. It shall be done undoubtedly.

DR. FARRELL: What a thing to say.

MR. THOMS: Upgrade and pave roads in the Town of Dover, Bonavista Bay. Now this was already covered in my letter to the minister last June. A request has come in for our support for the cost-sharing programme, between the municipality and the provincial government, to reconstruct and pave the streets of Grand Falls. The minister does not have to write them down because I can give him a photostat of this later on. To rebuild and pave the road from Northern Arm to Point Leamington. This is a very dusty area, I understand. Now listen to this, He has gone again! It is imperative that a paving project be started in Harbour Grace during the year 1973, as most roads have deteriorated. Also a request has been received to upgrade and widen the road in Belleoram.

MR. YOUNG: Could I ask the honourable member a question? Sir, is this what he is reading out now, replies to the circulars he sent out to all the town councils and so forth?

MR. THOMS: For the information of the honourable member, this is a request.

MR. YOUNG: Inaudible.

MR. THOMS: I circulated the circular. Sure, it is a request.

AN HON. MEMBER: The honourable member got his reply back.

MR. THOMS: Also, Mr. Chairman, we have had a request from the people in the Northwest River Area for upgrading and paving of the road from Goose Bay to Northwest River.

Mr. Chairman, I hope the minister can touch on these things when he speaks. While I would like to have this copy, I will give it to him and he can have it photostated and he can give me the copy back. Is that okay?

DR. FARRELL: I actually know all of these things, the honourable member does not have to worry about it.

MR. THOMS The honourable member does not? Fine! Good enough!

I think, Mr. Chairman, this is all I have to say for the time being. There will be other questions but I would like, Mr. Chairman, if the minister could give us a list as soon as possible. I would like to have it tonight, if possible, the improvement and reconstruction list, the new construction list and the replacing of the old bridges list. These are three lists that I would certainly like to have.

MR. MORGAN Mr. Chairman, I am not going to delay the committee at any length. I have been sitting here since eight o'clock this evening. I think the delay is obvious to all concerned. I will make a few general comments, mainly rebuttal to comments made by the opposition.

The honourable the member for Bonavista North is bringing forth projects that he wants carried out in one year or two years. Mr. Chairman, it is rather ridiculous, it is beyond words, when that same district for the past twenty-three years had Liberal representation in this House of Assembly, and all these projects still have to be done. Now he wants them done in and over a two year period. Such nonsense! And delaying the committee by standing on the floor of the House of Assembly and speaking on behalf of the Members of the House of Assembly from Burin, Grand Falls, Burgeo, Lewisporte, Fogo, Harbour Grace, what delaying tactics are the opposition using? It is crazy. These members are continuously in the Department of Transportation and Communications, continuously there fighting on behalf of the districts, wanting their roads paved and bridges built. They are quite capable of looking after their own affairs, and having these kind of delaying tactics here in this House of Assembly is ridiculous. It is crazy.

So we do have \$15 million only this year for reconstruction and improvements to roads, \$15.6 million which is still \$2 million more than last year. I think the honourable Minister of Transportation and Communications is doing an excellent job in that portfolio. The reason why he cannot carry out these projects that the honourable member for Bonavista North and the honourable the Leader of the Opposition

are talking about is because of lack of funds. We have not got the funds. It is true that this Progressive Conservative Government were planning to carry out a road reconstruction and paving projects or a programme of this nature. Sure they were, prior to taking over the government and they still are planning to do this, but there are no funds. Because of the mismanagement of the previous government, we find ourselves in a very sad, financial situation. That is why these projects cannot be carried out. To have these people, the honourable members of the opposition coming before this honourable House and saying we want this done, we want that done this year and next year, stupidity is the word for it. But is it just obvious delaying tactics in the committee of the House of Assembly.

We see the honourable Leader of the Opposition getting up in the the honourable House and in committee on the estimates for the Department of Transportation and Communications and reading letters he received as long as two months ago, when they should have been passed on to the department concerned. But no, he choose to keep them in his files, bring them into the House of Assembly, try and get some publicity on it because if they wrote to him, the Leader of the Opposition, why should he have not carried out these things? The honourable the Leader of the Opposition, if he had been doing his duty for these people, with a potential of going to become Premier, the potential Premier of the province, in the last election, if he were going to do justice to the people then he should now. If these people wrote to him as Leader of the Liberal Party, and as the honourable Leader of the Opposition in this House, if he had any concern for these people he would have passed their correspondence on to the minister responsible and asked for some kind of action, some kind of consideration, but not come before the House of Assembly, in committee stage, when we are debating the estimates, and saying "I received letters two months ago, people wanting things done." It is the kind of delaying tactics that we have seen in this honourable House for the past two weeks. It is sickening, really.

If the honourable members of the Opposition are so concerned about the districts mentioned tonight, why not do something in the proper way, make some constructive recommendations to the ministry as to what they think should be done with the \$15 million?

AN HON. MEMBER: Be careful now. Be careful now.

MR. MORGAN: But not submit, as the honourable member for Bonavista North submitted, approximately ten projects. I am sure the cost of these projects, if they were listed down, would have come to at least \$40 million.

AN HON. MEMBER: Fourteen million?

MR. MORGAN: I am saying \$40 million, the total projects listed by the honourable member. How can this government afford to spend \$40 million in one or two years in one district. It is crazy. After the same district for twenty-three years with a Liberal representation on the government side of the House, and now they are demanding to have these things done in two years.

Then we see the honourable member for Bell Island, of course his continuing delaying tactics are well known to us all, getting up and making a political speech of the programmes that his party could carry out in reconstruction and paving. The programmes that his party would carry out! Where will the money come from?

MR. NEARY: Inaudible.

MR. MORGAN: The nonsense he gets on with. If it were not for the money wasted in the past number of years. One election year, for example, in my District of Bonavista South I recall I ran for election, down care the paving machines, about three weeks before the election, slapping the pavement down, and that same pavement now is all cracked up, and it has to be all done over again. It has to be done over again, slapped down, money wasted. At least close to \$1.5 million in one area in Bonavista South alone, slapped down in an election year. That is not the way this government operate. They are operating in a planned way, in a planned-programme way, despite the honourable member for Bell Island's comments. We do have a planned programme with priorities but we have to look at priorities. If we only have \$15 million to

spend this year -

AN HON. MEMBER: Inaudible.

MR. MORGAN: Can we have a quorum, please!

MR. CHAIRMAN: Order please! We have a quorum. The honourable member for Bonavista South has the floor.

MR. MORGAN: Mr. Chairman, above all members I should be deeply concerned whether there is only \$15 million for transportation and communications this year, because all you have to do is travel down through Bonavista South, travel down to the communities of King's Cove, Plate Cove, Summerville and on down to Bonavista, one of the worst roads in this province, where transportation by means of school bus transportation is continuously travelling back and forth over roads which are sometimes practically impassible. I should be deeply concerned and I am deeply concerned. But I am not going to come into the honourable minister or his officials and demand that it all be done this year and next year. You have to use common sense. You have to be logic about these kind of things. They cannot all be done in one year.

But the opposition seem to think when a Progressive Conservative Government are in power for two years, we can do it all in two years. Surely they do not think that the people outside, the general public, are not feeling the same way.

So, Mr. Chairman, I would like to congratulate the honourable member for Humber East; he is doing an excellent job in that portfolio. He is doing the best he can with the money he has available. I am hopeful that next year with the programmes that we cannot carry out this year, with the help of Ottawa and from the Department of Regional and Economic Expansion, that we will have a greater amount of money than \$15 million to carry out road reconstruction and improvements. Thank you!

MR. CHAIRMAN: The honourable Minister for Bell Island.

MR. NEARY: Mr. Chairman, we have just listened to the honourable naive and pullible member for Bonavista South. No wonder, Sir, it is

predicted that we will have Rossie back in this House after the next provincial election. The member got up, Sir, he is so naive and gullible that he got up and talked about priorities. He talked about the needs of his district. He talked about the extravagance of the former Liberal Administration. The reason why they could not carry out their road work, he said, because we mismanaged the affairs of this province -

MR. MORGAN: Through mismanagement.

MR. NEARY: Through mismanagement, and they did not have any money. Well let me point out something to the honourable gullible and naive member for Bonavista South, Sir. Let me point something out to him. Let me ask him if he thinks this is a matter of priority, that this government that he is supporting and sitting in the back bench over there supporting is going to buy an aircraft this year, going to purchase a new aircraft valued at \$1,430,000?

AN HON. MEMBER: That is a lie.

MR. NEARY: That is a lie? Well, what is it? Well if it be a lie what is the \$1,430,000 for?

MR. HICKEY: Mr. Chairman, the honourable member should withdraw that statement or produce his facts.

MR. NEARY: Oh hold on, sit down you nuisance! I am putting -

MR. HICKEY: Inaudible.

MR. NEARY: Mr. Chairman, can I - I have the floor here.

MR. CHAIRMAN: Order, please. If all honourable gentlemen would sit down. As infrequently happens, sometimes the Chair misses a few words that may sometimes be the subject of a request for a ruling. This is one of these occasions, as conferring with the Law Clerk concerning some questions. I must confess I do not recall the point with which the honourable the Minister of Provincial Affairs and Environment takes issue. I apologize to the committee. However, no doubt if the honourable member for Bell Island continues in making a point on which the honourable minister may take issue, it should certainly be raised at that time.

MR. HICKEY: I insist the honourable member withdraw that statement and it is my right, and I insist upon it. It is typical of the honourable gentleman to get on with this kind of garbage and pollution, and a stop should be put to this right now.

MR. CHAIRMAN: I do not know if the honourable minister listened carefully to what I said, in fact I did not hear the statement. I am unable to say whether the honourable member should withdraw it or not.

MR. HICKEY: If Your Honour would not mind, I will gladly explain. The honourable member referred to me as a nuisance -

MR. NEARY: Mr. Chairman, if I may -

MR. MORGAN: The honourable minister is on a point of order.

MR. HICKEY: Would the honourable gentleman mind, has he ever read the rules of the House? There is one person speaking to a point of order at a time.

MR. CHAIRMAN: The honourable Minister of Provincial Affairs and Environment has the floor. He may continue.

MR. HICKEY: My point of order is simply this, I ask the honourable member to retract a statement he made. Now is he going to be man enough to do that? He does not, according to the rules of the House, refer to any other honourable member as a nuisance.

MR. NEARY: Mr. Chairman, I think I have the floor, Sir, that is not a point of order.

MR. HICKEY: Look, Mr. Chairman,

MR. NEARY: The Chairman has already ruled.

MR. HICKEY: Mr. Chairman, I rise on a point of order, I have not had a ruling. It is my right. I ask for a ruling now.

AN HON. MEMBER: The word "nuisance" is unparliamentary?

MR. HICKEY: That is right.

MR. CHAIRMAN: The honourable the member for Bell Island is certainly being discourteous. We will have to refer to the page at which the book automatically falls open - Page 131. I think the statement of the honourable the member for Bell Island comes within those phrases which are proscribed by the rules of parliamentary language. I believe it was the word "nuisance" and another equally derogatory adjectives.

