



**PROVINCE OF NEWFOUNDLAND**

**THIRTY-SIXTH GENERAL ASSEMBLY  
OF  
NEWFOUNDLAND**

---

---

Volume 3

3rd. Session

Number 63

---

---

**VERBATIM REPORT**

**FRIDAY, MAY 3, 1974**

**SPEAKER: THE HONOURABLE JAMES M. RUSSELL**

The House met at 10:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: I would like to welcome to the galleries a delegation from Random Island who are presently visiting various departments in the interest of their various communities.

On behalf of all honourable members I sincerely welcome you to the galleries today.

We have just presently entering the galleries what will ultimately be about 112 Grade V students, from MacDonald Drive here in St. John's, with their teachers, Mr. Brace, Mrs. Wallace and Mrs. Clarke.

On behalf of all honourable members I sincerely welcome you to the galleries today and trust that your visit is most interesting.

MINISTERIAL STATEMENTS:

HON. J. C. CROSBIE (Minister of Finance): Mr. Speaker, I am pleased to announce today that the government, upon the recommendation of the Board of Directors of the Newfoundland Liquor Corporation, has appointed Gregory W. Canning, currently Vice-President of Finance of the Newfoundland Liquor Corporation, as the new President of the Newfoundland Liquor Corporation, effective May 16, 1974, which is the day following the effective date of the resignation of Mr. Roland Avery as president of the corporation.

Mr. Canning now thirty-six years of age was born in Merasheen, Placentia Bay. He is married and has four children. He graduated from the Placentia High School in 1952, attended the University of Moncton and Carlton University at various times between 1963 and 1971 and graduated as a registered industrial accountant in 1967. He has diplomas in mathematics, computer systems, management information systems and computer, managerial mathematics, models, computer programming and computer systems design.

Mr. Canning worked with the Royal Bank of Canada in the years 1952 to 1958; the Royal Canadian Air Force in the years 1958 to 1967 and was then appointed Manager of Systems and Procedures Branch of the National Capital Commission at Ottawa, 1967 to 1972. He then became Manager of the Financial Information Services of the Canada Post Office and on March, 1973, he was appointed as Vice-President of Finance of the newly organized Newfoundland Liquor Corporation and he occupies that position at present.

The Newfoundland Liquor Corporation will be taking the necessary steps to recruit an executive vice-president for the corporation immediately.

The government and I as the minister responsible are delighted that a man of Mr. Canning's ability and experience has been found to occupy this very important position. He will be responsible for a business having 280 employees, thirty-six outlets and an estimated \$32 million in sales during the present fiscal year, with a \$3.5 million operating budget and an expected \$26 million net profit. The government has every confidence that Mr. Canning will continue the new programmes and procedures started at the Newfoundland Liquor Corporation by Mr. Avery and himself.

MR. S. A. NEARY: Mr. Speaker, we want to congratulate Mr. Canning on his appointment. I understand that Mr. Canning is the nephew of a former member of the House of Assembly, Mr. Pat Canning who served twenty-three years in this honourable House.

AN HON. MEMBER: (Inaudible).

MR. NEARY: No, Sir, no prejudice but I would say that this is going to be a very hazardous occupation in the future. I would say that the mortality rate is going to be high in that position. I do hope that as a result of Mr. Canning's appointment, Sir, that the price of the poor man's champagne in this province will be lowered as was promised by the administration prior to their taking office.

PETITIONS:

CAPT. WINSOR: Mr. Speaker, I beg to present a petition. I might say, Mr. Speaker, that this petition is a follow up of two or three other petitions I presented from the same area. This petition is signed by 484 voters in the Communities of Joe Batt's Arm, Bard Island and Shoal Bay.

The petition calls for the upgrading and paving of the road from the Fogo Island Central High School, which is at the centre of the island. The petitioners feel that the request should receive the utmost consideration when the estimates for the Department of Highways are debated in the House of Assembly. Seven school busses travel over this road every day carrying between 400 and 500 children, to and from school. Also the people of the above mentioned communities have to travel over the same road to obtain medical attention. At times during the winter and early spring this road is impassable and therefore students have to miss many days of school and people needing medical attention have difficulty in getting to the hospital.

Mr. Speaker, in supporting this petition, it is appropriate that this petition should be presented today when the minister is piloting his estimates through this committee. This road in particular, Mr. Speaker, is, as the petitioners say, very dangerous at most times because there is very little gravel left on that road now to grade. It is graded down almost to the bare rock. There is a hazard of slippery conditions, which I am sure the honourable minister is quite familiar with. I have made approaches to him. The last approach I made to the honourable minister was when I was given the impression that he was going to take some action on getting sand or some kind of material to spread over that road during slippery conditions.

However, Mr. Speaker, before anything really can be done with the road, I think it should be upgraded because certainly, as the minister I am sure is well aware he, as Minister of Highways, takes

the responsibility for the safety of people travelling over that road and other roads. I do not mean to say that he takes the responsibility for people who are careless or drunken drivers or anything like that. As far as slippery conditions are concerned, I think the minister realizes that he is, as minister, responsible for the safety of people who travel over that road, especially the school children.

Mr. Speaker, I would ask the minister to give this petition very serious consideration. I ask that it be received and laid on the table of the House to have it referred to the department and to the honourable minister which I am sure it concerns.

MR. BRETT: Mr. Speaker, it gives me great pleasure to support this petition from the people of Bard Island, Joe Batt's Arm and Shoal Bay.

I believe that the Hon. Member for Fogo had brought in (I am not sure if it were a petition for roads or not) a petition from that area last year and he soundly wrapped my knuckles after we left the Chamber for not getting up and supporting it, because I am a native of Bard Island. Being a native of that area, I am very much aware of the conditions of the road, although I must say that they have improved considerably since I left it some twenty years ago, more than twenty years ago actually.

The school busses which have to travel from all over the island to the centre, to the high school, certainly, like many other parts of the island I suppose, suffer from road conditions, the children riding on the busses.

I have no doubt, Sir, that the Minister of Highways and the government will give this petition very favourable consideration. I am very pleased, Sir, to support the prayer of the petition.

HON. E. M. ROBERTS (Leader of the Opposition): Mr. Speaker, if I may say a word or two in support of the petition so eloquently presented by the gentleman from Fogo and so ably supported by the gentleman from Trinity North.

May 3, 1974

Tape no. 1490

Page 5

I think the people living in this part of Fogo Island are a good case for the expenditure of some money to improve their roads. I think it is the sort of money that should have been

5120

spent before some of the other projects which were done. I think, Sir, that a province and I realize there is help from Ottawa on this, a substantial help, but the province that can afford to lash out \$25 million or \$30 million to put a great arterial highway down from the Trans Canada Highway to the West End of St. John's should be able to find a few thousand or a few hundred thousand dollars for the needs of the people living in this part of Fogo Island, the people who look to the road not to provide them with more adequate transportation, with speedier transportation or to enable great huge transports to carry goods back and forth but people who look to a road to provide them with any transportation, to provide them with access to medical services, to provide them with access to their schools, to provide them with access to and from the rest of the province and the rest of Canada.

So I think there is a good case, Sir. I sometimes think, Sir, that the government and all governments, Sir, are prey to this. The so-called previous administration I fear at sometimes was led astray, when you look around the province, Mr. Speaker, and you see the needs of places such as Fogo Island. We have a delegation in the gallery this morning from Random Island. I suspect that one of the matters they are raising is this question of the roads on Random Island. There has been some controversy about it recently. Indeed I believe the delegation at one stage took a longliner or a delegation took a longliner up to Clarendville because the roads were so bad they could not get on the roads. They could not drive on them. Maybe they were dramatizing their case but they did make the gesture.

They sometimes think that we should divert some of the monies that are being ploughed into Harbour arterial roads and that sort of facility and put them into the smaller roads, the less dramatic roads, the less prominent roads but the roads which are after all the basic, essential services.

So I support this petition. I hope that the Minister of Transportation and Communications will be able to provide them with the money this year. He

has not told anybody what he is going to do with all of the money he is asking the House to vote him. Let us hope he can find whatever is needed, be it \$200,000 or \$300,000 for the people of Fogo Island, and find it this year.

MR. SPEAKER: The honourable Member for Harbour Grace.

MR. H. YOUNG: Mr. Speaker, I beg leave of the House to present a petition on behalf of some sixty-nine residents of Bannerman Lake Road in the Town of Harbour Grace. I know this is in the municipality of Harbour Grace, Sir, but this road is leading to the old airstrip and it is in a very deplorable condition. In the summer it is used quite extensively by tourists.

The prayer of the petition, Sir, is that the road be upgraded, and paved. I trust, Sir, I know it does not come under the Department of Transportation and Communications but I beg leave to table it, Sir, and it will be forwarded to its respective department.

MR. SPEAKER: The honourable Member for Labrador North.

MR. M. WOODWARD: Mr. Speaker, we on this side of the House would like to speak in support of the petition presented by the Member for Harbour Grace. It was signed by some sixty-nine residents of the Salmon Lake Road. Is that the road?

MR. YOUNG: Bannerman Lake Road.

MR. WOODWARD: Bannerman Lake? Yes, we cannot hear them very well over there, I think the P.A. system or they are getting very weak or the P.A. system is bad or faulty or something. It is not coming through very well, Mr. Speaker -

AN HON. MEMBER: Inaudible.

MR. WOODWARD: The dull evidence is showing through.

We would like to speak in support of the petition and trust that the Minister of Municipal Affairs and Housing, I suspect, is responsible for it not the Minister of Transportation and Communications, I trust the department will give the people of Harbour Grace sufficient funds to have that particular road upgraded and paved, I think, that is the prayer of the petition.

AN HON. MEMBER: Hear! Hear!



ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVENORAL QUESTIONS

MR. SPEAKER: The honourable Member for Bell Island.

MR. S. A. NEARY: Mr. Speaker, in the absence of the minister responsible for Housing I am going to put my question, I think to the Minister of Finance because he seems to know it all any way, since that is the policy on that side of the House.

Would the Minister of Finance indicate to the House seeing that the government, his government and the minister responsible for Housing, have been so vocal on this matter of the federal eleven per cent sales tax, would the minister indicate to the House that his administration intends to drop the eight per cent sales tax on building material as an indication of good faith and a measure to reduce the cost of housing for our people?

MR. SPEAKER: The Hon. Minister of Finance.

HON. J. C. CROSBIE: (MINISTER OF FINANCE): Mr. Speaker, I suggest the honourable gentleman read the Budget Speech.

AN HON. MEMBER: That means it is going up to nine per cent.

MR. NEARY: Well, Mr. Speaker, I wonder if the minister would indicate if his government have taken any steps to subsidize interest on mortgage payments on new homes purchased by our people?

MR. CROSBIE: I suggest, Mr. Speaker, that the honourable gentleman read the Budget Speech, where it is mentioned in the Budget Speech that there is a scheme to that effect, to be instituted this year in certain areas.

MR. NEARY: Mr. Speaker, I wonder if the minister would indicate what page in the Budget Speech he is referring to?

MR. CROSBIE: Put it on the Order Paper, Mr. Speaker.

MR. NEARY: Well, Mr. Speaker, I wonder if the minister would inform the House if his government have taken any steps towards allowing payments on the principal to be deducted as an exemption from the provincial income tax?

MR. CROSBIE: Mr. Speaker, I am afraid the honourable gentleman will have to communicate with Mr. Turner who is one of his colleagues in Ottawa. He is the federal Minister of Finance who determines those

matters. Perhaps if the honourable gentleman were to wire him, he might consider it for his budget on May 6.

MR. NEARY: Well, Sir, a supplementary question. It is not my place I am not the government, Sir. Would the minister indicate if his administration or if the minister himself has taken this matter up with Mr. Turner, because the initiative has to be taken by the province?

MR. CROSBIE: Mr. Speaker, I have taken many matters up with Mr. Turner that will be of great benefit to this province, if they are responded to favourably but as I explained in the Budget Speech many of the points made have not been responded to favourably; but I will keep trying.

MR. NEARY: It is zero today, Sir. I wonder if the hon. Premier is in a better mood than the Minister of Finance. Could the Premier indicate to the House if negotiations are going on with the Japanese regarding the establishment of an aluminum industry in Newfoundland or their becoming a customer for any of the power from the Lower Churchill?

MR. SPEAKER: The Hon. the Premier.

HON. F. D. MOORES (PREMIER): The situation is, Mr. Speaker, that we are having talks with the Japanese. As a matter of fact right at this time we left to come up here this morning and we have to go back after question period, the Minister of Industrial Development and myself, but there are no commitments being made at this time. These people have shown an interest to establish industry outside of Japan and, if they have interest in Newfoundland it will be on the best terms that can be gotten for the province.

But anyway, this House will be advised in plenty of time before any major decision is made, Mr. Speaker.

MR. NEARY: Mr. Speaker, a supplementary. I wonder if the Premier could indicate just what part of the province the government are thinking about recommending for the establishment of an aluminum industry. Is it the East Coast, the West Coast, the Southwest Coast?

MR. MOORES: Mr. Speaker, that will be up to any people who establish here. They are being shown sites all around the province, of course, they are

the ones who will be investing the capital and they will be the ones primarily who would be making the decisions. Certainly we would have some influence on it but until such time as they have done an assessment of and evaluation of each of the sites, I think it would be wrong to identify any one area.

MR. NEARY: A supplementary, Mr. Speaker. I wonder if the Premier could indicate if Bell Island is one of the sites that the government have in mind?

MR. MARSHALL: That is out of order, Mr. Speaker.

MR. MOORES: Mr. Speaker, I think that question is probably out of order but I will say that the prinipals have been shown around the province and certainly if they deem to choose Bell Island, we would give it very serious consideration. But I would like to say at the same time that I do not think for this purpose it would be on the priority list. But it is too early to say, Mr. Speaker, to identify any single area.

MR. NEARY: Mr. Speaker, I wonder if the Premier could indicate if the Japanese Industrialists who are here in the province at the present time are interested in iron ore development in this province?

MR. MOORES: They have not expressed any interest in that, Mr. Speaker.

MR. NEARY: Well, Mr. Speaker, I wonder if the Premier would

indicate to the House if he intends to raise this matter in view of the fact that there are substantial amounts of ore in Labrador and on Bell Island, if the Premier could indicate if he intends to raise this matter with the industrialists while they are here.

MR. PREMIER: Does he want me to answer that?

MR. NEARY: I do not care. I would be happy to hear from the Minister of Industrial Development. Go ahead, come on!

MR. DOODY: Now what was the question?

MR. NEARY: A question I put to the Premier, Sir, that I would like the minister to answer if he can. Will the government raise the matter of the surplus iron ore deposits that we have in this province with Japanese industrialists while they are in the province?

I am thinking about the ore reserves in Labrador and on Bell Island. Will the minister, you know, try to interest the Japanese firms in these?

MR. DOODY: These people who are here now are part of a trading group, as most of the Japanese people work. They have assured us they will talk about the iron ore reserves, deposits, both the ones that have been worked in the past and the ones that we hope to work in the future, with their principals, and hopefully stimulate some interest. But as I say it is simply under discussion and we are not ready to get involved in the reactivation of the Bell Island mines at the present time.

MR. NEARY: Not ready to get involved.

MR. DOODY: No, we are not able to announce the reactivation of the Bell Island mines at the present time because it is very much in the early talking stages.

MR. NEARY: I realize that, Mr. Speaker, and I would not want to build up people's hopes falsely but -

MR. DOODY: It has been raised.

MR. NEARY: It has been raised?

MR. DOODY: It is in the talking stages.