Perhaps the honourable member might withdraw these remarks.

MR. NEARY: Mr. Chairman, if you say he is not a nuisance, then he is not a nuisance.

MR. HICKEY: Mr. Chairman, I am prepared to stay on this point -

MR. NEARY: Mr. Chairman, if I may carry on.

MR. HICKEY: -all night. I am on a point of order, another one.

I asked for a ruling, Your Honour, and Your Honour gave that ruling.

Your Honour also ordered the honourable member to withdraw this statement.

He is up to his tricks again with complete contempt for Your Honour, complete contempt for this House and it is my right and I insist that an unqualified withdrawal be made.

MR. NEARY: Mr. Chairman, may I carry on now?

MR. CHAIRMAN: We have carried on with this point now for approximately ten minutes or so. If the honourable the member for Bell Island has been unfair, unparliamentary in his remarks to the honourable the Minister of Provincial Affairs and Environment, and has been asked certainly not in a high-handed manner by the Chair, it is more of a cajoling attempt to avoid a confrontation on this matter. Certainly it is not a matter of great urgency and the honourable member I think should withdraw the remark.

MR. NEARY: Mr. Chairman, I abide by Your Honour's ruling.

AN HON. MEMBER: Withdraw it.

MR. NEARY: I abide by Your Honour's ruling.

MR. NEARY: On a point of order, Mr. Chairman, the honourable gentleman is disregarding the rules and the ruling that Your Honour gave.

MR. CHAIRMAN: With all due respect to the honourable the Minister of Provincial Affairs and Environment, I can see nothing irregular about the way in which the honourable member for Bell Island in effect said he agreed with the ruling which was a demand for a withdrawal. The honourable member would prefer it if he used the word "withdraw".

MR. NEARY: Mr. Chairman, I will withdraw in my own way, Your Honour has made a ruling and I abide by the ruling.

MR. CHAIRMAN: I think that is fair enough.

MR. NEARY: All right.

Now, Sir, I hope we will have no more. Mr. Chairman, you must remember that there were a number of interruptions that led up to this unparliamentary terms that Your Honour - and Your Honour I know you were discussing business with the staff of the House here but if the rules of the House, Sir, had been enforced, if there were no interruptions from the other side, Sir, there would be no retorts from this side. I hope that the strangers in this gallery, Sir, are taking notice tonight of what is going on in this honourable House.

MR. CHAIRMAN: If the honourable member will permit, drawn to the rule of relevancy, the Chair has made a ruling. The honourable member is using his not unfamiliar circuitous route of disputing the Chair's ruling by bringing in other matters. It is quite possible that quite often the Chair does not enforce rigorously the rules of the House because if this were so I would be the only man who would occupy the floor practically ninety per cent of the time. So the business of the committee must go on, and there has to be a certain latitude given to honourable members. The honourable member's point is well taken, the Chair will certainly endeavour to give him all of the protection it possibly can, although the honourable member appears to be able to defend himself.

MR. NEARY: Now, Mr. Chairman, I would like to raise a point of order, if Your Honour do not mind. I make a statement, Sir, earlier in the debate and the Honourable the Premier said "that is a lie." Now, Sir, I want the honourable Premier to withdraw that statement because it is unparliamentary.

MR. MOOPES: Mr. Chairman, on that point of order, the figure quoted by the honourable member, \$1.4 million for an aircraft was a statement of fact, which I assumed he meant it to be. If it is not a lie, it is an untruth or a total ignorance.

MR. NEARY: No, Mr. Chairman,

MR. ROBERTS: Mr. Chairman, the point of order, the Premier is subject to the rules of this committee as are any honourable members. He began his statement by an "if" and "if" and "if". It is unparliamentary to use the word "lie," and the Premier should be asked to withdraw it.

MR. MOOPES: I withdraw the word "lie" and say that the gentleman told an untruth from ignorance, Mr. Chairman.

MR. CHAIRMAN: Not wishing to impose on this debate but for the sake of clarification; when unparliamentary words are used - certainly the word "Lie" is decidedly unparliamentary - it is a duty incumbent upon the Chair to intervene swiftly, which was not done at this time.

There is a duty, probably not as rigorous, upon the member whom it may have offended to also intervene.

This matter happened some twenty minutes ago, I think. So the doctrine of *laxus* applies to the honourable member because of this delay in bringing his point before the committee.

MR. NEARY: So, Mr. Chairman, in this Air Services vote there is \$1,040,000 for air services development. It would appear, Sir -

AN HON. MEMBER: Inaudible.

MR. NEARY: No, I am answering the honourable member for Bonavista North over there. It would appear, Sir -

MR. MORGAN: Bonavista South.

MR. NEARY: Bonavista South, I am sorry, I did not mean to insult my colleague, Sir. But it would appear, Mr. Chairman, as if the government are going to buy new aircraft because there is also an item here, sale of aircraft, capital, \$655,000. Now, Sir, if they are not going to buy an aircraft, it certainly appears that way, Sir, and if they are going to buy, it would certainly be a waste of money. So I would like to hear the minister explain what this \$1,040,000 is going to be used for.

But then. Sir, this same member who talks about extravagance -

MR. MARSHALL: On a point of order, Sir. We are discussing 01, the minister's salary, 1701 (although one would never say we were on 1701-01) and where there is general latitude with respect to the various, all of the functions of the department. The honourable the member for Bell Island is posing a question with respect to 1715-01 and the subsequent subheads under that subhead, and to that extent really he is out of order unless he is making the statement now and he is prepared to let this subhead go through when the time comes. But the point of the matter is, it has to be confined to 1701-01. There will be ample opportunity for the honourable the member for Bell Island to discuss 1715-01 and 02 etc. when we come to it.

MR. ROBERTS: On that point of order;

MR. ROBERTS: Mr. Chairman, as Your Honour would remind us, the relevant citation in Beauchesne is that under the minister's salary the general management of the department may be discussed. A proposal to buy or not to buy a new airplane in a department which administers the government air services is surely I submit a matter within the general administration of the department. This is not some minor - the honourable gentleman from St. John's Center once again inserts himself rudely and improperly into the debate. It is a matter of general management, the general administration of the department. The Minister without Portfolio is I submit completely wrong in his submission.

MR. MARSHALL: We know 1701 is generally the administration of the minister's department but the fact of the matter is the honourable member is precluded. While he may talk generally with respect the minister's department, he was going in at great depth into this 1715, Air Services, referring to appropriation-in-aid and what have you. On the general thing he was going specifically into this specific subhead.

MR. CHAIRMAN: The point of order raised by the honourable the Minister of Portfolio has merit. The arguments which have been raised to repute it perhaps also have merit. It is very difficult to decide what is wide-ranging debate and what is debate which has zeroed in on a particular item; because an honourable member once called to order can again revert to a general debate. I think the honourable member for Bell Island was perhaps zerging in too specifically. However, he is not precluded from speaking generally on the general administration of the department. Since he is such an experienced parliamentarian, I feel quite sure that he will be able to keep his remarks in order.

MR. NEARY: Mr. Chairman, I do not know if honourable members were watching "Here And Now" tonight but if they were they will notice that the Minister without Portfolio was on "Here And Now" personally talking about opposition members raising points of order in this honourable House, Sir. We have had three points of order in the last ten minutes from the other side.

Now, Sir, speaking generally about this department, I do not know if this is a fact or not, I would like for the Minister of Transportation and Communications to confirm or deny it. I have only been given the information from the usual reliable source. I have been told, Sir, by my usual reliable source, I want the member for Bonavista South to take note of this. He talked about extravagance and waste. I have been told by my usual reliable source, Sir, that a Director of Transportation has been appointed recently at a salary equal to or in excess of \$25,000 per annum. Is that a fact? \$26,000, the minister confirms. You know, Mr. Chairman, what the minister's department advertised for a Director of Transportation? They advertised at the rate of \$16,000 per annum. I think the chap's name who got the job, Sir, is Ed O'Brien. Is that correct? The minister confirms. My usual reliable source is pretty authentic, Sir.

Just listen to this, Mr. Chairman. The chap is Ed O'Brien. I am told that Mr. O'Brien did a study on transportation for the government about seven years ago. Despite this, Mr. Chairman, the only qualification that Mr. O'Brien has is that he is a statistician. He is not an engineer, Mr. Chairman, or the like. Listen to this.

AN HONOURABLE MEMBER: He is not a lawyer?

MR. NEARY: I do not know. No, he is not a lawyer. He is not a doctor. He is not an educator. He is a statistician. He is not an engineer or the like. The only apparent qualification that he has, Mr. Chairman, so I have been told, is that he is a friend of Stu Peters. How does the Premier like that? He is a friend of Stu Peters. The only apparent qualification that the honourable gentleman has. \$26,000 per year, advertised for at the rate of \$16,000 per year. Then the member for Bonavista North talks about extravagance and waste. That is not character assassination. The salary is being paid by the taxpayers of this province. Where is the character assassination?

Mr. Chairman, I am told by my usual reliable source, Sir. My

usual reliable source was right. There was a Director Of Transportation appointed. It was advertised for at the rate of \$16,000 per year. Mr. O'Brien was the successful applicant and he is to be paid \$26,000 a year. That honourable crowd over there; Sir, have the gall and the audacity to talk about waste and extravagance. What a joke, Mr. Chairman.

MR. MOORES: Mr. Chairman, just before the Leader of the Opposition says his few words, I would like to point out a couple of things that were said regarding quotations that were attributed to me, and before the minister answers the questions that were asked which he will ably do I am sure. First of all, to reply to the fairy from Bonavista North or the member from Bonavista North regarding the ferries; after the October 28 election that the ferry services on the island would be free -

MR. NEARY: I would like for Your Honour to give a ruling on the remark made about my colleague, the member for Bonavista North. Would Your Honour give a ruling on that? Mr. Chairman, Your Honour heard the remark. In my opinion it is unparliamentary and I ask Your Honour to ask the Premier to withdraw that remark. It may have been said in jest, Sir, but it is a pretty serious thing to say. I ask the Chairman to give a ruling.

MR. CHAIRMAN: The point of order as raised by the honourable the member for Bell Island; had the Premier not rephrased his statement concerning the member for Bonavista North in speaking about the ferry service in Bonavista North and unwittingly attributed the ship to the individual but I feel quite sure that the honourable the Premier successfully rephrased any remarks so that there is no trace of any personal reflection whatsoever.

MR. NEARY: I thank you for the ruling because it is not very often we hear from the honourable Premier and we want to keep him straight while he is here.

MR. MOORES: No, Mr. Chairman. If I had referred to it in the context

that the honourable member for Bell Island had then interpreted it with the Minister of Transportation and Communication and with the honourable member for Bell Island being who they are, I would have referred to the honourable member for Bonavista North as a leprechaun. That is not the object of the exercise. I was just referring to his remark about the free ferry service on the island. This is something that the government would like and intend to do. We also hope, by the way, at the same time to persuade the federal government for the ferry services that they are responsible for to put on a ferry service as if it were part of the road network of North America as we hope to do on the road network of the province.