MR. NEARY: All I am asking the minister to do is to indicate to the

House if it will be brought to the attention of not only the Japanese interests but anybody else who comes to Newfoundland who is interested in steel?

MR. DOODY: He does not have a copy of that contract he had before does he? I do not want to go back over the same ground if I can avoid it.

MR. NEARY: Mr. Speaker, no wonder I did not want the minister to get up and answer the question. He is too witty, Sir. He is too clever and witty. Would the minister indicate then just what developments are taking place concerning the establishment of a steel plant at Come By Chance and will this involve iron ore, you know in Newfoundland, either on Bell Island or Labrador? Just what is happening in that regard? I asked the minister a question I think it was last year about this and they said it -

MR. DOODY: No, it was only about one month ago.

MR. NEARY: A month ago. Well I am asking again now. What is happening there?

MR. DOODY: The steel mill in Come By Chance is a study that has been done by the DREE people. They are studying some six sites in eastern Canada in the hope of establishing a steel operation. If we can convince them to establish in Newfoundland then we will certainly try to get them to use Newfoundland iron ore. But as I say it is a study that has been done to establish where the right sites should be. To the best of my knowledge DREE has not even committed the final amounts of money that are necessary to establish such a mill. If it does happen it be in Newfoundland, I would hope that it will turn out to be somewhat more successful than the previous steel mill that we had here in the province.

MR. NEARY: Mr. Speaker, supplementary and I hope the minister does not mind me being a little bit patriotic on this matter, but is Bell Island -

MR. DOODY: I would love to see any sign of decency.

MR. NEARY: Would not Bell Island be the obvious place for a steel mill. I mean you have the ore right there, large reserves of ore. Would the minister indicate if Bell Island is one of the sites that is being considered for this new steel mill?

MR. DOODY: Strangely enough, Sir, despite the fact that the people in Ottawa must be aware by now of the iron that is on Bell Island, Bell Island was not one of the sites that they asked to see, although we did tell them that it was there. They said that they had been aware of that, that the member for St. John's East, Jim McGrath, has been pushing for it for some time. But nevertheless they felt that the Come By Chance area would be a better site.

MR. SPEAKER: The honourable member for Hermitage.

MR. SIMMONS: Yes, the member for Burgeo is using his mental telepathy this morning, I do have a question, Mr. Speaker, concerning the Conne River area, a couple perhaps. First I would like to address to the Minister of Rehabilitation and Recreation, I understand this may be the appropriate minister, I have asked a similar question of the Minister of Transportation before and I believe at that time he indicated it was a matter for the other department to which I referred. In any event, I wonder would the Minister of Rehabilitation and Recreation indicate whether his department is presently negotiating with the federal government and specifically the Department of Indian and Northern Affairs concerning funding for the proposed Conne River Causeway?

MR. DOYLE: Mr. Speaker, I can answer that question in a general way this morning by saying that my department negotiates with the federal government on the grounds of the overall total involvement on the joint federal-provincial agreement for native peoples. As to the breakdown of the total amount of money which is now up to \$1.5 million a year, that has not been decided as yet but I will undertake to get the specific information for the member for Monday. Our involvement is to get the total amount of money and the breakdown is done afterwards.

MR. SIMMONS: Could the minister indicate whether there have been specific discussions in relation to the need for funding for the causeway?

MR. DOYLE: There have been, Mr. Chairman, yes.

MR. SIMMONS: Mr. Speaker, a question to the Minister of Transportation about the same matter, at least an aspect of it. Is he aware that the present contractor there, Eastern Road Builders, have been dumping some rock into the river on the Morrisville side of Conne River, immediately opposite the community itself? The effect of this has been that the wharf that was there has been buried underneath about thirty to forty feet of rock and the effect of that in turn is that people are having an awful job getting supplies into the community. I wonder would the minister indicate that he would undertake to look into this matter with a view to having some temporary makeshift arrangement or probably a bulldozer, I am told, a day's work by a bulldozer might solve the problem in the interim but the problem now is that there is quite a high embankment there created by the fill, I wonder would the minister undertake to have something done about this matter to facilitate getting supplies and groceries and passengers across there on a regular basis?

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

MR. HICKEY: Mr. Speaker, the honourable gentleman raised the question earlier, I took it up with my staff, I am given to understand that certain emphasis has been made already to make improvements there and I am assured that the situation as he outlines is being corrected and it will be corrected.

MR. SIMMONS: This is supplementary, I raised the question this morning because at ten minutes to ten this morning the situation has not begun to be corrected and I have had representations as late as this morning. I wonder if the minister would undertake to expedite this. It is a considerable inconvenience to the people involved, more than an inconvenience it is a hardship really.

I wonder would he undertake to expedite the matter and give me a report perhaps on what his findings on the progress on the job are?

MR. HICKEY: Yes, Mr. Speaker, I certainly will. It has been my understanding that the contractor has some responsibility here. The work is not completed, as the honourable member knows. There is some additional work to be done there anyway and it has been my understanding that something had already been done. I regret if what the honourable member says is correct and I assume it is, I regret very much that it is not done because I had indicated and I had made a request that the situation be looked into.

ORDERS OF THE DAY:

On motion of the honourable Minister of Finance, a Bill, "An Act Respecting The Designation Of Beneficiaries Under Retirement Savings Plans," read a first time, ordered read a second time on tomorrow.

On motion of the honourable Minister of Finance, a Bill, "An Act Respecting Certain Provisions Of Certain Mining Leases Made And To Be Made Under The Agreement Forming The Schedule To The Act No. 41 Of 1938 As From Time To Time hertofore amended," read a first time, ordered read a second time on tomorrow.

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



COMMITTEE OF SUPPLY:

MR. CHAIRMAN (Stagg): Order please!

Yesterday, shortly before adjournment, a matter arose in an exchange between the honourable the Leader of the Opposition and the Member for St. George's. Certain remarks made by the Member for St. George's were called to my attention by the honourable the Leader of the Opposition as to whether or not they were parliamentary. I find in my research of the precedents and the material available that while the remarks may have been inelegant and out of order they were nevertheless not unparliamentary.

MR. NEARY: I wonder if Your Honour would give us the countdown?

MR. CHAIRMAN (Stagg): We have consumed forty-two hours and fifty-five minutes, which means that we have thirty-two hours and five minutes left.

MR. ROBERTS: Has that clock been checked?

MR. NEARY: How about if the electricity goes off, Sir? What happens then?

MR. ROBERTS: I hear that the government House Leader has been up speeding it up.

MR. CHAIRMAN (Stagg): We will probably be in the dark.

MR. NEARY: I do not want the committee to be in the dark. I do not mind the building being in the dark, Sir. What happens if something happens to the clock? If the electricity goes off for an hour, do we lose that hour? Is anybody keeping a check on it? A double check?

MR. CHAIRMAN (Stagg): The clerk has -

AN HON. MEMBER: (Inaudible)

MR. NEARY: What was that, Sir? Just a second now, I am trying to get an answer from the Chairman.

MR. CHAIRMAN (Stagg): I do not know if the honourable member's comments are facetious or not but we at the table are equipped with wrist watches as well as the clock on the wall.

MR. NEARY: I am not trying to be smart, Sir. Last weekend the electricity was off in this building. I do not know for how long but I was wondering if that were deducted from our time? I came in here

last Saturday, Sir, and the power was off.

MR. CHAIRMAN (Stagg): Order please!

Shall 1701-01 carry?

The honourable the Member for Labrador North:

MR. WOODWARD: Before we carry 1701, I would like to have a few brief words to try and determine the type of policy that the minister has in his department and in his government concerning the connection or some type of provincial policy. We have, I suppose, a situation that is entirely different from most provinces in Canada because we are divided into two parts.

Although we are divided into two parts and we look very heavily to Ottawa for federal subsidies for the connection between the two parts of our province, it is indeed a provincial responsibility. The Province of Newfoundland and Labrador is one province although it is separated by water for some vast differences. Our people in the Labrador portion of the province are subject to some very heavy expenses when trying to communicate with or get to the island portion of the province.

I want the minister to tell this committee if they have any plans or policy in his department or government to bring in some sort of uniform rate for travel so that people can travel for the same distances for the same amount of money. I know that the type of travel that we have in Labrador is quite expensive during the wintertime. We have tried for a number of years to have a ferry link between the island portion of the province and Labrador so that people could transport automobiles down to the island during their summer vacations.

We have had no success so far and I understand that this year we will not be having a ferry service. We will be getting one additional, conventional vessel that is absolutely useless to us and will not suit the needs and the purposes of the people who want to travel.

I was wondering what is the policy of the government? We now have, as I understand and with the take-over of BRINCO we have indeed probably taken over a number of miles of highway in Labrador.

I suspect that maybe the minister can tell us if now the road from Esker to Churchill Falls and the Tote Road from Churchill Falls to Goose Bay will be taken over by his department when they indeed take over the Upper Churchill and they finalize the agreement with the BRINCO people.

That road has been extended down to Goose Bay by way of a Tote Road and no doubt there is a need, an immediate need for one bridge. After that there will be, there can be and there should be an all-year-round-weather road from Goose Bay to the railroad at Esker, so that out people will be given the opportunity to travel from Esker down to Sept Isle in Quebec and then on their way to great parts of the mainland; if they cannot get any suitable transportation down to the island.

Maybe the minister can tell us what his policy is in that respect, or will he continue on and say; "Oh no! We do not want to accept the responsibility for those particular roads because they are going to cost us a lot of money and we are going to have to do snow-clearing and all this sort of thing. We are going to have to do the maintenance so we rather think that we will leave your people in the state of Limbo that exists today." It is a very unhappy situation. Maybe the minister can tell the committee, when he speaks again, Mr. Chairman, what his government plan to do in this respect.

I would like to emphasize the fact that it is provincial. It is not federal. The provincial government should connect those two parts of the province.

I do not want to get on highway construction but I think it is within the scope of this Hearing, the Minister's Office, Mr. Chairman, that he should in some way or another tell us why. Why? Although the federal government have not said that they will not spend any money on the Trans-Labrador Highway, this type of highway they say is a choice between the transmission lines and a highway across Labrador for the people who live there.

I understand, from reading a report a couple of days ago in the papers, when the Minister of DREE, Don Jamieson - there is some

doubt that we will get both projects or if both projects will be financed, I came out publicly and stated that the people of Labrador should be consulted. I understand, in looking at the paper here today, that the Premier and the Minister of Industrial Development are meeting with some Japanese interests for the development of an aluminum plant and there were a couple or three places mentioned.

The rumours that I have been hearing throughout the province are that we should possibly look very strongly at the Bay D'Espoir Area. This is an area where they will need that power from the Lower Churchill, to get it down into Newfoundland,

and if that power in any way is going to jeopardize the construction - well if the honourable minister wants the rule of relevancy - if the Minister of Finance want to do that, Mr. Chairman, he can -

Mr. ROBERTS: We are talking about the government's highway policy.

MR. WOODWARD: I am talking about the minister's policy. I have had the opportunity to read a, well a brief, brief if you want to call it that, it was prepared by the minister's department and his counterparts in Quebec. It was a very, very weak presentation to Ottawa concerning - when you are looking for an expenditure of some \$460 million. It merely dealt with generalities, giving population figures and mileage figures and a route marked out in black lead pencil. There were no studies done. There was no money spent on making studies so that they could present a suitable presentation. It was merely a couple of clerks sitting down in the minister's office or some place and drafted up a few statistics and saying, "Look, take this off to Ottawa and ask them for \$460 million for a Trans Labrador Highway."

Now that presents a number of problems, Mr. Chairman, maybe the greatest problem is the fact that we should not at all, when we think in terms of transportation and economics, maybe we should not at all be looking this way. Maybe our government because of the difference, the great, vast difference that exists, although we are politically a part of Newfoundland and Labrador we should maybe, from an economic and the transportation point of view, look with and go the route that the Quebec people are already using. Extend the service that exist today from Montreal or Quebec City that is going into Blanc Sablon, extend that particular service all the way down the Labrador Coast as far as maybe Goose Bay and then continue on to Nain.

This is an area where maybe the economics are far better than dealing with the Island portion of the province. I venture to say right now, that one of the great needs for a Trans Labrador Highway is the fact that we should have a connection from the Forteau Area into the Goose Bay Area, so we can have a continuous supply of goods going in to have that service running from Quebec into Blanc Sablon, I think it goes for a period of maybe nine or ten months of the year without any interruption

from ice or anything else.

So maybe rather than looking at six months of the year or running a ferry service out of Lewisporte or St. John's or running the type of service that we are now, in the event that we are not going to get a highway, Mr. Chairman, then we should look at extending the service that is already connected by a body or a mass of land and getting away from the provincial services and tying into the Quebec services. This maybe makes more economic sense, if we are not going to spend any money from a political sense. Apparently, Sir, the Labrador knot of some 40,000 does not have much of a political impact on that administration on the other side of the House. They do not seem to pay too much attention to what the people of Labrador are saying.

There is no doubt that in Labrador, Mr. Chairman, our people are researching different routes of transportation. They are researching different means of transportation. They are going as far as to research the possibility of tying in to the Quebec system because it will make more economic sense that it is to be trading with the Island of Newfoundland.

So these are the questions that I would like the minister to answer. Maybe he can also tell us, I understand with this \$100 vote that he has in the estimates, he can have his officials do some research in this respect. But it is an area - it is an area.

Now then with the change over and take over of BRINCO, maybe we can utilize the existing road that I mentioned. Maybe we can have a link where we can reduce that transportation cost of some twenty-two cents a pound for fresh fruit and vegetables. The minister does not seem to be that concerned about it but if he were buying fresh fruit and vegetables in Happy Valley and he paid a buck seventy-five for a turnip or a buck thirty-three for a head of cabbage, maybe he would have a different feeling towards it, Mr. Chairman.

So we would like to think in terms of this year; maybe with the province now controlling the Upper Churchill and the going ahead with the development of the Lower Churchill, of upgrading the road from Goose Bay into Churchill Falls, the government taking over the existing road

which they already have jurisdiction of, from Churchill to Esker. Maybe this is the way but we will not be trading nor the province will not get any benefit from the trade. Why should we be penalized in that portion of the province by trading with the Island when the cost is twenty to thirty per cent more than it is here on the Island portion of the province?

So maybe the minister can tell us that we should have a link whereby we can bring our fresh fruit and vegetables and any other commodities of goods that we need into the railway line at Esker and then we can have it transported by truck on the year around basis into the communities of Churchill Falls, Happy Valley and Goose Bay and maybe by further distribution by aircraft into the coastal communities. This is an area that we would like to get at.

The other area that I am thinking in terms of, Mr. Chairman, is the fact that in the event that we have not seen the provincial policy on highways, we have not seen any indication of the minister or his government making any attempt to start a Trans Labrador Highway. I have said on a number of occasions in this House, if we only had as much as \$5 million maybe \$7 million, \$5 million to \$7 million, just to make an attempt, to make an attempt to start that highway and then in turn go to the federal people and say, "Look, we have done our little bit, would you please help us?" But there has not been one attempt other than a document that was useless and weak and that was presented to Ottawa.

The Minister of Finance I am sure would have thrown it into the waste paper basket if he had seen it; and set about to do something better.

These are the areas, these are the type of government policies that I would like to hear from the minister, Mr. Chairman. The other important thing as I mentioned before and I will repeat myself again, it is not a federal responsibility to connect, we are a province. Sure the federal should assist but we are a province. That side of the border or the Straits of Belle Isle should have the same policies as this side of the Straits of Belle Isle. But what do get? There is not one damn cent in that budget for that 4,800 residents this year.

AN HON. MEMBER: There is \$100.

MR. WOODWARD: There is \$100.

AN HON. MEMBER: Inaudible.

MR. WOODWARD: I will watch my language. I will watch it very, very closely. I will watch the honourable member when the estimates come up and the goodies come out and see what he is getting in his district in highroads.

AN HON. MEMBER: We never got anything in twenty-three years.

MR. WOODWARD: May I have the opportunity, Mr. Chairman, may I have the opportunity -

MR. CHAIRMAN (STAGG): Order, please!

MR. WOODWARD: No, Mr. Chairman, there is not one cent in the whole of this budget for Labrador. The minister should - I have asked over a couple of years, there is not one iota for construction of highways. So is that the policy? I want the minister to tell us what his policy is. Well in the event that there is no federal money, well from here until eternity, turn around and say, "No, we will not spend any money." This is the type of thing that he should come out and tell the people of Labrador. Tell them. Say: "No we are not going to spend any money on the Trans Labrador Highway until such time as the federal's agree to fund it." Then we can in turn take our stand as to what we should do as far as that administration are concerned.

Labrador today is in an utter state of Limbo, with a lack of policy. Labrador today is the same as the electrical -



The honourable Minister of Finance is going to promote industry in the island. There is no word of promoting industry in Labrador. We, if it comes to a choice and a showdown, Mr. Speaker, I suspect that you will see the residents of Labrador objecting to the government spending \$500 million or maybe more than \$500 million now, maybe as much as a billion dollars on a transmission line down to the island of the province to promote industry here when in turn that portion of the province is not even considered for major industry.

So, maybe the minister can give us some of his views and not to be interrupted as the committee has been continuously interrupted by a few backbenchers getting on their feet and adding nothing to the committee, Mr. Chairman. Maybe the minister who we are paying and where he has got a vote in here of \$34,000 - he is paid to develop policy by the people of this province - maybe he can tell the committee what his policy is as far as the road construction in Labrador is concerned.

MR. MARTIN: I trust, Mr. Chairman, that the honourable minister has been keeping notes. I rise at this time with apologies to the honourable member from Labrador North. I think what I have to say will support what he has said. I would like the minister to answer us both at the same time. We were both talking about government policy as it reflects upon Labrador.

I have three or four questions which I will add to those put forward by the honourable member from Labrador North. I will be as brief as possible. I agree when he says we are going to get a scratch. Regardless of whatever good will and co-operation may emanate from the cabinet and the ministers on the other side, we are seeing no more than an extension of the policies that were followed by the former administrations. I do not blame this entirely upon the ministers of the cabinet because policy by and large is formulated by the civil servants and merely adopted by ministers. Since we have most of the civil servants who had formulated policies for the former administration formulating policies now, we cannot expect to see any fundamental change.

As I have said before, if we are getting anything more out of this cabinet than we have gotten out of other cabinets, it is strictly a matter of degree. We may be getting a few more dollars but that is all.

I would like to start off and the minister can write down his questions: No.(1) from my side of the fence: What is the government's policy on ferry service. There are two ferries that we are talking about here. The honourable member from Labrador North dealt with the one between Goose Bay and Lewisporte. I would like to deal with the one in my district, between St. Barbe and Quebec.

Now, contrary to what honourable members on the other side may think, Blanc Sablon is not a community of this province. Blanc Sablon is in the Province of Quebec. Many times we hear them refer to everything on the Labrador from Main to Blanc Sablon. Well, let me set the record straight, Mr. Chairman. Blanc Sablon is across the border in the Province of Quebec. The ferry across the Straits of Belle Isle, much to our shame and disgrace, should be a provincial responsibility. It is a federal responsibility connecting two provinces. It is totally, totally inadequate. I do not think that we are asking too much, if this administration is sincere in saying that they want to bridge the gaps between the two sections of the province, to have a reasonable, sensible ferry service connecting Labrador with the Island of Newfoundland.

I would like the minister to tell us, not what he is going to do - I suspect that he is unable to do very much with the money at hand in this fiscal year - but I would like him to tell us what his policy is regarding ferries.

The second concerns the upgrading of highways. I have listened to the members from St. Barbe and White Bay saying, with some justification on their part, that surely their highway, the highway through their districts has got to be the worse in the province. I think it was just that they forgot about the time when they were across the Straits and had to travel on that Red Bay - L'Anse-au-Clair

highway or perhaps they are right because this really does not deserve to be called a highway in the first place. It is merely an access road. It is nevertheless the main arterial road for one third of the people of the district of Labrador South between the communities of L'Anse-au-Chair, on the border with Quebec, to Red Bay.

It is true that a relatively small number of vehicles use that road. It is true that relatively speaking again there are not very many people living along that highway but to the people on that side of the Straits, that particular stretch of highway is just as important to them as any other stretch of highway is to any other portion of the population of this province.

It is not enough, Sir, to say that we are going to get a couple of hundred thousand dollars for upgrading. That is merely holding the line. I do not think we will be out of line in insisting that this stretch of road be upgraded to at least the standard of the St. Barbe Highway across the Straits. That standard is pretty low at the moment but if we could at least get our highway in Labrador South upgraded to that standard, I believe we should be making great progress.

I would like the minister to tell us what his policy is. I am not asking that he detail what he intends to spend or where. What is his policy on the upgrading of roads in Labrador?

I have heard many petitions presented for everything from upgrading of gravel highways to paving. Now, Sir, we in Labrador South have many priorities. We know what our priorities are. Strange as it may seem, roads are far down the list of priorities. We do not expect the minister to make great expenditures to link up the communities of Labrador South. We realize the impossibility of this overnight, over twenty years, over fifty years. There are other things that have to be done first. We would like to see some kind of an ongoing policy of construction so that when we finally get our highways we will know that the money that has been spent has been spent wisely.

We do not expect that we are going to get roads overnight but we do expect that some of the tax dollars that we are paying for gasoline will be spent upon transportation.

AN HONOURABLE MEMBER: There are only thirteen members in the committee.

Could we have a quorum, please?

MR CHAIRMAN: Ring the bells.

MR. CHAIRMAN (Dunphy): Would the clerk please count the House.

We have a quorum.

AN HON. MEMBER: (Inaudible)

MR. M. MARTIN: One cannot trust anyone these days.

Mr. Chairman, when we are talking about provincial policy on transportation and communications, I would like to lay a couple of things in front of the honourable Minister of Transportation concerning the development of a transportation policy, a long-term transportation policy in Labrador.

To reiterate: We do not expect miracles overnight. We realize that it costs money but we do expect that they will at least have a plan.

We have heard petitions presented for paving and for upgrading of all sorts. I received a petition from Paradise River, a little community at the head of Sandwich Bay. They were not asking for a road, they certainly were not asking for pavement, they were asking that the department make a tidy sum of \$80,000 available to travel a bulldozer through the woods between Cartwright and Paradise River to open up a trail so that they might be able to get their snowmobiles through. That would keep them satisfied. That is the kind of thing that we are talking about, Mr. Chairman.

Back in the days of Commission of Government there was at least a policy of clearing trails and erecting shelters along the coast, and it was a fairly good system while it lasted. Since confederation that has deteriorated to the point where there are no more trails and there are no more shelters, with a couple of exceptions.

Most of our highways are provided by nature, and that is fine. But we would at least like to see some kind of a system whereby we know when we are going out for a hundred or a hundred and fifty mile journey between two communities that if a blizzard should come along we at least can see the trail and if we have an emergency we can get into some kind of shelter. That to us would be just as important as the paved Trans-Canada Highway from St. John's to Fort aux Basques. I do not think that is asking for too much, Sir.

I would ask the minister if perhaps he could include in his transportation policy a scheme for the clearing of trails between each community, for the building of shelters, for the construction of lightweight bridges (merely to hold snowmobiles crossing the brooks and streams) and that this be surveyed and built in such a manner that it could be upgraded over a period of time to become eventually dry-weather roads, access roads and finally, in some distant future, a highway system. That is the kind of policy we would like to see implemented.

I have some suggestions that I would be prepared - I will not bore the committee with it but I would be prepared to sit down with the minister and his engineers and discuss as to location and priority.

In that same line, I would like to ask that the minister consider establishing highways construction depots in a couple of other communities along the coast to take care of the annual construction and maintenance of trails and dry-weather roads. The problem is, Mr. Chairman, when we go to the department and ask them for a strip of road between point A and point B, they get their accountants and their engineers to draw up cost figures and they find that the cost is prohibitively high because it is necessary to get a contractor with his heavy equipment to go in and come out. The cost of transportation of heavy equipment in and out is the factor that brings the cost prohibitively high. It is not simply the construction work that costs, it is the transportation in and out. Therefore, since the priorities are low and since we are talking about relatively unsophisticated trails and roads, we ask that the department station, in the first instance at least, in one community, in Mary's Harbour, a permanent depot with two or three tractors and a back-hoe and whatever, so that they can have an ongoing programme of road construction north and south from Mary's Harbour towards Lodge Bay, Red Bay out towards Fox Harbour, back north towards Port Hope Simpson.

Every year we are caught up in this foolish federal government scheme of LIP and Winter Works and it is generally too late to get to

work by the time the things are proven. If there could be some kind of arrangement worked out between the provincial and federal governments to have this kind of an ongoing programme so that the men could be hired for winter works when they get off fishing, to continue with the road building work until the weather makes them stop and then quit for the season. This is a far more sensible way of spending public money than digging down through fourteen feet of snow to clear a stump, get ten feet cleared every day and then come back next day and have to clear fourteen more feet before they can start going again on winter works. That is a stupid, silly waste of federal money, public money.

I would ask the minister if he would include in his programme and in his policy the establishment of this kind of construction depot in several places along the coast. I think of no better place to start than Mary's Harbour.

The fifth question concerns that of air transport. We have at the present only one airstrip in Labrador South. It cannot really be called an airstrip. It is located at Red Bay. It was built with a grant, I think from the provincial government some years ago, for a flying pastor who used a light aircraft to visit his pastoral charges. It is not adequate for the landing of any kind of aircraft that can carry any amount of freight or passengers. We need another twelve hundred feet added on to this strip to make it useable. Twelve hundred feet is not very much.

We have been trying without success to get the federal government to put in main airstrips in three other localities. We have not gotten very far. I think it is also a provincial responsibility to see that secondary airstrips are placed in the smaller communities, because in the spring during breakup and in the fall during freeze-up we are left for a period of approximately two months with no way in or out, since the aircraft have to use either the open water or the frozen bays.

I would like to know whether or not there is a policy on airstrips, whether or not the minister does consider it a part of the

responsibility of the Government of Newfoundland to take care of this kind of thing in Labrador as we are truly a separate part of the province, being made that way by government policy. While we are on airstrips I should like to point out too that last year we requested of the department a subsidy to allow a certain airline flying south from the Labrador Straits to continue that service. This service is used to bring in fresh meats, fresh fruits, fresh vegetables and this kind of thing, perishable goods on a sustained basis.



The treasury board apparently dickered for many months. Finally it was approved but by the time it was approved, well it was practically useless because three months had gone by when they could not bring in these articles. We are grateful for what we got but it is a case of being a little too late.

Those are all of the questions I have. I have two more comments, one in support of the members from St. Barbe and White Bay concerning the Great Northern Peninsula Highway. I would point out, Sir, that the Great Northern Peninsula Highway is as important to us, the Straits Area of Labrador South, as it is to those people who live along that highway because if we are coming out of Labrador South we must use that. That is in fact our arterial highway to Labrador.

The other thing concerns the coastal boat service. I realize it is federal but it is being staffed by people from the Island of Newfoundland. I think that is one of the reasons why we are getting such poor service. The member from Labrador North mentioned that we should attempt to have an extension of the Quebec service coming down the North Shore and go all the way to Nain. I do not think I would be out of line but I can say that we are undertaking to negotiate with Agency Maritime to see whether or not they will include Labrador ports as their ports of call and to encourage our businessmen to establish economic contact with people in Sept Îles and Montreal so that we will be dealing up the Gulf instead of down the Northeast Coast and the Northwest Coast of Newfoundland. I think if we can establish this we will have much better contact.

In closing I would just ask the minister if he can, without giving away any trade secrets, explain to us what is government policy on roads, on air strips and on water transportation?

MR. P. ROUÉ: Mr. Chairman, before the minister answers the questions put to him by the member for Labrador South, I would like to stand and support everything that the member for Labrador South has said. I do so, Sir, because if redistribution does go through, I myself will be seeking nomination for a district which will take in the very section

of Labrador that has the present road. I still, Sir, stick to my original statement that the Great Northern Peninsula Highway is the worst highway in this Province, the mainland section and the island section, because I have had the experience of travelling over the so-called road in Labrador South and it really cannot be classified as a road at all. As a matter of fact, Mr. Chairman, when my colleague from White Bay South and myself were travelling the road by car between Pinware and Red Bay, each one of us refused the other to drive the car over that particular road because it was such a frightening experience. It is an extremely dangerous situation. I understand that this section of road is being used by school buses which takes kids back and forth to school to the high school in Forteau.

Sir, it is an obstacle course and it is an extreme danger to the lives of the students.

Only one other point, Sir, I would like to make this point. If the Premier is sincere in trying to establish a union, a true union between the mainland and the Island portion of our Province, I think it can be better done by establishing a reasonable, physical transportation link between the Island portion of the Province and the Labrador section of our Province through a reasonable road on the Great Northern Peninsula through an adequate ferry service between St. Barbe and a community on the Newfoundland side of Labrador, not the Quebec side, and reasonable docking facilities for the ferry service.

I think this would go much further in establishing a true union, a true link between the two portions of our Province than simply giving Labrador three and one half seats or a split seat, the Straits of Bell Isle, which would comprise of what is now St. Barbe North and part of Labrador South. I do not know whether the member for Labrador South meant to mention an item contained in the Royal Commission Report, whether it slipped his mind or whether he intends to bring it up later. He will make that point later. So, Mr. Chairman, I will not make that point.

I would like to say that I do support the member for Labrador South for obvious reasons and that if a true union is going to be established

I can see no better way than providing an adequate, physical transportation service between these two portions of the Province.

AN HONOURABLE MEMBER: Mr. Chairman, perhaps -

MR. CHAIRMAN (Stagg): If the honourable member would permit.

I would like to welcome to the galleries today from Whitbourne Central High School in Whitbourne fifty-four grade VII and VIII students with their teachers, Mr. Gosse and Mrs. Delahunty. On behalf of all honourable gentlemen I welcome you to the galleries today and trust that your visit here will be interesting and informative.

The honourable the member for Fogo.

MR. E. W. WINSOR: I am not going to present the honourable minister with my few questions at this time but I was wondering if he is going to deal with the policy of ferry and air strips because I do not see the point of the minister having to go all over it again. If he is going to deal with it now, then I would suggest to him that I have the problem in Fogo district. I am sure the minister is aware of the ferry service to Chance Island and the road across to Chance Islands to enable a better ferry service. So that is the ferry service.

The Fogo service I think is operating very well and there are no complaints there except during the winter season. Then there is the matter of air strips. If there be a policy on air strips, then I think the minister should deal with what is going to happen in the general policy in such places as Chance Islands and Fogo Island where at certain times of the year, especially this time of the year when they are unable to operate on schedule because of ice conditions, an air strip will provide the people with some kind of service. Bearing in mind of course that it is very expensive to travel by air craft and the minister through his office did arrange last year and the year before for subsidy, but this thing would have to be born in mind because people cannot use aircraft for private transportation to and from the Island.

So if the minister would give us a general policy of air strips

and ferry services then that would save both him and myself.