I think it is a very, very serious thing that the Trans Canada Highway ends at Sydney and that we have to pay a tariff to get to Port aux Basques and/or Argentina. While we look forward to the federal government putting on free transportation, we also intend with them to look after the transportation and ferry system in Newfoundland where hopefully ferry systems will be an adjunct of the highways themselves.

Regarding a few other things the member for St. Barbe North said, there was one thing particularly that was outstanding to me.

When he made representation regarding those projects that have been drawn to the attention of the opposition as opposed to the opposition drawing to the attention of this House of the various projects that are left undone, he gave the Minister of Highways a list of the various problems in just a very few of the areas. I am surprised that he went into such detail. For instance, the road from Old Perlican to Sibleys Cove, he did not also include the rest of Trinity South which needs highways upgrading and paving and so on as well. In Trinity North he talked about the Bonaventures, New and Old Bonaventure but no mention of Random Island or South West Arm or North West Arm, and these are also equally important. In Bonavista South there is a great deal of highway which needs to be done. Even in Bonavista North, Mr. Chairman, he mentioned the road

in Dover but without any real reference to the road, what we call a round-about from Musgrave town or Carmanville if you like right down through to Dover. I am amazed at the member from Bonavista North.

AN HONOURABLE MEMBER: Musgrave Harbour the Premier means.

MR. MOOPES: Musgrave Harbour, I am sorry, down through Lumsden.

I am sure he knows where I mean.

MR. ROBERTS: He either begins with Gambo or Gander. Right?

MR. MOOPES: Or Carmanville.

MR. ROBERTS: Carmanville is half way through.

MR. MOORES: Carmanville also happens to be, if you are going to Gander or if you are coming from Gambo -

MR. ROBERTS: The Premier may go through Carmenville to get to Gambo or Gander but nobody else would.

MR. MOOPES: No, I have never said I was going through Carmanville to get to Gander. I am saying that is really where you jump off for Fogo.

MR. ROBERTS: I hear the Premier goes by helicopter.

MR. MOORES: When possible. Mr. Chairman, what I am say-

ing is that there is amount of road in Bonavista North that does need to be done and probably more so than any other district in the province, with roads that need to be paved or with less paving than any other district, with possible exception of St. Barbe North and St. Barbe South which has virtually none and White Bay North where you do not even have roads except for a very small area. There is no mention of Fogo, Twillingate, Gander, Grand Falls, except for the roads in the town, and Glenwood and Buchans, and the road to Buchans needs consideration, Lewisporte to Point Leamington and we have another road to Leading Tickles and another one to Cockolds Cove. These also need attention. Green Bay, White Bay South to Bay Vert Peninsula where certainly we have the main road there now but there are a great many roads coming into that which need attention, White Bay North, as I have mentioned and the two St. Barbe's that I have mentioned, Bay of Islands area

from Lark Harbour into Frenchman's Cove, Humber East to Howley Cormack area, Hermitage, Burgeo La Poile. He dealt with the Hermitage road but he did not deal with the others and so on, Mr. Chairman. We go through Fortune, Placentia West, Placentia East, St. Mary's, which has virtually no paving, Ferryland, only half done, Harbour Maine, Port de Grave, Harbour Grace, he talked about the town, but then again the road to Bristol's Hope and Bryan Cove are not paved at all. Carbonear, he did not talk about Victoria, Freshwater or Salmon Cove. He did not mention really a great many areas and districts in this province that are of significance and that are the prime responsibility and a great priority to this particular government. I am amazed, as the member took so long to mention so little, that he did not go into that detail or cover the water front.

The one point that I would like to deal with, Mr. Chairman, in some depth as far as we know at the present time, is the Trans Labrador highway. This is something that has been talked about for a long while. My predecessor, Mr. Smallwood, or Premier Smallwood of that day, claimed that he would never put the road through to Quebec. The idea was a tunnel, which I think was initiated by the honourable member for Bell Island. It is going to be dug out as labour intensive or a causeway or whatever. The situation happens to be that the only realistic road communications from Labrador to the Mainland or any network of highways is to the Quebec border and the Mainland network of highways.

I have talked to the federal people who are involved in this, including Mr. Jamieson and the Minister of DREF, and that is in a pretty informal sense as of this time. What we hope to do as a government and what we have initiated as the Minister of Transportation and Communications will be dealing with is the fact that we have initiated negotiations with Quebec to take the road that presently goes to Menihik Five, in Quebec, to Mount Wright on the Labrador Boundary. From there we have a road now

to Labrador City and Wabush. A new road would have to be constructed, I suppose along the rail line from Wabush to Esker. There is already now a rough road network from Esker to Churchill Falls, from Churchill Falls to Gull Island. With the equipment landing in Gull Island, there will also be a road of some sort all the way through. What we are hoping to do, in co-operation with whoever develops the Lower Churchill, together, in co-operation with the Quebec Government and what must be by necessity co-operation with the federal government, is to develop a Trans Canada Highway northern route from Happy Valley through to the North American network of roads. Mr. Chairman, a great deal of progress has been made on this. I can honestly say that we hope that it still will start or plan to be started this year. If it does not actually start, hopefully it will start to get off the ground next year. It will take as I say the two provinces and the federal co-operation in order to do it. I think it will materialize. I think it will materialize probably quicker than most people think, even though it could materialize because of the development of the Churchill and because of the amount of emphasis that is being put on the sociological problem of isolation in Labrador particularly and the development of Labrador and North Eastern Quebec itself.

I just wanted to make the statement in the House, Mr. Chairman, on this head that this is a very active project right now. I think the federal government and the Government of Quebec are as anxious as we are to see it completed. A great deal of progress has been made. Continuing negotiations are going on. I am sure that the member for Labrador North and others will be glad to hear that hopefully before the next election this road in fact will be in a state of completion. Thank you, Sir.

MR. ROBERTS: Mr. Chairman, I thank the Premier. When he began I thought it was coming to silly season, but he has calmed down. I think it was a good statement. It is certainly of interest.

Let me just say two brief things. Would the minister deal please with the question of the North West River cable car? My

colleague from Labrador North is not with the committee today.

Also I mentioned Gerryville. The minister questioned whether all was well there. I since did some checking. I now understand that within the past two weeks the City of Corner Brook, who have of course now been involved in this latterly as agents, in effect, of the minister, have now come through with a home for a home. The people out there took my advice, which was; "Hold on and they will have to play it your way." I gather the arrangements are not consummated. The people have agreed but the city has apparently not yet been back to them. There is nothing in writing. I am sure the City of Corner Brook are men of their word in this or any other matter. Well, I think so. The only question now is to some earlier reference in letters from Mr. McDonald who now I believe is an assistant deputy minister but at that stage was chief highway engineer, reference to a \$1500 disturbance allowance. The people there would like to know whether that is still to be paid because they still have the disturbance. You know, if there were disturbance before, they are still being disturbed. They have to move from Gerryville to their new homes, wherever they are, in Corner Brook. They still have to absorb whatever legal fees. My friend from Bell Island is not here but there are legal fees. So, apparently everything is settled with this one question. I assume that will be paid because it was offered before without reference to the value of the property. It was just: "This is an allowance to compensate."

Anyway I do want to thank the minister and to say that since I have spoken I have checked and I would not want him to be under any misapprehension.

DR. FARRELL: Mr. Chairman, as far as this disturbance fee, in my discussions with the City Council in Corner Brook, the sums involved, this fee was included. I stand to be corrected because they were very generous and they have leeway to go about and give their own department estimates, within reason. That is the way that we worked it out.

The initial sums which were the estimates of my department at that time would be considered, which included disturbance fee and this will be included. I do not know at this particular moment if it is still called a disturbance fee of the same nature as you are referring to, Sir.

MR. ROBERTS: My understanding now from it, Mr. Chairman, is that the people have been offered not cash, rather a home for a home.

DR. FARRELL: Yes, in one or two cases.

MR. ROBERTS: Well, I have three or four names of people who have a home for a home. The question, even if there were only one, would apply. Will the disturbance fee be paid where there is a home for a home offered and accepted?

DR. FARRELL: No, I would presume not. This is the prerogative of the council because for the home for the home there is no disturbance fee I believe involved.

MR. ROBERTS: One still has to move. One still has the legal fees.

DR. FARRELL: Oh yes, I understand. I would like to check that out for you because we gave them pretty free authority to settle the situation which is, as you know very well, Sir, a very thorny one. We wanted to get it settled away as nicely as possible. If he would like me to answer the question on the North West River car at this time, I will be doing it later if he would like to leave this, but I can answer it right now. This car is to be replaced. We did cancel all fees on this because there were problems collecting them and he will see this in the estimates. There is a new car. This is the capital under ferries. \$70,000 is mentioned, when we come to that subhead. This will be for a new car or new machinery etc. for this area.

I would like to say, while I am on my feet, Sir, that there have been very, very many questions. I think first I would like to mention that the honourable the member for Bell Island, a very important member of the opposition, perhaps the most important -

AN HONOURABLE MEMBER: Inaudible.

DR. FARRELL: Now, he has twelve years experience, Sir. I admire him to the hilt for his aggressiveness and his Irish, despotic blood. I am all for it. I would like to say that this honorary crowd over here, this honourable crowd whom I am delighted to call my friends and colleagues, their policy is to pave every single road on this island, Sir, before the next election not just before it but over the next four years, not just in the couple of weeks before it. We estimate it roughly that it would cost approximately, I would think \$400 million. That would go close to doing it. So, I would like to have \$100 million this year and every year between this and the next election so that I could do this. However, I am being a bit facetious. That is an impossibility but that would be our aim and that is our policy. We will try to do as much as possible in the coming year, Sir.

Now, there are very, very many questions. I have a few that I thought I would probably deal with now. I have so many sheets of questions, Sir, that I do not know where to start. On St. Alban's, Milltown road, I am delighted to report that the work is ongoing there, extremely well. We are very happy with the progress.

As far as the Trans Canada Highway, when this question was asked I was wondering if the questioner, I think it was the honourable member from Bonavista North - we hope to include this in the next DREE agreement not in the Interim Highway Agreement because this will necessitate a very large sum of money because, besides the area from Gambo to the Park at Clarendville, there is a large section of the West Coast to be upgraded. This will take a great deal of money. This we will have to include in the next DREE agreement.

The Trans Labrador Highway, the honourable the Premier has dealt with this very adequately. I had it here to answer.

On the harbour arterial of St. John's, I think all honourable members of this honourable House will remember that the honourable Minister from DREE asked me to make an announcement - I think we made a joint announcement - that he would like to have the tri-level

discussions, Your Honour, with his officials and the officials of the Department of Transportation and Communications together with city officials just to have another look at the situation prior to the second phase being initiated. At the same time, there was a statement made about people who had received notices. They are quite free. We have still funds available which are being provided by DREE, loan funds, to buy any homes for anybody that may wish. The letters that have gone out over the past several months have included a statement that if and when the second phase of the St. John's Harbour Arterial is initiated, there are no demands. They are asked whether they wish to buy at the price estimated. If they do not wish to, we do not force them at the present time. I feel that while we are waiting for the Interim Highways Agreement, that I have initiated a moratorium on this until decisions are made in this tri-level meeting.