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

MR. T. P. HICKEY: Mr. Chairman, possibly I should deal with the points raised by the honourable member for Labrador South as the items by large that he raised are interesting ones, positive type suggestions and so on. His first question was "What is our policy on ferry service?" As the member for Fogo mentioned this applies to him as well.

May I say that we have a Director of Transportation in my department, the person of Mr. Ed. O'Brien, and possibly it has been one of the busiest civil servant development services in the past year. His visits to mainland parts have been something more than once a week for the whole year. In fact so much so that one man is just not capable of dealing with this whole area of transportation.

For the first time, Mr. Chairman, a real effort is being made by this government in the entire area of transportation.

AN HONOURABLE MEMBER: Could we have a quorum, please?

MR. CHAIRMAN: Do we have a quorum?

MR. CHAIRMAN (MR. STAGG): For the benefit of visitors to the galleries today, the procedure which we are now going through is a procedural matter whereby there must be fourteen members in the committee at all times. That is to constitute a quorum whereby the committee, in this case the Committee of the Whole, may transact the business of the House.

Consequently, we are now ascertaining whether there will be fourteen members to carry on the business of the committee. We have three minutes in which to gather that number around us.

Order, please! We have a quorum.

AN HONOURABLE MEMBER: Do they have to be seated to have a quorum?

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

While the committee during the three minute recess may have certain other formalities which are not observed, when the committee is in session it is desirable that honourable members resume their places and not wander aimlessly over the chamber.

MR. HICKEY: Mr. Chairman, as I was saying the government for the first time since Confederation is making a real effort in the whole general area of transportation to pinpoint the problems and to develop policies such as the member for Labrador South so adequately pointed out. The whole purpose of the exercise, Mr. Chairman, is to pin down the real problems and to provide a kind of representation on behalf of this government in this province at the federal level with various committees and agencies, departments and what have you so that the plight of the people of Labrador and the other isolated parts of the province and indeed, Mr. Chairman, the entire province is determined and put forward in a most forceful fashion.

Mr. Chairman, it would be rather ludicrous for me to attempt or to indicate to this committee that there is a final package in terms of transportation policy. I am sure, in fact I believe that the member for Labrador South recognized that and indicated that this is not what he is looking for today.

I do just want to say that this whole area is being worked at, is being pursued vigorously. I and my department hope in the very near future to add some additional staff to the Division of Transportation

As I indicated earlier, it is impossible. It is a completely impossible task for one man. My department has the blessing of government in this effort. We hope in the not too distant future to add to our division so that we can even make a more meaningful effort than we have during the past year, in the months that lie ahead.

With regards to the first question of the honourable member for Labrador South in connection with ferry service. The ferry that he refers to, Mr. Chairman, I am quite familiar with. Let me say to him that the entire ferry service through all parts of the province is being pursued with the federal authorities, those ferries that come under federal jurisdiction or receive subsidies from the federal government as well as provincial ferries, for whatever might be obtained or whatever might be forthcoming by way of assistance of one kind or another, all directed, Mr. Chairman, in an effort to improve what can only be classed as a most inadequate service at the present time.

Mr. Chairman, I do not hesitate to accept responsibility for the level of service at the present time as such. As the minister responsible, I do not hesitate for a moment but, Mr. Chairman, I do not have to point out to the committee I am sure that we are attempting to pick up, to try and rectify and correct what has gone on for a long time, which is basic neglect of this very vital service to a great number of our people.

I do not propose to be a miracle worker nor does this administration. Therefore, it is only natural to assume, Mr. Chairman, that solutions will not come overnight, are not available overnight and indeed to suggest it or in fact to accept such solutions, in the long-range, in the long-term would be just pure chaos because it is a very involved problem, generally speaking.

The member for Labrador South referred to Blanc Sablon and brought to the attention of the committee that that community is not a part of this province. Mr. Chairman, it is very appropriate that the member did. I am not sure how many people realize that. I attempt to do the same thing at every opportunity. Mr. Chairman, if there be

anything that galls me as a Newfoundlander, it is to find that in order to travel from the island part of this province to Labrador one embarks from Newfoundland and goes to Quebec in order to get to the other section of the province. Surely, Mr. Chairman, this administration cannot be blamed for that.

I do agree that if it were to continue indefinitely, by all means we would have to 'accept blame.' Mr. Chairman, we are attempting in a very real way. There have been discussions. There have been negotiations on this very problem, this very ferry service that we refer to. The Director of Transportation, as I said, is very much involved in this whole area. We hope that within the coming year at some point to be able to determine at least to a reasonable extent a policy with regards to ferry service.

I can assure the honourable member for Labrador South and indeed the honourable member for Pogo and every other honourable member who has in his constituency a ferry service, on the one hand that has federal involvement or on the other hand that it is purely provincial, that the whole question is being looked into and discussed and studied. To think or to suggest that a solution for one is the answer, certainly to my mind is not correct. There has to be an overall

policy for ferry service throughout this Province be it the Labrador section or the Island. This, Mr. Chairman, is what we are working towards.

There is the question for example with regards to the ferry service as to, especially the one to the Labrador section, the time it operates, not to mention the boat itself, the service it provides, how long it operates, the effort that is being made to keep it operating. I am sure the member for Labrador South will agree with me that something better can be done to keep that ferry operating longer, for a longer period of time at least during each year than has happened in the past.

We have made representation and we are continuing to make representation to the Canadian Water Committee, which is part of the CTC, expressing our concern about this, our complete opposition to the kind of service that is being provided, as we are making representation to the same organization with regards to water ferries under their jurisdiction such as the one the honourable member for Fogo just mentioned. With regards to that particular one, for the benefit of the honourable member for Fogo, I should point out that I have held discussions with a number of people on that ferry service, the ferries to Change Islands, and there is a question, Mr. Chairman, of re-routing the ferry insofar as Change Islands is concerned.

Whether that is a practical thing to do or not yet remains to be seen. The people seem to have a very genuine case and presently we are attempting to investigate and to verify the points made by those people that to re-route that ferry would facilitate the operation much longer and much more often during the year especially during the winter months when under the present system from where it operates we are being asked to provide air subsidy which, as the member for Fogo pointed out, is not necessarily an adequate service anyway as it can only take freight and passengers as such.

So, Mr. Chairman, I think it is safe for me to say and I think that at this moment the most I can say, the department being new, having only had the past year to attempt to work at this problem, is that the entire



question is in hand. It is being worked at. It will continue to be pursued and hopefully and we are hopeful that during the coming year we will make the kind of in-roads which will make possible at least some kind of statement of policy with regards to this kind of service.

Possibly, while I am on ferry service, it might be wise to deal with air services and air strips. Mr. Chairman, the same thing applies with regards to air service, landing strips and air subsidy. Again my department, the persons of Mr. O'Brien and myself, have made strong representations to the Federal Government with regards to air services throughout the Province, through MOT. We were due to go to Moncton a little while ago, a few weeks ago. We had to cancel out. We just could not make it because of the strike. We hope to visit Moncton and to sit down and discuss, in some detail way, air services with regards to the whole Province, the question of air subsidies, the question of landing strips.

In terms of a policy, Mr. Chairman, I think it is fair to say that this government does have a policy, a very clear-cut policy in a general way. It cannot, obviously, be annunciated in detail until final discussions have taken place and until such time as some agreement is made with the Federal Government in terms of what assistance may be forthcoming.

The policy of this government, Mr. Chairman, is quite clear and that is to improve air services and to improve the role of the third level carrier throughout this Province, to work strenuously and with all of the vigor that is possible to remove isolation, to increase the number of air strips, in the isolated areas especially, to attach some priority to the air strips that we would do first **versus** other areas.

MR. M. MARTIN: Does the Provincial Government accept the responsibility for the provision of air strips or does the Provincial Government look upon this as a Federal responsibility?

MR. HICKEY: Mr. Chairman, I suppose one would say that wherever we can, wherever we feel we have a case we would hope to convince the Federal Government that they are responsible. As the honourable member knows

every dollar that we can save provincially means that we can direct it to some other area where it is vitally needed. A policy with regards to total responsibility is not yet determined. This hopefully will be accomplished, again during the coming year.

I think it is fair to say that we are clear on a number of points, certainly we are much more knowledgeable now than we were let us say six months ago. It will depend on just what the Federal Government's decision is. The Federal Government acknowledge that they have responsibility to a certain degree. We are saying to them on the other hand that we feel their responsibility is much greater, or at least if not responsibility for taking the initiative, responsibility to provide funds so that the Province may proceed to develop such air strips.

This, Mr. Chairman, is all being worked at with the hope that a clear-cut policy can be established. I think it would be wrong for me to say in detail what we feel the responsibility is at this point in time. I do not wish to jeopardize the discussions that are presently taking place. Certainly I can say that in our opinion the Federal Government have much more responsibility than up to a few months ago they had acknowledged.

I think I can also say that their attitude has improved somewhat. So I am hopeful that we will be able to reach an agreement with regards to the development of additional air strips, the provision of navigational aids, lighting systems for existing and new air strips, an agreement to cover air subsidies throughout the Province wherever required and whenever required. While on the matter of air subsidies, Mr. Chairman, in connection with what the member for Labrador South had to say with regards to the most recent request, our most recent involvement by way of air subsidy. I can to some extent agree with him that it is so necessary to have a clear-cut policy for air subsidy so that when the need arises we can move into high gear.

I hear so to speak, and very quickly implement that subsidy so that the people whom we are providing the subsidy for, be it directly or indirectly, receives the benefit then and not necessarily have to make an individual decision on each and every one.

I assure the honourable member that I agree with him totally, that the government agrees, that this is being pursued, that a clear cut policy will be announced in regards to air subsidies and hopefully at the same time an agreement with the federal government by way of their participation from the financial point of view.

Mr. Chairman, the member for Labrador South wishes to know the policy of upgrading highways in the Area of Labrador. I want to assure him that our policy for upgrading the existing roads in Labrador is similar to the policy on the island part of the province - absolutely no difference. If anything we are indeed anxious and determined to do everything we can, as quick as we can, because we realize the condition that - especially the road in his area, the condition of it, the problem that it presents in the winter, which is similar to if not worse than the sections of the Great Northern Peninsula. There is no difference, Mr. Chairman, no difference in terms of priority, no difference in policy of upgrading. We are determined to as quickly as possible provide the same service, the same level or the same standard wherever possible.

He mentioned the road to Red Bay as did the honourable member for St. Barbe North, I would be less than honest if I did not agree with both of them. Having travelled over the road, I think it is fair for me to say that the road to Red Bay should have never been there in its present route or present location. That is water under the bridge. It is there and there is not very much one can do at this point in time without a huge expenditure or certainly a large expenditure of funds. A number of questions come to mind

Before one gets into heavy expenditure with regards to rerouting that road or making the changes in it that are necessary.

It is quite conceivable, Mr. Chairman, that section of road be tied into the Trans Labrador Highway. This is one of the reasons that we are not quite clear at this point in time as to what direction we should go or what course we should pursue in terms of making the kind of improvements in that road that are necessary.

Again, Mr. Chairman, an item which I neglected to mention with regards to the ferry that runs to Blanc Sablon, the Community of Red Bay, which has a harbour, according to fairly reliable sources, which is most adequate. There is the suggestion by a great number of people that if that ferry operated from Red Bay it would operate in smoother water, be able to operate. I can assure the honourable member for Labrador South that consideration has been given, this whole area has been looked into, any relocation of that ferry. I think it is fair to say that this government wish and believe that it should be relocated so that when you travel from within the province at least you land in your own province. Any relocation of that ferry will only be done after a thorough investigation of all possible ports. I would say to the honourable member for Labrador South that Red Bay is very high on that list, so is the question of the Trans Labrador Highway. At present the proposed route again of the community of Red Bay is also a matter of discussion, a matter of study at the moment.

The honourable member asked another question about linking up the communities in his constituency because they were in Labrador generally. I can agree with him that this is necessary and tell him that there need be no doubt in his mind, that this government recognize this too. I can tell him that I agree wholeheartedly with his suggestion of trails opening up those communities and that those trails should only

be opened up after some kind of survey by my engineering staff is done, to determine a future role so that there is no waste of funds. As the honourable member mentioned, even if a bulldozer were to cut through a trail wherein people can travel until such time as it is possible to link a community by means of road, at least the trail is there, the route is there, we know what the terrain is like, we have some idea of cost. At least there is some systematic approach, some kind of sound policy for the future. I assure him that this is in line with out thinking and he is dead on and I would hope that before too long and I indeed would welcome the opportunity to sit down and discuss it with him, with my officials.

He mentions a matter of shelters on such trails for people who have to travel by ski-do and I think this is a reasonable point as well.

The honourable member mentioned the location or the establishment of small depots. This, Mr. Chairman, is something which we are looking at at the moment. There might well be, in some areas at least, tied in with the kind of shelter the honourable member refers to for the travelling public.

At the moment, Mr. Chairman, we have four districts in the province in terms of my department, four regional district, directors or regional directors. They are more regional than district. I would prefer to say regional directors.

I can tell the honourable gentleman that serious consideration has been given to creating a fifth. This would be of interest to the members for St. Barbe North, White Bay North, those people who have problems, as we have problems, in keeping the roads open and so on. Some of our district directors have too much territory to cover for our supervisory staff. It is clear to us that it is necessary to increase the number, to create a new region. Certainly I would lean very heavy towards the Labrador section and another section to make up that fifth. I think that this would go part

May 3, 1974

Tape No. 1500

NM - 4

of the way to solving a lot of the problems which we have to come to grips with and which are not very easy to find solutions to under the present system.

It is not a matter, Mr. Chairman, of just adding staff. It is not a matter of making it easy for someone else. It gets right down to the level of service that we are able to provide. Some of the regions as I have indicated that our district directors have to cover and our supervisory staff have to cover there are just too many miles to go and we are looking seriously at reducing, and the overall managing of

5160

the whole province by the creation of a fifth district.

I think, Mr. Chairman, that is about all the questions the member for Labrador South raised. He mentioned the coastal boat service. I can say to him that while this is under federal jurisdiction, again my department is as heavily involved as we can be with Canadian National. There is a committee set up of which Mr. O'Brien is a member. There have been a number of meetings. It is being set up on the basis of regular meetings. Again, Mr. Chairman, I do not want to belabour the point but I think it has to be said that for the first time, the very first time in this province, something very meaningful and some real effort is being put into the entire area, the general area of transportation. All that can come from this, Mr. Chairman, is good, because there is so much to be done, the whole matter of freight rates, transportation problems generally which heretofore received only lip service and in most instances not even that.

So, Mr. Chairman, I hope I have adequately answered the questions as raised by my honourable friend. If not, if I have missed any, if he wishes to raise them again I shall be most happy to deal with them. I think I have covered them all.

Mr. Chairman, I will attempt to deal with the points made by my honourable friend from Labrador North. The member for Labrador North wanted to know what our policy was with regards to travel, transportation in terms of travel, travel to and from Labrador. What I am sure the honourable member is aware, is we provide certain subsidies to air service. Admittedly some of this took place prior to our taking office. The whole question of transportation, as I have indicated in answer to the honourable member for Labrador South, is being pursued.

Labrador is, while it may appear, Mr. Chairman, on the surface, because we do not continue to make announcements about Labrador, if the honourable member is of the opinion that Labrador and the problems related to transportation are in a vacuum, then I assure him he is

very wrong because many of our problems in the area of transportation, many of the crises, the emergencies that arise in this province certainly are related, are in Labrador.

No one, Mr. Chairman, can honestly say that this administration has paid lip service to Labrador. No one can say that, that is not correct. It is not a valid statement. There has been more done, Mr. Chairman, and while there are many, many problems to be solved and a great deal to be done yet, there has been more effort by this government than any previous one. There has been more recognition and I am the first to say that recognition is not the answer to the problem, but it is important, Mr. Chairman, to a lot of the people who live in that section of this province - more recognition and more awareness by this administration than ever before.

I can agree with the member for Labrador South, or the member for St. Barbe North I think it was, who said that under redistribution, by creating another district which will span the Straits, that does not bring Labrador into the province. Of course not. It is not meant to do that, Mr. Chairman. It will help. It will help. Certainly we do not propose to say that it will solve the problem of that body of water or the transportation problems that are connected therewith. It is just another step, another example of recognition to Labrador, which is long overdue, Mr. Chairman.

The member for Labrador North referred to the road to Esker in Churchill Falls in Goose Bay. He wants to know if the province intends to take it over. Well, Mr. Chairman, all roads in the province, to my knowledge, are provincial roads. They might well be, someone else might have some responsibility for them at a particular period of time. I am sure the honourable member realizes that the development of the Lower Churchill, that the area in question is vital to that development. Work has to be done for that development.

I am still unsure, Mr. Chairman, as to whether the honourable member is in favour of the Trans Labrador Highway or whether he is



not. I regret that I have to say that but this is exactly the way he comes across. Because on the one hand he points up the needs of the people of Labrador by way of transportation problems, on the other hand he levels a blast at this administration by pretending to know what has gone on in relation to the Trans-Labrador Highway.

I want to tell the honourable gentleman that he does not know. He has not the foggiest notion.

MR. WOODWARD: No one else does.

MR. HICKEY: I do. This government does. The people who should know do. The federal government knows now. The Province of Quebec knows.

Mr. Chairman, let me say to the honourable gentleman; I would like to be in good form today because it riled me a little bit when someone with the intelligence that the honourable gentleman has, who knows better, to stand in this House and in Hansard on April 9 and again today says and I will not read it. I have read it. I have digested it. It has turned my stomach so I cannot forget it. So I quote it from memory, "A couple of clerks determined a proposal, a joint proposal on behalf of the two provinces of Quebec and Newfoundland, in requesting federal assistance for the Trans-Labrador Highway."

Mr. Chairman, there are no words to describe that statement. If there are, Sir, they are unparliamentary and I will not use them. I do not know, as I said earlier, I am at a loss to know what the honourable member, what mileage he hopes to gain, what point he wishes to make, what he hopes to accomplish, because this road, Mr. Chairman, is vital to the honourable gentleman and his people, just as vital, Mr. Chairman, as it is to the member for Labrador South. The honourable gentleman says he read that proposal and I say to him now, he did not. He made us his statement on April 9. I had personally delivered that joint proposal the previous Friday, which was just three days before. How does the honourable gentleman explain that? How does he?

He was in this House on Monday. The offices were closed Saturday and Sunday. Mr. Rompkey did not have it.

May 3, 1974

Tape No. 1501

RM - 4

AN HON. MEMBER: Inaudible.

MR. HICKEY: Mr. Rompkey did not have it. Mr. Jamieson did not have it. No one had it.

AN HON. MEMBER: Inaudible.

MR. HICKEY: Mr. Chairman, I know wherefrom I speak. I have been on this project since day one,

last July while the honourable member says that two clerks prepared that. I would like to tell him that I consider that an insult, a complete insult, Mr. Chairman, which is unforgivable, not to me but to the people who work long and hard in both provinces to develop that proposal that is a complete insult. What is more, Mr. Chairman, I would like to stay around this Chamber for a little longer so I will not say what comes to me right away. That statement is totally untrue. The honourable gentleman has either deliberately misled the committee. If he has, then he should be asked to do something about it, or he misled the committee through ignorance of the whole question. It is either one or the other. What he says, Mr. Chairman, is totally false. It is untrue. Is he a miracle man? Does he fly to Ottawa and open the offices, the federal offices and break in and read a document? That document was delivered by hand! It was delivered by hand, by me!

MR. WOODWARD: I have a copy of it.

MR. HICKEY: The honourable gentleman has a copy of what?

MR. WOODWARD: Of the document.

MR. HICKEY: Who did the honourable member get a copy from?

Was it Mr. Gallean, the member for the north shore, which includes the area of St. Agustines? Is that who the honourable gentleman got a copy from?

MR. WOODWARD: Yes.

MR. HICKEY: He did not get it from Mr. Jamieson because Mr. Jamieson did not have it. He did not get it from Mr. Rompkey because Mr. Rompkey did not have it. He certainly did not get it from Mr. Marchand because he did not have it.

AN HON. MEMBER: The honourable gentleman is only bluffing.

MR. HICKEY: Mr. Chairman, Mr. Gallean is the only gentleman outside, who is a member of the National Assembly in the Province of Quebec, the negotiating team made up of officials and the two ministers who had access to that document even in its preliminary stages.

AN HON. MEMBER: There is a leak in the honourable gentleman's department.

MR. HICKEY: I have no leak in my department. I know where there are a few leaks on that side though. If the honourable gentleman is going to stand here and tell me that he read the document that I delivered, then he has a leak himself.

MR. WOODWARD: (Inaudible).

MR. HICKEY: Mr. Chairman, that document was worked at, the necessary detail was provided, it is not just a small brief.

MR. WOODWARD: Fourteen pages.

MR. HICKEY: Fourteen pages?

MR. WOODWARD: (Inaudible).

MR. HICKEY: Mr. Chairman, I do not wish to make this honourable committee a gambling committee but would the honourable gentleman, when he steps outside the Chamber, like to put some money where his mouth is. Would he like to lay \$500 on that? I know he has money to burn but if he wants to take me up, he is on. He has himself a deal, Mr. Chairman. I will produce that document and show him that it is not fourteen pages. It is far from it. It is not just a small brief. It is not an inadequate brief. It is a well-prepared, researched and developed brief which clearly states the advantages, the great advantages of that road to both provinces. The honourable gentleman has the unmitigated gall to stand here and mislead this committee and its members, his own constituents and indeed the people of this province. It is dispicable, Mr. Chairman. Dispicable is the only way that it can be described. Does the honourable gentleman think he is making political hay? He is not. The honourable gentleman is only harming himself.

Mr. Chairman, I would suggest that even the people in his own district at the moment do not know where the honourable gentleman stands in terms of the Trans Labrador Highway.

MR. WOODWARD: Tell us how far the \$100 is going to go.

MR. HICKEY: The honourable gentleman need not make jokes about the \$100. Is he not familiar with estimates? Was he not a minister of the crown

for a short time? Does he know what \$100 is put in the estimates for? It is put there as a token vote for when a project starts. In the event that it starts, the money can be put in under that heading. The honourable gentleman pretends to be ignorant.

Mr. Chairman, if the honourable gentleman wants to do something and make his contribution for his constituency, for the people of Labrador and for the people of this province generally, then let him get on the bandwagon and support that road and not be picking holes in and trying to minimize the importance and trying to play down and run down that document that was presented to the two federal ministers. It is like a good many more things, Mr. Chairman, we will all play politics from time to time but it is unforgivable when a politician plays politics with something as important as that kind of a project, a project of such magnitude, a project that will see isolation broken, disappearing for the first time in this province. To have someone, Mr. Chairman, attempt either directly or indirectly, either intentionally or unintentionally to sabotage that project. The honourable gentleman has stated as well that it is either the transmission line or the Trans-Labrador Highway. Who says that?

AN HON. MEMBER: Ottawa.

MR. HICKEY: This government does not say it. Ottawa says it. Well then if Ottawa says it, Mr. Chairman, Mr. Jamieson, through the mouth of Mr. Rompkey, should be ashamed of himself. Does he give the honourable gentleman information? Will he talk to the honourable gentleman when he will not talk to us?

MR. WOODWARD: He said it publicly.

MR. HICKEY: He has not said it publicly.

The honourable gentleman, Mr. Chairman, has become so political. I swear he is praying that, for Mr. Jamieson and company to adopt that very attitude. He would like to put this administration

in the position where they might have to decide. Is that what he wishes to do? Is that all that is so important?

MR. WOODWARD: (Inaudible).

MR. HICKEY: Is the road important so that his constituents can have a good road for a change which they have not had before, so that something can be done by an administration that recognizes the problems in Labrador and in his constituency which he did not recognize, Mr. Chairman, while he was a minister of the crown?

SOME HON. MEMBERS: Hear! Hear!

MR. HICKEY: Mr. Chairman, I almost get sick when I hear the honourable gentleman refer to what is not being done in Labrador - I have the greatest regard for the Member for Labrador South - when he refers to the inadequacies of service, to the problems related to Labrador or indeed any other member of this House except the honourable gentleman. I do not want any misinterpretation of that, Mr. Chairman. The honourable gentleman and I get along very well but purely from the political point of view. The honourable member was a minister of the former administration with responsibility for Labrador. The former Premier brought him into his cabinet, and he has the audacity to stand here and say something to me about the Trans-Labrador Highway or what is not being done or what should be done. What did the honourable do while he was in office? Will he tell me or will I tell him?

MR. WOODWARD: (Inaudible).

MR. HICKEY: Nothing, Mr. Chairman, absolutely nothing. He was not allowed to do anything.

MR. CHAIRMAN (Mr. Stagg): Order please!

All honourable gentlemen have the right to engage in this debate at the proper time. While the topic may be such that honourable gentlemen cannot restrain themselves, I suggest that under the rules of this committee they must do so until they have the opportunity to get the floor.

MR. HICKEY: Mr. Chairman, there is reason in all things. One cannot be black and white at the same time or one cannot be hot and cold. The honourable gentleman must accept responsibility for what he did not do and the initiatives that he did not take.

MR. NEARY: Could we have a quorum.

MR. CHAIRMAN (Mr. Stagg): Ring the bells.

I direct honourable gentlemen to the rules that when the Chairman's attention or the Speaker's attention is drawn to the fact that there is not a quorum - the allegation was made that there was no quorum and the Chairman, in this case it is myself, made his count and ascertained that the

alleged fact was in fact fact. There was not a quorum and the bells had been rung.

SOME HON. MEMBERS: (Inaudible)

MR. CHAIRMAN (Stagg): Order please! Order please!

AN HON. MEMBER: Who the hell does he think wants to -

MR. CHAIRMAN (Stagg) Order please! Order please!

SOME HON. MEMBERS: (Inaudible)

MR. CHAIRMAN (Stagg): Order please! Honourable gentlemen -

AN HON. MEMBER: You! You!

MR. CHAIRMAN (Stagg): Order please! Order please!

AN HON. MEMBER: You yo-yo.

MR. CHAIRMAN (Stagg): Order!

MR. ROBERTS: (Inaudible)

MR. CHAIRMAN (Stagg): I direct honourable gentlemen to the fact that while the debate on the estimates may have been suspended for a short period of time this committee is still functioning and the ordinary rules of parliamentary procedure are still in effect. The three minute suspension does not give honourable members the liberty to turn the proceedings of this chamber into something which is unparliamentary or would lower the dignity of the institution.

MR. SIMMONS: Mr. Chairman, on a point of order: I am glad to hear the -

MR. CHAIRMAN (Stagg): Order please! The committee is not functioning for the purpose of points of order. The honourable member may raise his point of order when the quorum has been ascertained. We have a quorum.

The honourable Member for Hermitage:

MR. SIMMONS: On a point of order. I heard the Minister of Rural Development refer to someone over here, I believe me -

AN HON. MEMBER: He believes?

MR. SIMMONS: Mr. Chairman, I rise really on two points of order. The first is that I would ask you to request the Minister of Rural Development to observe the rule of speaking only from his own place in the House. I have been listening to him babbling on there for the



last half hour from every other place in the committee. That is my first point of order. The second is that I heard him refer to one of us over here, I believe me, as a slimy eel. I maintain that that is unparliamentary and I ask you to rule on it.

MR. CHAIRMAN (Stagg): Order please! The two points raised by the honourable Member for Hermitage are legitimate points. They were such that they drew the Chair to its feet during the brief lull for the quorum count. As far as the Minister of Rural Development is concerned, the rules are quite clear that an honourable member may not speak except from his own place. Certainly, I do believe that the appellation with which he referred to one of the honourable members to my right, I think it was the honourable Member for Hermitage, is one which comes within -

SOME HON. MEMBERS: (Inaudible)

MR. CHAIRMAN (Stagg): Maybe the honourable minister -

MR. WILSON: (Inaudible)

MR. CHAIRMAN (Stagg): Order please! Order please! Maybe the honourable minister might like to clarify his statement, if that in fact is what he did say. Of course, maybe the honourable member to my right might be complimented.

MR. SIMMONS: To my point of order, Mr. Chairman: I distinctly heard the Minister of Rural Development say; "Slimey eel." The Minister of Finance may not have as good hearing. Let the Minister of Rural Development get up and either deny it or withdraw it, one or the other. Either will satisfy me.

MR. DAWE: On that point of order, Mr. Chairman: If the Chair did not hear the remarks how can the Chair rule on them? I contend that any member on that side can point a finger over here and say; "You called me a dirty name", come up with a name like "slimey eel" and expect the Chair to rule on it.

MR. CHAIRMAN: Order please! Order please! While honourable members are entitled to use or attempt to use whatever devices or subterfuges or whatever comes to their minds in attempting to get matters into the debate, I thought that the expression I heard from

the honourable the Minister of Rural Development was in fact one of these unparliamentary phrases, in fact, the words "Slimey" -

AN HON. MEMBER: Take it back.

MR. CHAIRMAN (Stagg): However, maybe the honourable minister would like to clarify his statement and maybe rephrase perhaps -

AN HON. MEMBER: Withdraw! Withdraw!

MR. CHAIRMAN (Stagg): If not withdraw so that the ordinary proceedings of this committee can proceed.

MR. REID: Mr. Chairman, is it unparliamentary to be an eel or not be an eel? Is it unparliamentary?

AN HON. MEMBER: Only the words.

MR. CHAIRMAN (Stagg): Order please! The honourable the minister should not ask the Chair for a ruling of what is or what is not. Maybe the honourable minister would like to clarify what he did in fact say. If he in fact said that the honourable member or one of these honourable members to my right was slimey, and also, for the benefit of all honourable members, the Chair does not particularly like to be dragged into a prolonged debate on a matter which really should be insignificant.

AN HON. MEMBER: (Inaudible)

MR. CHAIRMAN (Stagg): Order please! Maybe the honourable minister might like to set the record straight.

MR. REID: There is certainly a possibility that I did say he was a slimey eel. By all means, Mr. Chairman, I will certainly take it back if I said it.

AN HON. MEMBER: It could not have been a mistake -

MR. CHAIRMAN (Stagg): Order please! Again for the benefit of all honourable members I suggest that this particular exchange has taken up five minutes of the time of the committee. I would also suggest to honourable members that the use of an unparliamentary phrase which is withdrawn after considerable importuning from the Chair adds nothing to the dignity of these proceedings. A withdrawal after a lengthy discussion such as this may or may not in fact be a withdrawal. I direct all honourable members to give this serious

consideration when further matters of this type might arise.

The honourable the Minister of Transportation and  
Communications:

MR. HICKEY: Mr. Chairman, when we were called to order I think we were discussing the Trans-Labrador Highway. Mr. Chairman, as I said earlier and I repeat; if the honourable member for Labrador North has any interest in his constituency and the people that he represents, indeed all the people of Labrador of whom he frequently speaks about and rightly so, why does he not, Mr. Chairman, adopt a positive approach to this whole question? Why does he not help in whatever way he can to bring about that highway? Why does he not lend whatever support he can to bring about the development of the Lower Churchill? What milage, Mr. Chairman, what good is there in, what value is there in the honourable gentleman attempting to sabotage, pick holes in, play down either one project or the other? Are not both important to Labrador as indeed they are to this whole province and all its people? Does he not stand for the development of the Churchill and the final development of Labrador by means of the Trans-Labrador Highway?