Now, there are multiple other questions, Sir, and I wonder would the honourable members mind if we dealt with them under the headings, if it is all right with everybody.

The aircraft I would be delighted to do because I have it under the headings. I can do it now but I think there is a lot more detail he might want to acquire on this. I am just checking the names, Sir.

My good colleague from Fogo district, I am very sympathetic to all of his requests. He particularly mentioned dusty roads. Mr. Chairman, dusty roads are just as prevalent in Humber East almost as they are in Fogo. We have a great many areas there. One of them was mentioned, Pasadena, in the honourable member for Bonavista's lists. I am sure he realized I knew the problems in that area also the areas of Cormack, many of the Humber areas not alone the Fogo district. I can name them all off but I will not bother and take up the time of the committee. This is a problem which is true to every district in the province, Sir. The oil on the roads is my opinion. I am sure he remembers well the controversy in the Carmenville area which was discussed here in this debate. Brown's Arm is another area

prior to that. I would like to say that often the cure is worse than the disease.

Change Islands I think he was particularly interested in. I would like to answer that. I think I answered it already but we had a group of students, who, on their own time, from Memorial University, from Change Islands, in co-operation with the honourable member from Fogo met with me and I believe did meet with officials of Municipal Affairs with a very well planned, according to my officials, survey of the roads in the council area of Change Islands. This plan was to be referred to the council in Change Islands and then referred to Municipal Affairs and then referred to my department whereupon we were going to send an official or an engineer of the department up to check out this survey and then refer it back to Municipal Affairs for the final decision, Sir.

Now, there are multiple other questions. I think I covered most of the areas he asked me about, Sir. If it is all right then, we could go on to the details.

On motion 1701-01 carried.

MR. WINSOR: Just one minute before the honourable minister gets off the subject. North West River cable car, has any thought been given to a survey further up the river with a possibility of a bridge because the cable car as such has outlived its usefulness, and it services a purpose but not the main purpose.

DR. FARRELL: A survey, Your Honour, has been carried out on the North West River area including drilling. The estimated cost that I can give you is between \$1 million and \$1.5 million for this bridge. At the moment it is outside of our possibilities. So, the cable car which was there was in very bad shape. I was very worried about it in the past year. We eliminated all fees on it, which was only ten cents, because a lot of people were not paying. They did not have the money in that area, so we decided to wipe out all charges and replace the cable car until we find the funds to put that bridge there.

MR. WINSOR: The people of North West River will always be grateful.

On motion 1701-02-01 to 1701-02-03 carried.

On motion 1702-01 to 1702-02-08 carried.

MR. NEARY: Is this branch of motor registration completely moved out of this building, Mr. Chairman? Have they gone now?

DR. FARRELL: Yes. Over to the Viking Building. I would like to state, Mr. Chairman, in answer to the honourable member from Bell Island, that this arrangement was made approximately three years ago, Sir. The space was needed.

MR. NEARY: That is when the Minister of Finance was a buddy of ours.

MR. MARTIN: The honourable minister is aware I believe, because we have had some communication with the department regarding the establishment of branches of that division in Labrador. The three members from Labrador jointly requested that branches be set up, I believe last year. Now, we realize that our request came a little late in this season.

We are grateful that they did get one man up there to deal with the communications problems. The problem we were having was that it was taking anywhere from two to six months to get a licence plate sent up from the Confederation Building. We felt that the establishment of an office there for two weeks sometime prior to the expiration period or date would expedite matters. Is there any definite policy on that?

DR. FARRELL: I would like to have, Mr. Chairman, in response to the question from the honourable member from Labrador South, cases because I feel myself, I may be wrong, that the most expeditious way to get your licence plate is by mail. I know of the difficulties occasionally in Labrador South and very often this may not be quite correct but we feel - we have Corner Brook, Grand Falls, St. John's where we have licencing offices and I think it is true to say, very true to say that this is the most efficient and expeditious way to get your plates. We do send to certain areas for a period a team every year to help. We have difficulty in sending them to a lot of the areas. At this time we have not plans, to be quite honest, to send them to Labrador. We do send them to Happy Valley - Goose Bay, in Labrador West, because of the number of people involved. To put one there permanently, for a short period of time, would be an excessive expense which would not be worth while in my opinion.

MR. MARTIN: It would appear that perhaps the best way of attacking the problem would be to do it by mail. However, this has been the practice, to do it by mail, and we are not really getting the amount of satisfaction that one should be able to expect. Perhaps what we would have to do is to establish, within the divisions at St. John's or Corner Brook or wherever, some one individual who would be responsible for expediting this through the department for any particular region.

DR. FARRELL: This is, Mr. Chairman, I think a very excellent suggestion and one that we certainly will consider. We are considering also, because of the difficulty, the three months period, (the honourable

member for Bell Island checked this out) I think three months are quite adequate for people in these particular areas but for Labrador perhaps there are difficulties of staggering the registration from all over the year, for the whole year. Like beginning on "0" for January, the numbers ending in (1) in February, ending in (2) in March and so on. Instead of having the three month period, this will be a continuous process and would handle it perhaps more efficiently. This is done in other areas and we are looking at all these methods of creating more efficiency and we will certainly think of the particular item the honourable member just brought forward.

On motion, 1703-01, carried.

MR. THOMS: Mr. Chairman, I wonder could the minister explain this driver education for us? What is this programme?

DR. FARRELL: I beg your pardon?

MR. THOMS: 1703-02-06, driver education.

DR. FARRELL: I had a feeling that he was going to ask that question. Over the past year, since I took over this department, I have reiterated this several times during debate on safety and this was mentioned during the earlier debate tonight. I felt that is one of the greatest benefits and I did not think that enough emphasis had been laid on it, from a poor old general practitioner like myself, who has been used to driving over dusty roads in many areas of this island, the despot...

AN HON. MEMBER: All hours of the night.

DR. FARRELL: Who has been used to dealing with nignogs all his life, or many nignogs. I think, Sir, it has been a disgrace, a shame, appalling, horrible, the way this poor gentleman who has just been mentioned has been discussed in this House. It is shocking.

I have been living in a very famous or infamous (depending on the point of view) apartment house where famous members of this honourable House of Assembly reside. The honourable the Premier, the honourable member for St. John's East Extern and myself and the honourable the Leader of the Opposition, commonly referred to by the honourable member for Bell Island as "Tory Towers".

Within the portals of that edifice, Sir,

AN HON. MEMBER: There are only ten Tory members on that side right now.

DR. FARRELL: I am quite happy because ten of them make up for a quorum anytime, Sir. Seriously, Sir, this poor individual whom I have dealt with over the past year has made, in my opinion, (I reported this and tabled it in the House) three excellent films that have been commended in Ontario and other areas such as Quebec and Alberta by safety people and police officials. These have been excellent films and I am just mentioning this because in this vote I have certain amounts of money - I am going to take copies of these films. I would like to make and I hope to make in the coming year two films which should finalize the programme I have in mind. One of them is on highway signs which in the eyes of the public are creating quite a great deal of controversy and problems to people who meet them for the first time. I would like to do a film on that possibly and also one for young drivers, on general driving rules.

I have made no commitments to Mr. McLean in any of these areas but I certainly feel that he has done very well by me and he will certainly have a chance when I get down to the details to have a look at this and have a talk with him in these areas.

MR. THOMS: Could the minister tell us if there is anything for Mr. McLean or his associates in 06? I want it made perfectly clear, if he would.

DR. FARRELL: We have not made any commitments at this time, Sir, as I have just stated.

MR. THOMS: Does the minister anticipate any part of this vote going...

DR. FARRELL: It is not unlikely that Mr. McLean would have some bearing on this but no decision have been made in this particular area, Sir.

MR. THOMS: Could the minister tell us approximately how much? Just approximately?

DR. FARRELL: I have no idea. I would say these films for last year and I tabled these, cost around \$36,000. We are hoping to make two

and about twenty copies of each of all these films. I would say around thirty thousand dollars. These prices are competitive and creativity is very important in this.

MR. THOMS: That would be two films at thirty thousand dollars each?

DR. FARRELL: Approximately, I would estimate. I would hope also to make about twenty copies of each film, including the three from this year and also some commercials from these films which would necessitate placing television time and radio time from which I can tell you there will be no commissions for Mr. McLean from this area nor from the T.V. stations. His expertise in this area may get him to do that but at this time there are no commitments to Mr. McLean as far as any of this is concerned.

MR. THOMS: But there is a possibility that sixty thousand dollars under this Heading could go to Mr. McLean?

AN HON. MEMBER: There is that possibility.

MR. THOMS: There is a possibility. Mr. Chairman, seeing that the possibility is there that Mr. McLean will receive approximately sixty thousand dollars under the Heading 1703-02-06, I move, Mr. Chairman, that sixty thousand dollars be deducted from this vote under 1703-02-06 and that instead of \$110,000 it should read \$50,000.

That is seconded by the honourable member from Fogo.

DR. FARRELL: I would like to say that I have already given one thousand dollars of this vote, Sir, to the Burin-Marystown City Council for a defensive driving course for school bus drivers, which will be held soon with one of their own officials from the city council together with the R.C.M.P. and some of my department officials.

Motion, Heading 1703-02-06 be reduced by sixty thousand dollars, defeated.

MR. THOMS: Could the minister tell us what manuals these are?

DR. FARRELL: Motor manuals such as I have in my hand, the last one of which was produced in 1966, Sir. It just explains the details of safe driving, signs, school bussing, how to turn left and right, which

is very important. We are going to produce a new one because this is out of date. This will be going on tender, Sir. We will look for the assistance of the police and the Newfoundland Safety Council in the preparation of this. Last year we had something like twenty-five thousand dollars, if I remember correctly, but it was not sufficient to prepare a new drivers' manual. This year we have increased it and this is sufficient to pay for the cost of preparation and printing of a new drivers' manual which is very badly needed.

On motion, 07, carried.

MR. MARTIN: Mr. Chairman, 08, I do not know where else I could bring this up so I thought perhaps miscellaneous is the place to do it. We have a problem on the stretch of road between L'Anse-Amour and Fox Cove where there is an overhanging cliff which we have been trying to get blasted out of there for the last five years. It is creating a danger for school buses full of children passing by there twice a day. If one rock were to roll out of the mountain at the right time, it could wipe out one whole generation of L'Anse-au-Loup.

AN HON. MEMBER: (Inaudible)

MR. MARTIN: Between L'Anse-Amour and Point Amour there is an overhanging mountain out of which rocks are falling consistently and they have to be bulldozed off the road sometimes. There is a crack on the top of the mountain which is widening every year. It is measureable. You can notice the difference. I wonder if we could get a couple of sticks of dynamite just to do the job and have it blasted out of the way?