It is inconceivable, Mr. Chairman, that the honourable member and the honourable gentlemen in this committee or a person in this province could indeed be against either one of those projects. As I have said earlier, all it can mean to this province is good, good value, not to mention the unlimited potential that will be opened up in Labrador by way of mining, tourist trade, fishing, recreation, forestry and it goes on, Mr. Chairman, to no end.

This administration is attempting vigourously to realize the development of the commencement of both projects, and what do we find? We find a member of the opposition, a Newfoundlander and what is even more astounding, Mr. Chairman, a gentleman who represents that part of the country which has seen isolation the like of which is not known in any other part of this province and very few parts of Canada.

How can the honourable gentleman in conscience defend that particular position?

Mr. Chairman, if the honourable gentleman insist that he has seen the document or a document, not the one that was presented to both federal ministers, if he say he saw that, Mr. Chairman, that is completely untrue because it is an impossibility.

AN HONOURABLE MEMBER: Is the honourable gentleman calling the member a liar.

MR. HICKEY: I do not use that phrase, Mr. Chairman. I used it a few years ago and I paid for it. I have learned my lesson. I have mellowed with the passing of time.

Mr. Chairman, I was in opposition. It was the thing to do then as we find it is still the thing to do certain things when you are in opposition if you seek to make political mileage, political hay or what have you.

Mr. Chairman, I tell the honourable gentleman right now, man fashion, he did not see the final document that was presented to the Federal Government, that I personally delivered. Mr. Chairman, furthermore the reason I say he did not see that document and the reason I say to him that if he had not seen that document therefore he does not know what the document contains because there were changes made in that proposal right to the last minute before signature in Quebec City. In fact, twenty minutes before that document was signed there were sheets taken out and changes made.

Therefore, Mr. Chairman, how can the honourable gentleman say he saw the document? "It is a very poor production. It is meaningless. It did not half do the job. It was compiled by a couple of clerks in my office." What an insult. Mr. Chairman, what an insult towards a worthwhile project, a worthwhile effort on the part of this administration, something, Mr. Chairman, that should have been done a long time ago. There would be a road across Labrador today if the former Premier had not been on the kick that he was on at the time, afraid, Mr. Chairman, to open up Labrador. Afraid of what? Afraid some people from Quebec

would come in. Are they not in there anyway? Are they not welcome? Is this not one country? Do we put up barricades or stone walls to keep out the people of Quebec or any other Province?

What about, Mr. Chairman, if the Province of Ontario turned back and drove home every Newfoundlander that is there? It is just senseless, pure senseless, absolute hogwash for someone to try and justify that kind of a position.

Mr. Chairman, the honourable gentleman referred to, when he referred to transportation he suggested, if possibly there would be negotiations with or an agreement with people in Quebec in terms of shipment of goods. Mr. Chairman, it is only natural that the policy of this government would be that we want Labrador and the business of Labrador for the people in this Province. Mr. Chairman, it is not the policy of this government and it will never be that we would hold those people in isolation or see them go without the necessary goods they require just because of a transportation problem.

Does the honourable gentleman feel that in making such a statement that that is a kind of blackmail, that that is so wrong? Surely nobody will suggest that the people of Labrador should not have fresh vegetables or fruit or meats or the necessary items, essential items. If they can get them there easier, cheaper, who could possibly oppose that? Until such time, Mr. Chairman, as we are in a position to do something about it, is there anything wrong with the people of Labrador trading somewhere else?

As I said before, Mr. Chairman, does not this Province trade very heavily with mainland Canada? If we were to rely, Mr. Chairman, only and solely on what this Province produces, there would be one great

number of starving people. So I would hope, Mr. Chairman, that the honourable gentleman was not implying or saying or indicating in a kind of blackmailing way that, "We had better do something about the transportation problems or the people of Labrador are going to trade with someone in Montreal or Sept Iles or somewhere else.

Mr. Chairman, whatever improvements that can be brought about in Labrador, short-term while the long-term is being worked out, must obviously have the consent or approval of this government or anybody else. How could anyone seriously object to free trade, object to getting essential food items or items at better prices?

Let me remind the honourable gentleman that he does not have to say to us that if improvements are not made by this Province that the trade or the business is going to go to someone else. This is not the criterion by which we develop an overall transportation policy and bring about the necessary improvements - of course not.

Mr. Chairman, we are already well along the course of developing that policy and trying to improve conditions for the people of Labrador in many different ways. Two of them, two of the major projects, probably, Mr. Chairman, that will not be surpassed by way of road construction or hydro development in the history of this Province, on those two major projects, we find the honourable gentleman's straddling the fence.

I say, Mr. Chairman, that that is no position for the honourable gentleman to take. As a matter of fact it is a rather dangerous one. So, Mr. Chairman, I do not know how hard one has to try to convince the honourable gentleman that everything possible is being done to bring about the Trans-Labrador Highway as is everything possible being done to bring about the development of the Lower Churchill.

Mr. Chairman, there should be no confusion over the two projects because they go hand-in-hand, hand-in-glove, both projects. I do not know why the honourable gentleman would call into question the determining -

AN HONOURABLE MEMBER: Do we have a quorum in the committee?

MR. CHAIRMAN (Stage): We have a quorum.

AN HONOURABLE MEMBER: Inaudible.

MR. CHAIRMAN: We do have a quorum.

AN HONOURABLE MEMBER: Inaudible.

MR. HICKY: Mr. Chairman, the member for Hermitage is not going to go out. He is too much of a gentleman for that. He is too much of a gentleman for that. He is not going to run out and create, and reduce the numbers substantially.

Mr. Chairman, may I appeal to the member for Labrador North and say to him in all sincerity that whatever our differences might be, whatever his criticism of me, or mine of him, can we not agree, can we not say to one another that we both strive to bring about the same end results, namely, the Trans-Labrador Highway, the development of the Lower Churchill; for those are the two areas that he seems to be confusing, those are the two areas that he seems to be criticizing. Does he not agree that both of those projects should have the complete support of every member of this House and that failing that, while it may not stop either project from going ahead, Sir, it certainly will not help.

Mr. Chairman, I appeal to him to rethink his decision and to call into question in his own mind the negative attitude that must be read into his remarks when he criticizes both of those projects, when he tends to set one project against the other. This is purely and wholly a negative approach. Mr. Chairman, I am even not convinced yet that the honourable gentleman wishes that impression to get abroad or in fact that he even thinks or sees his remarks as meaning that.

Mr. Chairman, I assure you that this is exactly how he is coming across, not only to me, not only to this side of the House but indeed to the people of this Province. I would suggest to him that the time is ripe for him to restate his position or rethink his position in relation to both of those projects. The charge that, and he made that charge on April 9, the charge that this government, this administration wishes to develop the Island of Newfoundland,

Mr. Chairman, that to me is a most irresponsible statement. I am not sure, Mr. Chairman, what that statement smacks of. That statement can mean a whole host of things. It can set a whole host of people thinking, particularly in Labrador. Is the honourable gentleman suggesting that we too should have a separatist movement? Is that what he is suggesting? If so, Mr. Chairman, he should have the courage to state it very plainly, very bluntly, not the least, very boldly so that every honourable gentleman in this honourable House may debate that. I am sure that he will not find any support in this Province, certainly in this House for any suggestion or anything which would border on it.

It is a bit late, Mr. Chairman, for the honourable gentleman or anyone else to start pointing out the deficiencies of service, the lack of service or the age-old problems of Labrador and apply them to the threat or anything near separating. It is a bit late for that, Mr. Chairman. The time for that is long gone. The time for that was when there was an administration here that did next to nothing to show an interest in Labrador, to recognize Labrador, to recognize where a great deal of the wealth of this Province is and the revenue comes from.

Mr. Chairman, this administration has proven beyond any shadow of a doubt its interest, its desire to develop Labrador, not for the good of the island part of this Province as the honourable gentleman suggests, which is an irresponsible statement as I said earlier, but for the overall benefits and the overall good of all the people of this Province including first and foremost the people of that great land-mass of Labrador.

How does he reconcile all of this in his mind? He cannot, Mr. Chairman. He is inconsistent. He cannot be for the Trans-Labrador Highway and against the hydro development. He cannot be for the hydro development and against the Trans-Labrador Highway. There is no way. Any person in this Province if he would sit down for a moment would very quickly realize the impact of either one or both of those projects, what they will mean to this Province. There is no way anybody



May 3, 1974.

Time 1505 (Morning)

RF - 4

could be against either one. It is inconceivable, Mr. Chairman, how the honourable gentleman or anyone else - I do not single him out although he has made certain statements, my remarks are applied to all honourable members - how anybody could lift a finger to slow up the process of development either of the hydro development at the Lower Churchill or the Trans-Labrador Highway.

Mr. Chairman, if the honourable gentleman has an explanation for his position as stated, I should like to hear it.

MR. CHAIRMAN (Stagg): Shall 1701-01 carry?

The honourable the member for Labrador North.

MR. M. WOODWARD: Mr. Chairman, after sitting and listening to the honourable minister for the last half an hour explaining to this committee their policy on transportation and communications and what they have done, I will tell you what they have done. Mr. Chairman, what they have done for Labrador. How are we going to prove to the people of this Province that we have a policy if we do not set about doing something. That is the very point I want to make, Mr. Chairman. That is the very point I want to make.

MR. CHAIRMAN (Stagg): Order, please! Order, please! The member for Labrador North must resume his place while the Chairman asserts his authority. The member for Labrador North while he does have his place in the House is entitled to be heard in silence. While certain members to my left may wish to interject and have things to add to the debate of course they know that there is a time allocated for that. That time arises when the honourable member has resumed his place.

MR. WOODWARD: Thank you, Mr. Chairman. Policies, we have heard of policies. We heard the Premier when he visited Labrador tell us that we were going to get the Trans-Labrador Highway. I have made it a point, Mr. Chairman, to do research in Ottawa. We have the best representative in Ottawa, in the person of one Bill Rompkey, that ever represented Labrador. We have not seen the Minister of Transportation and Communications. We have maybe heard from his Director of Transportation on a couple -

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: I will distribute gas as well.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: Yes, but there are a lot of people who will be distributing gas. Mr. Speaker, what we have heard from the minister in this committee today is an utter, utter - I would say misleading the public of this Province as well as Labrador because we have seen no policy. The policy,

we have seen no policy. I have a copy, Mr. Chairman, of the proposal, the joint proposal that was presented to Ottawa. I have a copy. I can find it in my files. I have a copy. I have witnesses that I can produce and bring in this House, that there was a copy of that document passed over to me and I read it.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: It is fourteen pages of, and it is a bilingual document - it is nothing but utter garbage and trash, fourteen pages of generalities that any school kid in this Province or in Labrador could sit down and write. It gives population figures. There **are no traffic figures.** There is no engineering document that shows the route other than a little map that is marked with a black lead pencil showing the route of the thing. The whole thing must have cost at least \$25,000 to prepare. Then there on the end it said, "This highway is estimated to cost somewhere in the vicinity of \$490 million, and we want you to give us \$490 million for that project."

I suspect, Mr. Chairman, if the minister **were at all serious** about a Trans-Labrador Highway - the Minister of Finance saw fit to draw in all of the experts in Canada to prepare two documents for him on the feasibility of bringing the power down to the Island. The BRINCO people, as I have been told, contributed more than \$100,000 in aid of those reports, \$100,000. That expenditure, they approached the government, the Premier approached Ottawa for \$500 million but they saw fit to go about doing it because they saw fit that they wanted this; there is a need for that energy here on the Island.

So if we are going to approach it, we must approach it with force and present to the people in Ottawa that are going to finance it for us a suitable document that they can base that expenditure on. What did the Minister of Transportation and Communications do? What did he do, Mr. Chairman? I would not myself, and I have no expertise in transportation, present a document so weak as that particular document that was presented. It was an utter disgrace to even present it to Ottawa and to the authorities in Ottawa.

So this is why I say, Mr. Chairman, that that particular minister is not very serious in his department and his policies on getting a Trans-Labrador Highway. I support both the Trans-Labrador Highway and I support the transmission lines going down to the Island of Newfoundland, if both can be built at the same time. I do not support Ottawa financing a transmission line down to the Island to put an aluminum smelter in Bay St. George, in Bay D'Espoir or any place on this Island after jeopardizing that Trans-Labrador Highway and that communication for the people in Labrador. This is what I said. If we are going to get \$500,000.00, let us build a highway and let the development wait.

This is not the policy of this government, Mr. Chairman. I know the policy of the government. I know what was sold to Ottawa. Any minister in that particular administration on that side of the committee cannot object to that and say that it is wrong because it is definitely true. The first priority is to give us the transmission line and then after that is all done with then we will get in.

I will tell the minister how serious he is about transportation in Labrador and how his policies fit. There is \$46 million in highway construction and he is barely concerned about Labrador and its people. He is not giving Labrador one cent of that \$46 million of which \$18 million is DREE funds.

AN HONOURABLE MEMBER: That is not true.

MR. WOODWARD: It is true. It is not untrue. The same thing applied last year. Then you wonder. He gets up and makes a big spiel, "What are the people in Labrador going to think of their member for making such irresponsible statements?" Everyone in Labrador is making the same statements as I am making. If I were not tuned in to my constituents, Mr. Chairman, I would not repeat those statements. I would not repeat those statements. No, I would not for the people in Labrador, I will tell you what benefit, if I may be permitted in this committee, what benefit that the Lower Churchill, if the total power is exported from the Province, what benefit the Lower Churchill development is going to be to the residents of Labrador. I will tell you what benefit there is going to be.

The same as the iron mines in the west and the same as the Upper Churchill. It will get the benefits of the construction, a few of our people will fit into it. Then automatically it will ease off when the construction is finished. Our people are not trained to take the jobs that exist in the operation of that hydro facility. They are not trained. We will import thirty or forty people that will export the power, the power down to the Island of Newfoundland and that will employ maybe 10,000, 15,000, 20,000 or 30,000 people in industry here. What benefit is that to Labrador?

Then again it will not in turn but if we could make a deal, Mr. Chairman, with the Premier of this Province and we could say that the Premier of the Province could guarantee us a Trans-Labrador Highway, but everything is contingent on what federal funds we are going to get. We never had a guarantee. There has never been an attempt. If the minister were serious about the Trans-Labrador Highway, he would have seen fit this year to put not a token vote of \$100.00, I know what token votes are, but he would have put \$5 million or \$7 million in and built ten or fifteen miles of highway just to show the people that he was serious about it. But he did not do it. It is not going to be done. \$100.00, we will see what is going to be done. This is the area.

Mr. Chairman, when I went in cabinet I saw and I said in this House and I will say it again, I saw all of the inadequacies of transportation in Labrador. They were very great. The coastal communities in my part of the district were utterly isolated for a period of seven months out of a year where no one got in or no one got out. I saw fit to go to the government and they saw fit to give us a subsidy to provide a scheduled air service which is still in place. Now I went to Ottawa. We went to the minister's department and said we wanted to upgrade that particular air service, we wanted to get air strips into those isolated communities, communities that will never get road transportation to

serve as transportation.