DR. FARPELL: Certainly. We will have this looked into. Miscellaneous here is actually the paid memberships of our department and various organizations. C.T.M.T.A., Roads and Transportation Association, Canada Safety Council etc.

On motion, 08, carried.

MR. MARTIN: Mr. Chairman, number(9): Last summer, I believe, the Department of Highways had the safety crew or whatever the department might call them, at any rate they were people who went around to the various depots finding out who had safety equipment, safety boots and

presumably supplying the depots with these. No such visit was made to the depot at L'Anse-au-Loup and these people have not been equipped with safety boots or helmets.

DR. FARRELL: We will certainly check on that, Sir. We will take a note of it.

On motion, (09) carried.

MR. THOMS: Mr. Chairman, I wonder if the minister could give us a list under 1711-07-02 improvement and reconstruction? After all, there is \$15.6 million being spent there and I think it is important to this honourable House that we know where it is being spent and in particular I would like to know if any of this vote is going to my own district?

MR. HICKEY: (Inaudible)

MR. THOMS: I want it answered. So what is wrong with him? Ask the honourable minister from St. John's East Extern to be quiet.

AN HON. MEMBER: Name the honourable member. Name him! Name him!

DR. FARRELL: Mr. Chairman, you are not really that angry, are you? Fine fellow! I explained already, Sir, and I am sorry because I know in detail the debate that went on last year. We are awaiting the decision which I hope to have momentarily and I will be delighted to inform the member as soon as I know exactly the funds I will obtain on our DREE projects or interim highway agreement, I do not think so at this time. On account of the condition of our roads, which are in bad shape in certain areas, where we may have to transfer funds to very hard-hit areas, I think it would be unfair to the people to build up their hopes and then find that it is not going to be done this year. I think it is in the best interests of the people of this province or the province itself at this time. We are expecting these funds and the moment I have the information, and because we have not finalized the details and I may have to switch if we do not get the money we have requested and use some of our provincial funds to do some of these areas.

MR. THOMS: I am all for co-operating with the minister but could I have his guarantee? Once this 1711-07-02 goes through, really the minister does not have to give us the list. He does not have to give us the list. I wonder if I could have the minister's positive word that a list will be supplied within the near future?

DR. FARRELL: I would certainly, Mr. Chairman, be informing the members as soon as possible. I cannot give a date but when we itemize and finalize our roads programme for the coming year, 1973-1974.

MR. THOMS: I thank the minister and I would also like to inform him that if he could only control his colleagues there these estimates would slip through much faster.

AN HON. MEMBER: (Inaudible)

MR. THOMS: There he goes again. Why does he not stand up and speak?

MR. CHAIRMAN: Order please!

MR. THOMS: Mr. Chairman, I do not know if Manuel's Bridge is there or not but I presume the causeway, Bailey bridge, is there. I wonder if the minister could give me the cost of that bridge? The causeway bridge to Cull's Harbour?

DR. FARRELL: Cull's Harbour? This is not included in this, by the way. This was paid out of last year's estimates, \$80,000.

MR. THOMS: \$80,000?

DR. FARRELL: Yes, but it is not included in this figure here.

MR. THOMS: Thank you!

DR. FARRELL: Now, I am giving but an approximate figure so...

MR. THOMS: That is fine.

On motion, 07-07, carried.

MR. MARTIN: Mr. Chairman, back to 01, if you do not mind. Two points, both questions on policy: I think it was back in 1966 when I first saw the map of the proposed Labrador Highway. The statement that was made by the honourable the Premier tonight regarding the highway, I think it is very good that we are finally getting some action on this, but we note that it does not go anywhere near the Coast of Labrador, that is

the outer coast. I am wondering whether or not there is - I realize that there is not going to be anything done on this for quite a long time but with the developments on the Lower Churchill, hopefully the developments on the Eagle and in Goose Bay, whether or not there is any thought to linking up the southern part of the coast, where we had a deep water port facility open most of the year round, linking that up with the Trans Canada Highway System?

The second question if I may put the two of them at the same time: We are having perennial problems with the ferry across the Straits. It is not a ferry in the true sense of the word, it is an old freighter that has been converted. We are never, ever going to get that kind of a ferry working across the Straits to any degree of satisfaction because the ice blocks it in the winter months and seasonally it is blocked because of ice.

There is a transportation system that has been working in other parts of the world quite well for many, many years. I think the hovercraft across the English Channel has been going for eighteen years. What I am wondering is whether or not the department has any plans or are doing any surveys to look at alternate systems rather than the traditional ferry service? Whether or not we are looking at the hovercraft system which is operating in Europe and on the West Coast of Canada, with a view to putting in a hovercraft system across the Straits? Such a system would not be hampered by ice floes or this kind of thing and could operate practically all year round.

DR. FARRELL: Mr. Chairman, to answer the honourable member's second question first; we have a task force in transportation and communication which are involved in every aspect of communications. I cannot exactly state at this time but I know they probably have ideas on this from the European models of hovercraft. I will obtain the information for the honourable member when this task force report is broken down. They will probably bring it to our attention in the interim.

On the first part of the question, Sir, I would presume it was the Forteau terminal you would consider on the coast. I feel it

would be unfair to say yes at this moment but it certainly has been thought of and it is still being thought of. First of all the priorities are into Happy Valley and I think that the honourable member would know that the Forteau Road would necessitate a swing inland to connect with the Churchill Falls - Happy Valley Road. I think that is a fair statement. It is certainly thought of but, as I just said, I would think that it would be a fair way into the future.

On motion, 1712-01, carried.

MR. MARTIN: Mr. Chairman, I may have gotten lost here. Are we on 1712-03-01?

MR. CHAIRMAN: 1712-03-02.

MR. MARTIN: Okay, I will let 02 carry and I will pick it up on 03.

MR. CHAIRMAN: Shall 03-03, carry?

MR. MARTIN: Here I am. About three weeks ago, I think, or perhaps a bit longer than that, I asked a question in the House of the minister regarding the ferry across the straits and whether anything is being done about it, the whole matter of a new ferry, new ferry landings and everything else. He promised us at that time that he would make a statement when the estimates were being discussed. I wonder if there is anything that he can tell us at this moment?

DR. FARRELL: I think this would be included, Mr. Chairman, in the statement mentioned by the honourable the Premier just a little while ago. This whole matter of the federal ferries is under consideration and that is where it is at this time. We have no definitive information on it at this time.

On motion, 03-03, carried.

MR. MARTIN: On 05, if I may, I know that the federal government have a policy on landing strips, aircraft landing strips. I am wondering where the overlap is and how far along the programme of the provincial government is relating to landing strips? Where do the provincial government come into the picture in the provision of landing strips?

DR. FARRELL: \$120,000.

MR. MARTIN: For seventy-five thousand dollars.

DR. FARRELL: Yes. This vote is for an extension to the airstrip at Port au Choix and passenger shelters at Winterland, Port au Choix, Bonavista, St. Alban's and Springdale. The Director of Transportation is now trying to set some priorities as far as the federal aid - the aid I believe is \$120,000 for a single landing strip. Is that the question the honourable member was asking, Sir?

CAPT WINSOP: This vote is cut considerable, from \$665,000 down to \$75,000. Landing strips are becoming more and more essential. During the winter nature and God provide an excellent landing strip practically all over the place if we have the frost but the problem arises during the spring thaw. If for example the Community of Fogo is blocked by drift ice, Arctic ice, or if Change Island is, the harbour ice or the winter ice has melted, those are the areas where I think consideration should be given to providing landing strips for small aircraft. Any consideration on that one?

DR. FARRELL: I just stated, Mr. Chairman, that the Director of Transportation is now at this moment studying the whole problem and setting up the priorities for the various areas and I would say particularly Labrador and the off islands. That is, I presume; I have no reports from him to up this particular time.

MR. MARTIN: Perhaps the director has already thought of it but perhaps what we should be looking at rather than the provision of expensive landing strips is a different type of aircraft, an aircraft for short takeoff and landings. I think if those were applicable to our particular situation it may save us a lot of money in the long run.

On motion, 05, carried.

MR. MARTIN: Mr. Chairman, just to clarify a point that was raised by the honourable the Leader of the Opposition: Communications systems on the Labrador Coast - there are two systems operative, one provided by Bell Canada, the telephone system, the other provided by M.O.T. The M.O.T. system was the one that was operative before Bell Canada came on the scene. They consisted of radio-telephone transceivers, radio

transceivers. Those transceivers were going to be lifted from the coast when the telephone came in. We prevailed upon the minister, I believe it was Mr. Marchand at that time, and asked him to leave these sets there. M.O.T. agreed to do that with the provision that the local people would stand the upkeep, maintenance and operation of these sets. Many of them have been put out of operation because there is simply not the requirement. The telephone system is working fine. In other areas they have gone because nobody has bothered to maintain them. In yet other areas, they have never been installed in the first place. I think perhaps they did provide a very good communications system. Maybe if we could get together with M.O.T. and get sets put into those areas where they do not have them and upgrade the rest of them, we could overcome this whole problem.

DR. FARRELL: Just a few words on this: I agree entirely with the honourable member from Labrador South. In communications, which is a very complex area, amazingly to me when I took over this new department, because it involved radio, television, cable television, telegraph, data transmission, commuter communications, the whole area. This is the first time in our history we will be able to have any input into all these areas. At the present time we are accumulating enough data to establish a provincial position because a lot of provinces are just entering the field for the first time and the federal government are very interested in this and are very willing to co-operate at all levels. I think we will go a long way with the co-operation we are receiving from the federal government at this time in all areas of communication.

On motion, 02-01, carried.

MR. NEARY: Mr. Chairman, are we...

MR. CHAIRMAN: 1715-02-01.

MR. NEARY: 1715, that is air services?

DR. FARRELL: This is the amendment.

MR. NEARY: That is what I am waiting for. Explain.

DR. FARRELL: All of it?

MR. NEARY: Explain the whole works, yes, and we will...

MR. MARSHALL: (First part inaudible) 1715-01 is air services

salaries and when the honourable member for Bell Island shouts:

'Explain' and says; "The whole works" that is fine for him but the minister only has to explain 1715-01, salaries. When that is done, then, we will get to 1715-02, 03 and so on.

MR. NEARY: The original obstructionist in this House. I asked the honourable Minister of Transportation and Communications to explain 1715-01, salaries. Does the honourable minister mind? Is that in order?

MR. MARSHALL: Mr. Chairman, that is perfectly in order. I just wanted to set the honourable member for Bell Island straight. I am delighted that after so many hours he finally has it straight.

MR. NEARY: Well, do not be obstructing the progress of the House.

DR. FARRELL: Mr. Chairman, is it all right if I speak on this one? This is salaries - \$46,000 I believe. This allocation is to provide the necessary funds for the director of air services and his immediate staff such as clerk stenographers. It also provides for four caretakers who are to be used to service the four airstrips throughout the province.

MR. NEARY: Mr. Chairman, could the minister tell us what salary the director of air services receive?

AN HON. MEMBER: \$75,000 I think.

MR. NEARY: No but it is \$25,000 I guarantee you. If the director of transportation is worth \$26,000, the director of air services is worth \$25,000.

DR. FARRELL: How much was it?

AN HON. MEMBER: \$21,600.

MR. NEARY: I was not far out.

DR. FARRELL: Yes, that is right.

On motion, 1807(01) through (02)(02), carried.

1807(03)(07):

MR. NEARY: No, Mr. Chairman, this is not carried as I want an explanation -

MR. MARSHALL: Mr. Chairman, I have an amendment -

MR. NEARY: An amendment to what?

MR. MARSHALL: To (03)(07).

MR. NEARY: Mr. Chairman, did I not have the floor first?

MR. MARSHALL: That is not the point, Mr. Chairman. We have to pass the amendment as to what we - A point of order, Mr. Chairman, we have to pass the amendment. For all the honourable members may know, I may be deleting the vote entirely and there may be nothing to talk about.

MR. NEARY: Okay, let us hear the amendment.

MR. MARSHALL: Okay, thank you! Thank you, Mr. Chairman! I move,

this is very complicated and I have to be very careful, very, very careful. I find, Mr. Chairman, that despite it all the amendment does not come until the next heading so we can now permit the honourable member for Bell Island to continue.

MR. NEARY: We are getting sick and tired of obstruction from that honourable minister in this House.

Would the honourable Minister of Transportation and Communications please explain what \$1.5 million is for?

DR. FARRELL: Yes, I would be delighted to, Mr. Chairman. These funds are provided for the operation of our air services, Your Honour. This division which operates five Canso water bombers; one twin otter, three turbo beavers and one Cessna are used, as Your Honour probably knows, primarily for the protection of our forests and provide air ambulance service throughout various locations in Newfoundland and Labrador. The air service division was operated for the past three years by Atlantic Aviation, under a contract which expires at the end of April. I believe it is correct to say that when this contract was initiated that the hope was an end result that our own people would be able to take over this service eventually and this we have now decided to do. We are to take over the operation of air services division effective May 1 and also have agreed to transfer the air services division from the Department of Public Works and Services to the new Department of Transportation and Communications.

The government feel that by taking over the operation of this service they can create a savings to the government of approximately \$200,000 and still provide, by the way, Sir, an efficient operation by disposing of the small aircraft and replacing them by helicopters. These funds are shown in Appendix 111 where they are allocated to the various departments on the basis of previous years' requirements. These are also considered a charge, Your Honour, against the various departments at the end of the year.

Because of this transfer from Public Works and Services to Transportation and Communications there should probably be an adjustment here - approximately \$95,000 I think is here on the estimates to Transportation and Communications and \$2,000 to Public Works and Services.

MR. NEARY: There will be no trouble to find the Rowdy Man this summer with all the helicopters flying around. How many helicopters is the minister going to buy and what aircraft are going to be -

DR. FARRELL: They are not buying helicopters, Sir, they are chartering them.

MR. NEARY: Disposing of aircraft. How many aircraft -

DR. FARRELL: We are considering chartering them. We are going to sell all of the fishing airplanes except the water bomber, Sir, and then buy a new, more efficient Turbo Prop Aircraft.

MR. NEARY: Oh and the honourable Premier said, "No, that is a lie."

DR. FARRELL: No, no, he was talking about the sum, the cost you mentioned, Sir. I would like to go on to the next subhead which includes the sum of \$790,000 to cover purchase of a replacement aircraft which is a Beachcraft King Air A100 and it also provides from the take over from Atlantic Aviation for the cost of renovating the hanger, purchase from them of all spare parts and equipment and special tools as per the terms of the contract. Would you like me to continue right through the head, Sir?

1807(10)(01) is rental of aircraft. This is a fee charged to both Bowaters and Price to provide water bomber coverage and this amount is \$50,000 from each company. The remaining \$25,000 is a fee paid us by the IGA towards the cost of providing air ambulance service for the hospital at St. Anthony. On the sale of aircraft we hope to realize approximately, these figures we were given, about \$655,000.

MR. NEARY: Mr. Chairman, now it all comes out. Now who is, no I cannot use an unparliamentary word but I suppose I could in referring to myself. Now, Sir, am I a liar? Did I not state an hour ago in this honourable House when I was trying to debate with the member for Bonavista South that the government intended to buy new aircraft? No, Mr. Chairman, I did not get a chance to deal with the \$1.4 million. Now we are told by the minister the government are going to purchase an aircraft.

AN HON. MEMBER: What is the crime in that?

MR. NEARY: What is the crime in it? It is a waste of the taxpayers' money, that is the crime that is in it. That honourable member down there, the honourable member got up and talked about priorities and the needs of his district and the extravagance and the waste of the former Liberal administration and now the Twin Otter is not good enough for him, not fast enough, cannot get him there fast enough. Now they are going to buy a Beachcraft. The poor old mothers of this province, Sir, this will certainly be welcome news for them tonight and the students who have to borrow more money this year in order to get their education over here at the university and the poor old people down in Carmanville, down in my colleague's district, will have to eat the dust again this summer. The minister and his colleagues will not have to eat the dust because they will be up above the clouds, sailing along in the blue.

DR. FARRELL: Saving money.

MR. NEARY: Saving money my foot!

DR. FARRELL: Put your shoes back on.

MR. NEARY: I have my shoes off, Mr. Chairman. There they are, Sir, I have them off.

AN HON. MEMBER: Is that what I was smelling over here?

MR. NEARY: I will put them back on, Sir, if I am out of order.

But, Mr. Chairman, this is a pretty serious matter, Sir, to be debating at twenty minutes to twelve at night, the purchase of

a Beachcraft Aircraft and the lease of how many helicopters?

DR. FARRELL: Four or maybe five.

MR. NEARY: Five, leasing five helicopters -

DR. FARRELL: Four, maybe five but this has not been finalized, Sir, whether they will be leased, even at this moment.

MR. NEARY: But the purchase of the Beachcraft Aircraft is final.

DR. FARRELL: I would just like to mention that the operating cost of the Beachcraft vis-à-vis the Twin Otter, Sir, is eighty-seven cents a mile versus \$1.35 for the Twin Otter.

MR. ROBERTS: Why not save eighty-seven cents a mile by disposing of the Twin Otter and not buying the Beachcraft?

MR. NEARY: The honourable Leader of the Opposition took the words right out of my mouth, right out of my mouth. He took the words right out of my mouth, Sir. This province cannot afford that kind of a luxury, Sir.

DR. FARRELL: It is seven years old and I believe the honourable Leader of the Opposition was using it -

MR. ROBERTS: I have used it often.

DR. FARRELL: Yes but why get rid of it? We are delighted that the honourable leader was able to use it.

MR. NEARY: Members should be able to use the conventional method of transportation in this province now that we have a good service provided by EPA, backed by the taxpayers of this province.

AN HON. MEMBER: The Minister of Finance is not here tonight.

MR. NEARY: No, the Minister of Finance knows all about the taxpayers backing EPA.

MR. ROBERTS: He is on the swing-shift tonight, is he?

MR. NEARY: I am completely shocked, shocked, Mr. Chairman, beyond words, but I tell you this, Mr. Chairman, I do not care -

MR. ROBERTS: (Inaudible).

MR. NEARY: Do not be unkind. The Leader of the Opposition can be nasty with that crowd over there but do not be nasty with your colleagues.

AN HON. MEMBER: (Inaudible).

MR. NEARY: No, do not worry, I am not going to give up on this. I have a good thing going here and I am not going to give up on it. Do not worry about it. When the word gets out to the people of Newfoundland tomorrow morning, in the early morning news, that the Twin Otter is not good enough -

DR. FARRELL: A very expensive plane to operate.

MR. NEARY: A very expensive plane that the Premier and the ministers cannot get around this province fast enough by EPA 737 Jet and they have to get a Beachcraft to ferry them around. If they needed to be taken somewhere, Sir, they could always use one of the small aircraft or a helicopter. Get rid of the Twin Otter altogether as this province cannot afford to be operating aircraft. That is a luxury we cannot afford, Sir, when people in this province do not have enough bread on their table, do not have enough to eat, people in my own district are forced to live on a little over \$1.00 a day.

AN HON. MEMBER: And all the building materials they can handle.

MR. NEARY: Building material, we will deal with that later on too, do not worry about that.

MR. MURPHY: Thanks be to God we took over last year or they would have starved to death!

MR. NEARY: Yes, that is right they would have starved to death. The people in St. John's South or in Cander or in St. John's North are not starving to death.

MR. MURPHY: What about the increases we made in the social assistance?

MR. NEARY: Mr. Chairman, I am completely shocked over this and every Newfoundlander. Newfoundlanders will rebel. The taxpayers cannot stand it any more, Sir. They cannot take any more of this nonsense. They cannot stand any more of this extravagance and waste. They are going to rebel, a revolution will take place, Sir.

AN HON. MEMBER: I think it has already taken place.

MR. NEARY: The honourable member thinks it is pretty funny. We were

told tonight that they could not find a few paltry dollars to pave the road down in Carmanville or down around King's Cove and Plate Cove or over in Bonavista North. They could not find the money for that. The people have to eat dust all summer while the minister and his colleagues are up jetting around in the sky, up above the clouds, the sun is shining, coasting around in the blue, probably sipping on a little cocktail. No doubt there would be a little bar in the back, Sir, with soft drinks and cocktails.

MR. HICKEY: Mr. Chairman, do we have to put up with this kind of talk?

MR. NEARY: Yes, the honourable minister has to put up with it. Of course, the honourable minister has to put up with it.

MR. HICKEY: At least the honourable gentleman -

MR. NEARY: Yes, that is right. Mr. Chairman, when word gets out tomorrow morning, when word filters out from this House, 11:45 at night, it will probably hit the midnight news, the twelve o'clock news, and it would not surprise me one bit if there were a demonstration out in front of Confederation Building tomorrow morning against this sort of nonsense. The taxpayers cannot tolerate this any longer, Sir.

I do not know what else I can say about it, Mr. Chairman. There is not much else I can say except that I think that that honourable crowd should be ashamed of themselves, Sir. The way they emphasize priorities, planning and priorities, here is planning and priorities for you.

AN HON. MEMBER: (Inaudible).

MR. NEARY: There is a priority, Sir, a priority item. We have come all the way down through the estimates. We have seen cut-backs in every department and we get to the Department of Transportation and Communications and what do we find? We find an increase in the estimates for air services and they are going

to camouflage it, Mr. Chairman, by charging it off, prorating it over the various government departments, \$1,525,000.

DR. FARRELL: That is the way it has always been done, Sir. That is the way it has been done at all times.

MR. NEARY: How much last year?

DR. FARRELL: We have the figures here.

MR. NEARY: Let us have them. So, Mr. Chairman, I do not know how much I can reduce this vote by because the financing of it is manipulated in such a way that you cannot reduce the vote without affecting the fire fighting equipment, the Cansos. Mr. Chairman, I think probably the best way to get at it is 1715(10)(02) - Sale of Aircraft.