I found in Ottawa two weeks ago that the Province of Saskatchewan is signing an agreement with DREE to provide the same type of facility but there is no talk about the minister's department in Ottawa making application for funds, no talk at all, Mr. Chairman. The last approach to Ottawa for air strips was by the previous administration, the Liberal Administration, on a number of air strips.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: We did not get it. It was unfortunate, Mr. Chairman, that we did not get it but the need still exists and it has been three years now and we still have not got it.

MR. HICKEY: On a point of order, Mr. Chairman. How long is the committee going to stand for the honourable gentleman misleading the House and the people of Labrador and the people of this Province? I just asked a question. I happen to know that if the honourable gentleman is going by his statements he is totally misleading the people of this Province and the people of this committee. Now I do not wish to tell the honourable gentleman how true or false his statement is. I just make that observation.

MR. CHAIRMAN (Stagg): Order, please! Order, please! I think the matter is more of a dispute as to facts between two honourable members. The allegation by the honourable the Minister of Transportation and Communications that the honourable member is misleading the House is dangerously close to unparliamentary language. However he has not added the implication that it was intentional. Honourable members may differ as to fact and interpretation of fact. Certainly I do not think it is the Chair's duty or power to know which honourable member may in fact have the whole truth in his possession.

MR. WOODWARD: Thank you, Mr. Chairman. I will repeat what I was told, Mr. Chairman, that this government or this administration. When I talked to Ottawa, talked to senior officials in the federal departments) that the government of this Province have not made a proposal to Ottawa for any assistance in the remote communities of this Province. I went to Ottawa with a submission, well documented, well supported by

fact on a number of air strips for the Labrador Coast. We had hoped that the minister's department would have been long there before us but this was not the case.

Mr. Chairman, the rubbish that we have heard of his policy - no one is going to believe the honourable minister's policies until such time as he sets about to implement some of his activities. We have been waiting for three years. We have been waiting for three years!

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: How do I know? I do not have a copy of the minister's policy. He has not seen fit to tell us in this House what his policies are, Mr. Chairman, neither has he supplied us with documentary proof that there is such a policy. There is a great need.

AN HONOURABLE MEMBER: We are innocent until proven guilty.

MR. WOODWARD: They are innocent until -

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: I will tell you one thing that is happening, and he brought the subject up of trade. You know, Mr. Chairman, that every wholesaler, retailer in the community of Goose Bay, Happy Valley is breaking the law. They are selling eggs that are not produced in this Province. That is right. They are selling eggs that they have to bring in from Moncton because there is not a transportation facility to support that particular trade.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: That will be the big one, Frank. When I lay one, it is going to be the big one.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: There is not. There is no way.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: They got it from the honourable Burp; that is the second Burp.

MR. CHAIRMAN (Stagg): Order, please! Order, please! We are nearing

the hour in which we will adjourn for lunch. I suggest that honourable members might restrain themselves for the next five minutes. They appear to be getting into matters which are irrelevant and comments in which some honourable members are referring to other honourable members are not such as should appear in the annals of the House.

MR. WOODWARD: Mr. Chairman, I want to bring this to the attention of the committee. This is a fact. Eggs that are consumed in the Goose Bay, Happy Valley area are brought from Moncton at a cost of twelve cents per pound in air freight. The eggs, there is not a facility. The minister, Mr. Chairman, is breaking the law and I cannot understand why the egg producers in this Province -

MR. CHAIRMAN (Stagg): Order, please! We are discussing Head 1701-01 Transportation and Communications

MR. WOODWARD: The transportation of eggs, it is very important.

MR. CHAIRMAN: The honourable member is discussing the transportation of eggs. I must have missed it. Very good then.

MR. WOODWARD: That is very important. That is a fact, Mr. Chairman. Maybe the honourable minister can have his officials research. There is not a facility of transportation to look after the transportation of eggs from the Province of Newfoundland into Labrador. The eggs are bought in Moncton and sold in Labrador with a Newfoundland stamp on them, egg marketing stamp on them. So I ask a very important question and I would like for the minister to check into this and report back to the committee and tell the committee what is happening as far as the egg situation in Labrador is concerned. What is happening?

MR. HICKEY: Mr. Chairman, shall I tell him. Mr. Chairman, the whole matter of eggs and a lot of other consumer products is a matter of course more directly of concern to my colleague, the Minister of Provincial Affairs and Environment.

However, representation was made to my department by my old friend, my colleague, the honourable Minister of Manpower and Industrial Relations, about the egg situation in Labrador. We discussed price, the price differential, cost and so on. Mr. O'Brien, my Director of



Transportation, has been alerted and was given the information and is working on it in an effort to get Eastern Provincial to provide some kind of system whereby local eggs are transported into Labrador.

AN HONOURABLE MEMBER: Here! Here!

MR. HICKEY: I assure the honourable gentleman that this is just one of the thousands of problems that we come to grips with whenever we get an opportunity to do so and as they are brought to our attention. We are attempting to clean up after twenty-three years. Will he not be a little patient and give us a chance.

MR. WOODWARD: Mr. Chairman, that is just the point I am making. This has been going on for three years. The problems are **not being** solved. People are still selling illegal eggs in the Province and they are subject -

AN HONOURABLE MEMBER: Inaudible.

MR. CHAIRMAN (Stagg): Order, please!

It now being one of the clock, I do now leave the Chair until three of the clock this afternoon.

The Committee resumed at 3:00 p.m.

MR. CHAIRMAN: 1701-01. The honourable Member for Labrador North.

MR. M. WOODWARD: Mr. Chairman, before lunch I was making a few comments on 1701-01, on the minister's salary. I am trying to get a few answers to the type of policy that his department and his government are developing on certain aspects of transportation and communication in the province.

I previously stated that I had a copy of the document that was presented to Ottawa. I somewhere along the line mislaid the document. I do not have it to present, if I did, I would present it to the committee now. I had the document in my possession, and there were copies made in Ottawa while I was there. I had three of the delegation in Ottawa with me at the time and those people were present when the document was presented and if the minister wants proof I can get affidavits from those people. That will give him proof that this is the particular document and the document in turn, Mr. Chairman, is the document which was presented to Ottawa and it was called "The Quebec Trans-Labrador Highway." The colour of the thing, I think it was blue.

I did read the document. I gave it to other people to read. It was read by a couple of people that I had to Ottawa with me. As I said before, Sir, and I will still maintain that it was a very weak presentation when you are thinking in terms of expenditures up to \$490 millions. I feel that it was, on the part of the minister and his department, that it was a very weak presentation. There was no research done. There was no survey work done on the route of the proposal for the highway and the document itself consist of some fourteen pages that were very general, talking in terms of the population and the number of people it would serve but not giving any traffic figures, as to the volumes of traffic, like raw materials and even the number of people that it will serve. It did not deal at all, it dealt with more or less a social aspect of Labrador and it did not deal at all with industry and commerce in Labrador.

So I will say again, it was a very weak document and the document itself did not lend much strength to influence Ottawa to have that type of expenditure.

I would like to say again, Mr. Chairman, that the minister is not now only responsible for highways in this province, he is also responsible

for all types of transportation, which includes water transportation, service transportation, air transportation and in as far as he is representing this particular administration in the field of communications, I would like to point out to the minister that he has done very little research or very little is known of what research he has done or the proposals that his department have presented to Ottawa, not only on behalf of Labrador but indeed on behalf of the whole of the province.

There is one particular item where I think Labrador is being penalized on and not getting the same benefits we are getting from the island. I went to Ottawa and talked to the Minister of Transport on a number of occasions, presented briefs to the minister on behalf of the Labrador North Chamber of Commerce, on behalf of the Community Council of Goose Bay-Happy Valley, on water transportation, as far as freight is concerned.

I understand, Mr. Chairman, that the Newfoundland Steam Ships are running a direct service from Montreal to St. John's as well as into Corner Brook. This particular service is subsidized, I do not know what the amount of the subsidy is now but a year ago or a year and a-half ago this subsidy was somewhere around \$6.00 a ton. I think the subsidy was paid by the Federal Department of Transportation. We also, Sir, have a freight service, direct, by Chimo, from Montreal to Goose Bay. That particular subsidy is not applied on that service.

So I would like for the minister maybe when he gets to his feet again to explain the type of policy. Why does one area in the province get a subsidy and another area not be entitled to that particular type of subsidy?

AN HON. MEMBER: Inaudible.

MR. WOODWARD: Well the subsidy that I am presently talking about, Mr. Chairman, is the subsidy on freight movements from Montreal to St. John's, and in turn from Montreal to Corner Brook. Newfoundland by Canada is being subsidized to the extent of \$6.00 a ton on freight movements in. We tried some years ago to get that same type of subsidy applied to the service that Chimo Line are running on the service from

Montreal to Goose Bay. At that time the subsidy was not applied. Maybe the minister can tell us if he is working in that direction, to see if there is a subsidy from outside of the province that it will be applied to all areas of the same nature and not necessarily apply to a couple or one particular carrier.

The other area that I would like to bring up, Mr. Chairman, is the fact that as recently as January of this year, we saw a change in the communications in Labrador. Whether it was a political move for the Newfoundland-Tel to take over the assets of Bell Telephone who have operated in Labrador since the beginning of telephones in that area. We find that after meeting only as recent as maybe a couple of days ago, having meetings with the telephone people concerning the poor service that they are providing to the coastal communities, where you have single side band radio and you go for periods, as much as ten days, without being in communications with the particular communities. Maybe the minister can tell what type of policy, Sir, he has or his departments have to enforce some type of communications policy so that they can correct some of these inefficiencies that exist on that system.

The whole system itself is well outdated. It goes back to some twenty years ago. I hardly think there is a community in the whole of the province now that is not connected by direct telephone, if you want to call it that, but in most of the northern communities, going all of the way from Labrador South, in the Member for Labrador South's District, from the area of Mary's Harbour extending all of the way to Nain, it is very seldom that you can be in communications with them. I wonder if the minister can tell the committee what plans he has or his department has to try and upgrade that particular system.

Another area that I am chiefly concerned about when I think in terms that when we want to bring the people from isolated areas and when we talked so much about resettlement in the last couple of days or community consolidation, I want to think in terms of airstrips. I never heard of the definite policy on airstrips. We have talked to the provincial people and they said, "We will have to look to Ottawa, and see what Ottawa is doing." But this is another part, Is the minister

prepared to fund or do some funding for airstrips in communities where it is impossible to put in service transportation such as roads and things of that nature? Is the Provincial Treasury prepared to spend some money in that direction, to correct some of the inefficiencies that exist? You know this is the type of thing that we expect to hear from the minister - his salary is somewhere in the vicinity of \$33,900.

AN HON. MEMBER: Inaudible.

MR. WOODWARD: Well it is in the minister's office salary. I am sure, Mr. Chairman, that he knows what he is getting as well as I do. This is an area, Mr. Chairman, where we have not yet, to date, since this government have taken power, have they told us, whether they are keeping it a secret as to what their policies are.

MR. WICKEY: Speak up. I cannot hear the honourable member.

MR. WOODWARD: They have not heard. That is the interest of the honourable minister. That is the interest. This is the way he likes to treat the people of Labrador, Mr. Chairman, he moves away from the committee when a member is speaking. These are real problems in Labrador and I would like for the minister to stay around and listen to them.

Another area, where the question I asked this morning I did not get a direct answer to, What happens to the existing highways with the advent, the takeover of BRINCO or CFL-CO and the water rights, the existing highways or roads that were built by that particular company which would give us a service link down to Esker? Will the government in turn take those over, these particular roads? Will they provide all year round service from Goose Bay down to Esker? Will this be done?

We have not heard anything. "We have a great policy," the minister says, "We have a great policy." He is like the Minister of Rural Development but he is so confused he does not know what the policy is, but it is great.

Maybe the minister can tell the committee what happens in that respect. Maybe the minister can tell the committee why we have transportation costs whereas we can travel from Montreal to Goose for the same cost as travelling from Goose Bay into St. John's. Maybe the minister can look into that sort of a thing and tell us what happens in that respect.

I have not heard from the question I asked this morning. This is a Province with a break between. We hoped that the federal people would look after it but what policy have they set to bring the communications between the two? When we got the term of Confederation, it said that the Cabot Strait would serve as a highway. There would be the same cost. Can he offer us some policy on how they are going to correct the difference in cost between travelling in Labrador and the Island? Is the Provincial Government prepared to help with a subsidy in that respect?

We need a road, Mr. Chairman. I am very doubtful if this particular administration is interested in giving us a road. We have seen no indication of it so far today.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: I did not get what the minister said.

MR. SIMMONS: On a point of order, Mr. Chairman. The Minister of Rural Development is again speaking without being in his place. I wonder if someone will again bring it to his attention that he can only speak according to the rules, if he is in your own spot in the committee.

MR. CHAIRMAN (Staff): Yes, the honourable member's point is well taken. Honourable members only have the right to speak in the committee when they have the floor and in any event may not speak from a place other than their own.

The honourable the member from Labrador North.

MR. WOODWARD: Thank you, Mr. Chairman. I do not want to get back to the egg situation, Mr. Chairman, but it is a problem for some of our business people in the Province to deal in illegal trade and are not supposed to be in this Province, according to the statutes, selling eggs that are not produced in the Province or bringing eggs from outside the Province. So maybe the minister can give me some light as to what his policy is. I have not heard from his last half an hour spell any definite policy, only in terms of generality.

MR. W. ROWE: I do not know if the minister wants to reply. Was the honourable member looking for answers right now?

MR. WOODWARD: No, that is okay.

MR. ROWE: Well, probably I will have a few words to say and some of it might overlap and the minister can deal with it generally.

Mr. Chairman, I have travelled quite widely over the Province in the past couple of years, as I used to in the two or three years preceding that as a minister and the last couple of years as a member of the opposition. Sir, I think I can say without misleading the committee and without being contradicted by the minister that there has been a slow, steady but perceptible deterioration in the quality of the gravel roads, the dirt roads, the ungravelled roads in this Province in the past two years or so.

We have heard from other members of the opposition who have spoken to that point and have made that point. We have not heard too much from backbenchers on the government side of the committee but I am

sure that many of them would agree, as far as gravel roads are concerned, there has been a deterioration which though perhaps barely perceptible over a month or so, certainly over the two-year period or over the two year period that this government has been in office, it is very perceptible indeed. There is great gap between the gravel roads. As bad as they were, Mr. Chairman, and they were certainly not very good, no gravel road can be any good, the gravel roads in this Province have deteriorated because of lack of maintenance. I do not mean by maintenance the running of a grader over a rock bed in the hope that the roads will somehow improve. By maintenance I mean some upgrading and the placing of crushed stone and other materials on the road and constant grading of that material in an effort to keep the road somewhat smooth and without too many potholes.

The roads in my district, Sir, which I know intimately, I must confess that my feeling about all of the roads around the Province are an impression that I get but the roads of White Bay South, Sir, are not merely an impression. I mean it is a fact based on evidence. I witness evidence of it myself and the people in the area, people who are not particularly interested in the politics of the matter, Sir, but who can see from driving back and forth to work or to school or to hospital can see that the roads have deteriorated very seriously.

In fact, Sir, in the case of the road from La Scie to Bay Verte, we are now reaching the position, the point where ordinary law abiding decent people are starting to reach the point, not of violence or anything like that but are reaching the point where they are calling me up and saying, "We are going to picket the road, we are going to do this, we are going to do that. We are going to stop traffic." All of this type of thing, I do not know if they will ever do it or not. Certainly I have not encouraged it and nobody is encouraging but people have reached the point where they are making that kind of a threat or that kind of a promise.

Now in the case of the La Scie road we have a different situation.