AN HON. MEMBER: (Inaudible).

MR. NEARY: I do not know. Look, could Your Honour advise me how I can reduce this vote, please? The honourable minister reeled off some figures over there a few minutes ago and, Sir, I am afraid at this hour of the night that I could not grasp the figures that he quoted, could not grasp them, Sir, Maybe if it were in the middle of the day I might not have been able to grasp them. Would the minister go through that routine again or send me over a copy? Could I have a copy of that statement he read, that financial statement he read out, Sir?

DR. FARRELL: It will be in Hansard.

MR. NEARY: It will be in Hansard but it will be too late then, Sir. The aircraft will be jetting around the province by that time, Sir. Incidentally this Beachcraft I presume she is on wheels as she cannot be on floats.

DR. FARRELL: No.

AN HON. MEMBER: Why not?

MR. NEARY: No because she will not be able to land down on the Gander River. No, that is not what I wanted. Thanks very much. Look I appreciate it. The minister gave some figures there a few

minutes ago on how the purchase of this aircraft was going to be made and the lease of helicopters and so forth, would the minister run through that again? I would like for my colleague here, the Leader of the Opposition, the mathematician, the expert, to just listen to these figures because I could not grasp them myself. Could we have them again?

DR. FARRELL: Yes, what subhead does the honourable member wish?

MR. NEARY: We were dealing with (03)(07) at the time.

DR. FARRELL: The honourable member is talking about the \$1,525,500.

MR. NEARY: The minister told us how these helicopters were going to be leased and how the aircraft were going to be purchased.

DR. FARRELL: A final decision has not been made, Sir, on the helicopters.

MR. NEARY: Well read me off the -

DR. FARRELL: I will give the description of what we are doing. I would be delighted. Funds of \$1.5 million are provided for the operations of our air services division which operates five Canso Water Bombers; one Twin Otter, three Turbo Beavers and one Cessna. These aircraft are used primarily for the protection of our forests and provide air ambulance service throughout various locations in Newfoundland and Labrador. This division was operated for the past three years by Atlantic Aviation under contract which expires at the end of April. I think I mentioned at that time, I think it was the intention of the previous administration when this contract was signed initially that eventually the hope was that the service would come under the jurisdiction of the government and we have now decided to take over the operation of the air services division effective May 1 and also agreed to transfer the air services division from the Department of Public Works and Services to the new Department of Transportation and Communications. They feel that by taking over the operation of this service they can create a savings for

the government of approximately \$200,000, Sir, and these figures we went into in detail, and still provide an efficient operation by disposing of the smaller aircraft and replacing them by helicopters. Now this decision has not been finalized at this time as to how it is being done but at the moment it is by charter. We have two helicopters on permanent charter and usually we hire three in the summer season and also the Power Commission operates one helicopter.

We hope, possibly by using three other helicopters with the two permanent chartered ones, that this will replace all the services including the Power Commission. This has not been worked out finally at this time, Sir. Your Honour these funds are also shown in the appendix from the votes of the other departments, which are allocated the various funds on the basis of previous year's requirements. These are considered a charge against various departments at the end of the year. That is about it, approximately, Sir.

MR. ROBERTS: Mr. Chairman, I did not want to interrupt the minister but I am more confused than ever hearing his explanations. I understood him to say that the government felt they could save about \$200,000 by taking over this service themselves. Well I do not quarrel with their decision to take it over as he intimated the understanding, I would not call it the policy of the Smallwood administration with respect to this was to have the same people doing the work, the same pilots will be doing the flying, the same mechanics and Bill Brown will still be doing the dispatching. I mean that is fine.

DR. FARRELL: Yes. They were very anxious to enter the service.

MR. ROBERTS: Well, that is well and good. I do not know where the \$200,000 figure comes from. This is one of these things that you can neither prove nor disprove. I mean it is Ted Pearcey, captain, admiral, commodore, commodore general, who has come up with this and

it may or may not be right. The minister puts it forth as if it is writ but it is not. It is just an estimate. The only way to find out what would be saved is by calling tenders and seeing what some firm would do it for on a tender. There were tenders called and the government have obviously decided not to award any tender and then when the year is over seeing what in fact the government have expended then we will know whether there was any saving or not. But \$200,000 at best is a red herring. It is a lot of red herrings, an estimate but it is a hazy estimate.

DR. FARRELL: I do not think that is a correct term to use, Sir, a red herring.

MR. ROBERTS: Well, the honourable gentleman may disagree with me. That is fine as he is perfectly at liberty to disagree with me.

Now a much, much more important aspect of this, Sir, is the government have operated three - Look, we all agree on getting rid of the Twin Otter. It may have been useful five or six years ago. I think it did serve its use but it is like many other things - the time that has come has gone. That happens. The time comes, Your Honour, and then the time goes and time waits for no man or no government. The government also operate three Turbo Beaver aircraft and I have always understood these are considered among the best bush aircraft types in the world, splendid machines for certain purposes.

AN HON. MEMBER: Very expensive.

MR. ROBERTS: They are very. They are so expensive, as a matter of fact, the Premier may know the story, they are not made any more. They are too expensive for anybody to buy to operate commercially. Governments, fortunately in this sense, are not in the commercial business. Now one of these machines, the VPB I think, has been based at Happy Valley or Goose Airport in the summer. Another one, UKK, was based at St. Anthony and both those or the one at St. Anthony was used entirely for Grenfell Mission work, administrative

work, travel and also mostly medical work. The one VPB was used. JAT, an ordinary Beaver, was kept at Northwest and I believe a native Labradorian flies it, Ross Michelin flies it. He is from Northwest, is he not? A young fellow who grew up and took his pilot's license and is now -

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: Yes but Michelin is one of them. Anyway I understand JAT is to be replaced and go wherever Beavers go. Beavers last a long time. The first aircraft ever made is still flying.

de Havilland in Toronto, who made it, own it and still flies it. So VPB I take it will be moved to Northwest and this is important because the air-ambulance services in the entire northern half of the province depends to a large part upon these aircraft.

UKK I understand is to be sold. I have had calls, as the member for the district, keeping me informed, from at least two airlines, three, I have not had a call from the third but there are at least three local airlines bidding upon it. I do not understand the mechanics. Apparently they will buy the aircraft, one of these three airlines, and they will then get a contract from I assume the Department of Health or from the IGA, using government money.

DR. FARRELL: Together with the concurrence of IGA.

MR. ROBERTS: Yes, of course. But anyway it will be public money. The IGA put I think it is \$25,000 a year into aircraft and then they operate the other one on their own, their new one. They have a Navaho or something, that lemon LCL which made it to the mainland before falling to bits. Captain Pearcey piloted it very skillfully to the mainland. So there would be no saving there because of course a private company will not do it any more cheaply, as a matter of fact may do it less cheaply, operating possibly one aircraft of a type and having to keep spares for that type and having to have staff trained in that type whereas the government, if they kept the three aircraft and maintained them themselves

using their own work force, would only have one stock of spares. It might only need one spare engine. Spare engines are expensive things to have around and you have to have a spare engine. Now I believe we are going to have three spare engines. I do not know but I have put this forward for the minister. Apparently he has not made up his mind and these are things that should be considered.

We are not going to save any money on that because UKK will be owned by NAT or it will be owned by Bert Patey, Labrador Airways, or it will be owned by Bill Bennett, in Gander Aviation, One of these three will buy it, as I understand it. They will then take a long-term lease. They will not buy it on any other terms. They will lease it back to either IGA or the Health Department or maybe the minister. It does not matter as they will lease it back to public money. They will make a profit on that. That is the way the business will work and that is the way it is supposed to work. So we are going to be paying more there. I have no idea what will happen to JFS and perhaps the minister could indicate. Is it going out of service? Is it going to leave the province or will it continue to be based in St. John's? If so, who is to operate it?

Now I ask this because listening to his remarks I understood the policy was or the plan was to dispose of the Twin Otter and dispose of the three Turbo Beavers and dispose also of the Cesna, ZWQ, the small Cesna, dispose of five aircraft. Keep the Cansos because we need those (and I will come back to Cansos) and replace the aircraft with helicopters. We now charter two I gather, permanently -

DR. FARRELL: Which would be geared to air-ambulance work, each and every one of them. They would have the facilities for air-ambulance work.

MR. ROBERTS: Well okay they can be fitted with, they have mobility advantages that fixed winged aircraft do not have. They have disadvantages: payload. They also have disadvantages on speed. They

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also have a very great disadvantage - you cannot operate them over water and that means they are utterly out of the question for Labrador South unless they are going to make the base hospital Blanc Sablon

because there is a gap, a water gap, across the Straits. I have talked with Dr. Thomas and the International Grenfell Association people on it because the question came up on supplementary supply with the Minister of Public Works and there was a brief discussion on that point. Dr. Thomas happened to be in town that evening. I was supposed to have dinner with him but I missed the dinner for the pleasure of a chat with the minister here and the committee. At that stage Dr. Thomas gave their view. They have been fifteen to twenty years in the air-ambulance business out of St. Anthony. They wanted a fixed-wing aircraft. They thought it was the only practical thing. So they are going to end up with at least two fixed-wing aircrafts. They are not going to use helicopters to go up to Nain or to Makkovik or down to Cartwright. The Turbo Beaver will be used. It is a far better aircraft for that purpose than the Beaver they now have.

I think the minister should, if he wish , elaborate upon this. It is a fairly major policy change. As far as I can see what he is suggesting is that the DMR-Twin Otter be replaced. They are going to buy some sort of beach craft, an executive aircraft, okay. It is a little better than the jet they have been looking at enviously and lustfully. If my colleague did not make the odd crack about the jet, they might have had a jet. They would like to have one. They really would, the administration, the honourable crowd opposite, Sir, the honourable administration, that honourable crowd, they would like to have a jet, of course, who would not? Who would not like to have a jet or two? I could use one to run down to the Horse Islands for the weekend.

Now, Mr. Chairman, the minister told us that he has not made up his mind as to what it is to be. I am glad of that. I think he should walk carefully. There are many pitfalls, and I am no expert on air services. I spent a fair amount of time bucketing around the

province in government aircraft and that is fine. I may be a conversant layman but I am certainly no expert. I just raise some of the doubts which I can and some of the questions which I think should be answered before we take a major decision to get out of the fixed-wing aircraft business for air ambulance work, for forestry work and get into the helicopter business.

There is one other point, Sir, the Cansos. The Cansos we have now are Catalina, PBV's, second World War aircrafts. They are badly outdated. The men who fly them are some sort of heroes. They are mechanically well-maintained and well-kept but they are getting to be very old aircrafts. They are completely vital to this province. These aircraft, Sir, provide our first and really our only major defence line against forest fires. They hold them until the ground crews can get in and get to work. The fact is that we have not had any significant fire losses, touch wood, in Newfoundland since the disastrous summer of 1961. When the whole of the Indian Bay was mentioned this afternoon, the hon. gentleman from Port de Grave mentioned cutting wood in Indian Bay. Bowaters had to go out of Indian Bay. You draw a line south of Gander, in behind northwest Gander, in behind Rodney Pond and right out to the coast, going north. The fire swept north and east. Carmanville which we have heard so much about had to be evacuated that summer. The coast boats when in and everybody was loaded on them.

The Cansos are getting old. I know of only one replacement that has ever been acceptable, the Canada Air, I think, 214. I may have the aircraft type wrong. It is either 214 or 215, something in that order.

MR. FARRELL: Yes, there is a special name.

MR. ROBERTS: The Twin Otter, there was some talk that it would be as an aircraft type but it has not been worked out I understand. It

does not have the payload. It is a great commuter aircraft. It is now being used between Ottawa and Montreal. These Canada Air aircraft apparently have some merit. They are very expensive. They are \$1.5 million each I believe. We would need about four for the province. They have better mobility but they need bigger ponds to land and take off from. That is something to be considered in Newfoundland too. There was some reference earlier to the somewhat outrageous conduct in reference to Mr. O'Brien or the Director of Transportation. If he be the man I am thinking of, he was there on the Unica Study which recommended seven or eight years ago that we replace the Cansos with either Canada Air or Twin Otters. That came to nothing because the capital costs involved on either aircraft type - well neither aircraft type was sufficiently well developed at that stage to make the decision. The costs involved were very large. Well the costs are probably larger now. The aircrafts are getting older. We are going to have to face that decision pretty soon. I do not know how much longer useful life the Cansos have. Perhaps the minister can deal with that. This is an important matter and these are one or two of the questions which I would direct the minister's consideration. Perhaps he could say a few words on it now to the committee, Sir.

MR. FARRELL: Mr. Chairman, the points made by the hon. Leader of the Opposition are well-taken. It is under active review at the present time. Our decision to let the fixed-wing aircraft go I think is basically made. We feel that the helicopters will take over in a great way. Perhaps a lot of points that the hon. Leader of the Opposition has mentioned will come to pass. I hope not. We feel that this is the way to go at this time. We will make sure that the medical services will not suffer in any area involved, the International Grenfell Association, Northwest River or Labrador at the present time. We went into that in some detail

earlier today. Perhaps it will be a little better, at least I hope so, in many areas. We have private operators in Labrador and Western Newfoundland, Southern Newfoundland, all parts of Newfoundland today. I think they should have a chance to try this service. They may be able to do it even cheaper again. These decisions have to be made by the Department of Health, together with the International Grenfell Association, as far as their contractual arrangements.

With regard to the Canso bombers, there is no great detail on those. We accept the fact that they are the best, I think, for our purposes at the present time. The newer types of water bombers which have been produced are now used in Ontario and are land-based. One can mix, apparently, fire repellent substances. They are very efficient. They are also very expensive. We do not have the runways to use them at the present time. That is something we will be considering. That is about it, Sir.

MR. NEARY: I do not want to delay this vote but apparently there is nothing I can do about it. I cannot make a motion to have the vote reduced. There is no way I can do it without affecting the water bombers. The figures are worked out.

MR. ROBERTS: The capital could be cut out.

MR. NEARY: Cut out the capital, air services development capital?

MR. ROBERTS: It can be reduced.

MR. NEARY: Are we still on 03, Mr. Chairman? When we get into -

On motion 03, carried.

MR. NEARY: Thank you, Mr. Chairman.

MR. MARSHALL: Mr. Chairman, there is a slight amendment on 04. I move that aircraft acquisition capital be changed from \$250,000 to \$1,140,700 and that under appropriations-in-aid there be a new heading known as: 10-02 and stipulated to be sale of aircraft (capital), \$655,000, which would render the total then a total of that subhead, 1715-04, \$780 which would make the appropriate change in the total of the subhead 1715 and would obviously change the subhead as well for the whole vote. I move those amendments.

MR. NEARY: You would want to be a Philadelphia lawyer to understand that, Sir.

MR. MARSHALL: It is baby talk.

MR. NEARY: What I am going to do, Mr. Chairman, is move that the air services development capital be reduced by \$250,000. That is a good round figure, Sir. I think that that would save the taxpayers of this province the luxury of a new beach craft aircraft. Sir, I never saw such a hypocritical, arrogant, crowd, honourable crowd in my life. They want their own air force. They have their own navy and now they want their own air force. Off we go, Mr. Chairman, into the wild blue sky yonder.

MR. ROBERTS: "The Rowdy Bird."

MR. NEARY: Can you not seem them jetting, Mr. Chairman? It is not a jet. The poor, old people down here -

MR. FARRELL: (Inaudible).

MR. NEARY: No, it is not true. Who pays any attention - never mind, I will not use a nonparliamentary term. Nobody pays any attention -

AN HON. MEMBER: Does the honourable member want us to produce the facts?

MR. NEARY: That honourable member has lost his credibility, Sir. Nobody pays any attention to him any more.

But, Sir, while the poor, old people are down here on earth, down on earth, us poor, old paupers, poor, old proletariat, down on earth, eating the dust, Sir -

AN HON. MEMBER: Come over with the millionaires.

MR. NEARY: There are the millionaires, up above the clouds, up above the dust. They will not have to eat it. The poor, old welfare recipients will be looking up as their Premier goes by in his shiny, new aircraft. They do not have enough bread on their tables. The children going to school half-naked. I represent them in this

honourable House. There are very few members here who I have heard this session speak up for the poor people of this province.

MR. CHAIRMAN: If the honourable member will permit? The amendment to the amendment -

MR. ROBERTS: The minister moved the amendment. We have amended the amendment.

MR. NEARY: I think it is the first time, Mr. Chairman, in this honourable House that we have had an amendment to an amendment. Anything, I say, Mr. Chairman, is not going to change their minds. They are going to carry this vote and this amendment and the amendment to the amendment. Anyway they are going to use their huge majority over there, Sir, to ram this through. There is not a thing we can do about it. All I can say is that the taxpayers of this province have had their fill of this sort of thing.

MR. CHAIRMAN: It is moved by the hon. member for Bell Island that the amendment proposed by the hon. Minister without Portfolio be amended to delete the amount of \$250,000 from said amendment. Those in favour "aye." Contary "nay." I declare the amendment lost.

On motion 04, carried.

On motion Block Provision Canada Pension Plan, carried.

On motion Block Provision Unemployment Insurance, carried.

On motion Head XVII, Transportation and Communications, carried

MR. MOORES: Mr. Chairman, what would normally be called as the next vote under the estimates, Fisheries, I have been approached by honourable members of this House and I think quite rightly that this particular subject is one of such significance that at 12:15 A.M., with the limitation that one has on stamina and I suppose interpretation, that it is probably desirable that this particular vote be put over until tomorrow. The government are perfectly willing to do this, with the concurrence of the hon. Leader of the Opposition, that this

can be done tomorrow, together with the budget and legislative head. and if we can agree that this will be finalized tomorrow, then Thursday will be Private Members' Day for the Opposition. This is perfectly acceptable to us on this side and I agree with the suggestion which was made, Mr. Chairman, by the member for Labrador South. I appreciate the suggestion because I think it is very valid. When we are talking about the fisheries, we are talking about probably one of the most major concerns in this province and which is probably the most political of any issue, which has less involvement by government than any other issue or has less performance by government. I think it is not just estimates but a subject that warrants and deserves a great deal of in-depth debate and I do not think, Sir, at this time of night that it will receive it. With the concurrence of the hon. Leader of the Opposition, if he would concur with this position, we will carry on with those two heads tomorrow and reserve Private Members' Day until Thursday. I would move, Sir, or in that case the House Leader will, that the House adjourn. I would like to hear from the hon. Leader of the Opposition.

MR. ROBERTS: Mr. Chairman, let me say a word. I thank the hon. Premier. I think this is a very wise move because everybody in the House is exhausted. Unfortunately none of us are exhausted verbally. We are all exhausted mentally and physically. I think we will have a much better debate for having a night's sleep. This is an important subject and I think also, to be fair, it is an important one particularly at this time because of events which have transpired. For my part and for the part of my colleagues here or not here, as the case may be, I would wish to state the understanding because I have seen too many behind the chair understandings come unravelled. I will state my understanding, if it is in order, that tomorrow we will not go to Private Members' Day. We will meet at 3:00 P.M. in the normal course and we shall proceed on the fisheries head, whatever the number of that

is, and we shall debate that in the normal way. When that is finished, we have one head left in the estimates, part of Head II, Legislative, and that will be dealt with in the normal way. The House will sit tomorrow evening at 8:00 P.M., if necessary, if debate is not concluded. It will be a normal business day with one understanding, which I would ask, that when we finish the estimates, we adjourn tomorrow. I would hope that we would not go on to legislation. If we finish at 9:00 P.M. tomorrow night, let us not do two hours of legislation. The House has put in long hours. Thursday then would be Private Members' Day. We would meet at 3:00 P.M. and adjourn at 6:00 P.M. We would have a few more words on the Royal Commission on Highway Safety. On that understanding, I thank the hon. member for Labrador South and the Premier. I think the House will have a better debate and then we will have a better discussion because of it.

MR. MARSHALL: On that understanding, Mr. Chairman, tomorrow is a government day. The hon. the Premier, being the nice fellow he is, moves when we adjourn early, but he gets me to adjourn, when we adjourn, later. So it is understood that tomorrow we may possibly sit beyond 11:00 P.M. if it is necessary to accomplish these things on the estimates.

MR. ROBERTS: Mr. Chairman, if the minister will yield for a second. I am very mellow after midnight because this is only water.

MR. MOORES: Shall we have the House open until 11:55 tomorrow night?

MR. ROBERTS: No! What I was going to suggest is that if the committee should so wish, we might as well put the Supply Bill, the main Supply Bill, through tomorrow night. That would be Supply Bill No. 3. We have had supplementary. The Loan and Guarantee Act is sort of a separate matter. We cannot strike the committee. The Supply Bills

take about ten minutes. We have had extensive debate on some items so I mean, let us clue up tomorrow night.

MR. MARSHALL: The budget?

MR. ROBERTS: Not the budget debate. We hope to have a few words on the budget debate.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: As a matter of fact, for the benefit of the honourable gentleman, this committee reports to the Ways and Means Committee. We do not strike it from the Order Paper. This committee, the Committee of Supply, reports to Ways and Means. There are no budget resolutions, I should not think, because there are no tax changes in the budget. What I am saying is that if we finish at 9:00 P.M. or 10:00 P.M. tomorrow night, we should in the normal course clean up the supply business as far as we can and get it out of the way.

MR. MARSHALL: I move that the committee rise, Mr. Chairman.

On motion that the committee rise report having passed items of current expenditure under the following heading, Heading XVII, Transportation and Communications, and ask leave to sit again, Mr. Speaker returned to the Chair.

On motion report received and adopted.

MR. MARSHALL: Mr. Speaker, I move that the House at its rising do adjourn until tomorrow Wednesday at 3:00 P.M. and that this House do now adjourn.

MR. SPEAKER: This House stands adjourned until tomorrow Wednesday at 3:00 P.M.