The La Scie Scie road had \$1 million cut out for it last year under DREE money, the Department of Regional Economic Expansion, \$1 million to upgrade about ten miles of that road. I believe there may be some more money cut out for that road this year. God is helpful but God helps those who help themselves, I find in this particular vocation in life. Sir, I mention this directly for the minister's benefit, the La Scie road not only is the part which is not being reconstructed, upgrade, not only has that deteriorated very badly but, Sir, the part that had been worked on last year is almost completely impassable, so my sources tell me.

Now I have not been down there for the last few weeks and when I was down there there was snow and frost in the ground, so I could not make much of a judgment on it. In the last couple of weeks, Sir, the road has reached the point where it is virtually impassable. Children are talking about boycotting their schools, not getting on the school bus because it is just too much of a horrendous experience to go over that road to school in Baie Verte.

Men working in Rambler Mines and Advocate Mines are talking about picketing the road until something is done. Now the minister is aware of all of this I am sure. Certainly I hope he is. I have been in contact with his officials and I have mentioned it to him on one or two occasions and once publicly in the House.

The problem is that there is a lot of buck passing going on. Western Construction I believe is the company that got the contract down there. Under the terms of their contract they are required, I believed, to keep that road in a half decent condition, passable condition. Now, from all appearance they are not living up to that contract. This is no attempt to slander that construction company. I can only go by what the people say because the officials in the field, the staff down in Baie Verte are telling my constituents that the Department of Highways has no authority over this, that it is the construction company that is supposed to be doing the maintenance work.

and keeping the road passable.

Mr. Chairman, I do not know if that is so or not. All I am concerned with is that the road is made passable for ordinary motor vehicles. If the construction

company is not living up to its obligations then the Department of Highways should take a firm stand with them. If they do not and have not, as apparently is the case, have not lived up to their obligations, then I would suggest, Sir, that we not rely on this private contractor any longer but the Department of Transportation get involved with it and make that road passable with their own equipment, because it is reaching the point where it is no longer tolerable to the people concerned. They will not tolerate it any longer.

I do not want to see people getting up in arms about this sort of thing, Mr. Chairman. It does not do anybody any good. The open-line programmes in Grand Falls, I understand, have calls coming in from the area about what the people plan to do. I was on yesterday. I responded to a call from one of the hosts and went on and tried to explain the situation to them. But according to the host of this open-line programme to whom I spoke; my soft words in an attempt to turn away wrath had very little effect in succeeding days or this morning.

I would say, Sir, that the minister had best ask his officials to pay some close attention to the road because it is going to be a problem there if he does not. So I would like the minister, when he speaks either now or during the time when the certain sub-head comes up, I would like the minister not to table any lists. We heard what he is going to do there; he is not going to table any lists in this House as to all the work that is going to go on in the Province. I would, however, like him to tell me - I hope he remembers the names of these roads that I am going to give him - I shall ask again if he does not reply to it - I would like to know what his department intends to do this year, in the coming re-construction season, with the road from the Trans-Canada Highway to Hampton. What is called for that? What is the plan? What does his department intend to do concerning the road from Hampton cutoff down to Pollards Point, Sopps Arm and Jacksons Arm? What do they intend to do about that long stretch of road, forty or forty-five miles? What does his department intend to do about the piece of road which was started when we formed the administration, from Jacksons Arm to Sopps Arm, designed to cut out a very dangerous hill so that children from Jacksons Arm could go to

the central school in Sopps Arm? The construction on that road stopped when this administration took over. Do they intend to complete that road so that the dangers or most of the dangerous aspects of travelling from Jacksons Arm to Sopps Arm are done away with? I would like the minister to tell me that so that I, as a member for the district, can tell people when they ask me. It is very unfair for a government or a minister to put a member, on any side of the House, on either side of the House, to put members in the position where after the budget has been brought down, the estimates have been brought before the House, where he is unable to respond with simple, factual answers to his constituents when they ask him what construction work is going to be done on a particular road this year.

The minister can say yes or no. "No, there is going to be nothing done" or "Yes, there is going to be something done and here it is, here is what we hope to do." So that the information can be passed on to constituents, I would ask the minister about that road.

I would also ask the minister to give me information as to what is intended to be done with the Baie Verte Road to Westport, twenty miles or so of cowpath meandering through the woods and over the cliffs from Baie Verte Road to Westport?

I have some petitions here, Sir, which I will be presenting at the right time. One of them concerns the road from Baie Verte to Seal Cove. The council down there was apparently informed by the minister's officials or somebody in the minister's department that the whole length of the road had been covered with crushed stone last year, which is palpably false, as the people there would say. As I know, as the people there have told me, there has been very little maintenance or upgrading of that road in the past couple of years. Similarly to the road from Seal Cove down to Wild Cove, I would like the minister to tell me what he is going to do about that.

The road from Baie Verte to Fleur de Lys to Coachman's Cove I would like some answers on from the Minister. The road is not very long, several miles. Yet it took, for a period this spring, men one hour and a half to travel from Fleur de Lys to Advocate Mines,

as I mentioned to the minister in the House earlier. Now I understand it is taking forty-five minutes to drive over that road, the road is in such poor condition. It should not take, Sir, any more than fifteen or twenty minutes to drive that distance, nine or ten miles or so from the mines to Fleur de Lys in Coachman's Cove.

I would like the minister to tell me what the department intends to do about that road. Three or four years ago, I believe \$75,000 or \$100,000 was cut out by the Department of Highways to reconstruct that road. I am not sure if all the money was spent or not but the construction stopped in a hurry when this administration took over. I would like the minister to tell me whether it is going to be resumed again.

Also, Sir, the main road which serves two districts, White Bay South and Green Bay, I am sure the member for Green Bay is as interested in the road as I am. I would like the minister to tell us what is going to happen on that road this year. How much money was spent? How much of the million dollars was spent last year? Is it all spent? The La Scie Road - a million dollars worth of DRFE money was cut out for that road last year. Is that all spent? Has the construction company lived up to its contract? What is likely to be the situation in the coming year? Is there another million dollars, as I understand there is, cut out for the La Scie Road this year which will do another ten miles and that will do about two thirds of the road, upgrading and then perhaps next year another million dollars and then we can pave the road.

A great number of people use that road, many thousands of people going back and forth. It is the only access of course for the people to the central high schools that is in Baie Verte and the hospital and other amenities in Baie Verte. It is a long road, thirty odd miles, and it is a very hard road to maintain, I will be the first to admit but a lot of people use it. I would like to know what is in the works this year.

Perhaps while the minister is at it, in a general way,

the minister can tell us when - if not now, when the government will be in a position to make the DREE Highway Agreement known to the public of Newfoundland - the details of that agreement. A lot of it has leaked out already. Mr. Jamieson has made mention of certain pieces of road that are going to be done. One of two other members of the government and other persons have made mention of certain pieces of road. Perhaps the minister may want to either give us the details on it now, if that be possible, if the agreement had been signed or is about to be signed or, if not, let us know when we will be in a position to have the details on that road.

Sir, without belabouring the matter any further, I would like the minister, besides dealing with these general questions I have asked concerning my constituency, to specifically deal with the La Scie Road situation.

The Member for Green Bay Knows. I suppose he gets as many phone calls as I do, from his side of the road. He knows as well as I do. He has probably been over the road in the last few weeks or so; I have not. I have not been over it for a month and a-half or something, Mr. Chairman.

The road is in atrocious condition. There is something wrong, Mr. Chairman, when ordinary rural Newfoundland people are driven to the point where, and I have never known this to happen in this particular area; where they are calling me up and saying:

"We are going to boycott the school buses and the children are and the parents and the men" - strong, burley men working in Rambler Mines and Advocate Mines - "are going to picket the road and stop the movement of traffic on that road unless something is done."

I have never known that to happen in that area before. They are an enthusiastic people, hard-working, energetic people, but they are law-abiding people and they are a decent type people. I have never known them to take such a strong stand concerning public services before. I think there is something

drastically wrong when people are driven to take this position. I think it is a shame when people are driven to assume such a hard line on something as basic as good maintenance on their road.

So, I would like the minister to deal with that, now if he can, because I would like to call up people before the weekend and assure them that some action is going to be taken by the minister.

MR. PECKFORD: Before the honourable minister rises to answer the various questions put to him by the members on the other side, I would just like to say a few words regarding the La Scie Highway. As the honourable member for White Bay South has pointed out and correctly pointed out, this is thirty-five miles of highway that connects up quite a few communities both in the district of White Bay South and in the district of Green Bay and it

is a very important road. I just want to re-enforce the comments of the Member for White Bay South when he says this. There are a number of problems, Mr. Chairman, concerning that road.

First of all when that road was built, I think back in 1961, (It was started by Lundgrians, I think; because I happened to be living in that area at the time the road was started, in La Scie as a matter of fact.) the base of the road, as the Hon. Member for White Bay South knows, the way the road was constructed and the lack of suitable surfacing gravel in that area - right now I think the Department of Transportation and Communications has to travel thirty and forty miles from the paved Baie Verte Highway to bring sufficient, proper surfacing gravel there. There is just nothing on the top of that road at any time of the year. There is nothing there to grade and that is at no time.

AN HON. MEMBER: (Inaudible).

MR. PECKFORD: There was a crusher there, yes.

In contrast with other parts of the District of Green Bay for instance where there is accessible, just in the cliffs, just in the hills of the area, a kind of gravel, for instance on the Robert's Arm Highway, which is about twenty-five miles or thirty miles long when one goes right to Triton. It is all a matter of topography or where one happens to live. On that highway, which is a twenty-five mile highway, there is no problem at all with surfacing the highway as opposed to the La Scie one.

The other problem is that this year with the La Scie Highway, where Western Construction went in there for \$1 million to upgrade ten miles of the road, they pulled out last fall. Now, as I understand it from officials from the Department of Transportation and Communications, since this section of ten miles is still under contract, all the money has not been spent from the \$1 million, they are still responsible. The Member for White Bay South, the Department of Transportation and myself have been after the construction company



to go back there and try to keep that road up. That ten miles is not really the responsibility of the Department of Transportation and Communications. I know that that department has made efforts to get that construction company back.

But just let me say, Mr. Chairman, before I sit down, and let the minister answer. This is a very vital piece of road. There is the fish plant at La Scie. There is fish being trucked into that plant from Shoe Cove, Round Harbour and Snook's Arm in my district and I would suspect from different communities in White Bay South, Harbour Round, Brent Cove, Pacquet, Woodstock and so on. From that angle it is very important because it is an economic necessity as well as just providing services for people on that highway. Then secondly, it so happens that the mine is in White Bay South, the old mine as well as the new Ming Mine, but the concentrate is trucked down over that highway and goes down to Tilt Cove which is in the District of Green Bay. From an economic point of view, because there are so many jobs created through fishing, the fish plant in La Scie, through the mines on the La Scie Highway, where by the way there are fifty or sixty men from the District of Green Bay working, it makes it all the more reasonable, all the more sensible that this very important highway be upgraded and paved as soon as possible. It is a very important link. I would just like to re-enforce the comments made by the Hon. Member for White Bay South.

CAPT WINSOR: Would the minister like the opportunity to reply?

AN HON. MEMBER: (Inaudible).

CAPT. WINSOR: Okay.

MR. HICKEY: Mr. Chairman, I think I should deal with some of the points made by the Member for White Bay South. I will take the last of his questions first.

With regard to the La Scie Road, I am reasonably sure that I have the answer with regard to the existing contract or the money that was spent last year. Rather than take a chance, not being sure of the complete detail, I will wait until later on in the afternoon

and verify it with my officials as to just what the story is on that contract. If there be money enough, then how much?

With regard to what is to be done this year, Mr. Chairman, on that road and the road from the Trans Canada Highway to Hampden, from Hampden to Jackson's Arm and the other roads that the honourable gentleman mentioned, I am sorry I cannot volunteer that information at this time for the simple reason, Mr. Chairman, that if I were to do so, I would feel obligated even without a request to outline to each honourable member what is or what is not going to be done in relation to their request throughout the whole province. When I say that I do not feel that I can table or read a roads programme, proposed roads programme, that must also mean, Mr. Chairman, that neither can I give the detail as to what is to be done in any particular district for any particular honourable member.

I wish also at this time to say, especially in relation to my colleagues who sit on this side of the House, that whatever public statements are made with regard to road work (for the benefit of the opposition members I want to say this especially) or any pronouncements with regard to suggested work to be done, are made by honourable gentleman at their own risk as such. They are not necessarily made with my concurrence. They do not require my concurrence to make any such announcement. If they wish to speculate or if they in fact indicate that something is going to be done, that is not necessarily to say that I have confirmed it or have said that this is so. Until such time as close to the time when tenders are to be called, information with regard to road projects, in my view, cannot begin. For those reasons, Mr. Chairman, and so many other reasons as outlined earlier, I do not feel that I can volunteer that kind of detailed information with regard to specific projects or proposed projects.

Mr. Chairman, with regard to the condition of roads and in particular one which the Member for White Bay South has called our attention to, I want to say as I have said earlier in other debates or in answer to questions that this is a very unusual year for there has

been more breakdown in roads throughout this province this year, according to my staff, from what they tell me, from what they report to me, than any year on record, bar none.

Now, Mr. Chairman, that is not merely a coincidence.

Surely there must be a cause, there must be a reason for that. I have indicated, Mr. Chairman, to the House in answer to questions as to why this is. We have had severe frost, changes in temperature within a matter of twenty-four to forty-eight hours and those changes have been so prevalent, Mr. Chairman, throughout the winter season, that again this year has been indeed a unique one. Because of this our roads have suffered badly. Excess water, either through mild temperature or rain, has nowhere to go, The ground being frozen, it cannot penetrate it and it flows on to the road or in the ditches to overflow. There is a build up of ice which has plagued us for some months throughout the province and the end result, Mr. Chairman, is that when the final thaw commences, begins to take place, the road bends, unless it is solid rock. It pays the penalty. I suspect that the road which my honourable friend refers to is no different than any of the others.

Mr. Chairman, that is in relation to the conditions this year. I take it from what the honourable gentleman says that he also feels that last year as well or indeed since this administration took office road conditions have never been worse. Well, Mr. Chairman,

if that is so, I certainly do not have any answer, neither do my staff nor, Mr. Chairman, would I suggest anyone else because there has been a steadily increase in the maintenance allocation. There has been a steady increase in maintenance over the winter months so that undue damage or unnecessary damage has not been allowed to be done to the roads this winter. In fact, Mr. Chairman, there has been more money spent on winter maintenance during the past twelve months than in any year on record.

Our roads have been policed more by our staff than any year on record. Our staff have been on duty more hours than any year on record. The standard of service as determined has been better in terms of number of people, the number of hours, man-hours, than any year on record.

Now how to relate that with the worst road conditions: Obviously Mr. Chairman, it must be obvious to anyone that that is a most difficult thing to do. I do not suggest that I have any explanation for it. Furthermore, Mr. Chairman, we have consistently since we have been in office made very real efforts to replace equipment, purchase new equipment. As I have said in this honourable House, in answers to questions earlier not a debate, we have to put more money into replacement of equipment than for any preceding year. For the three fiscal years that we have been involved with, I think the first year was something under \$2 million, the second year it was over \$2 million; we are placing orders and have placed orders this year for something like \$2.4 million for replacement of equipment.

Now, Mr. Chairman, we have not got all of the equipment that was ordered last year yet. There is a shortage of supply. It is a real problem with supply. No one seems to have the answer to that problem. But, Sir, it would be wrong to say that or to indicate that this is one of the reasons for the bad road conditions. Some equipment, I said, has not been received as yet. But, Mr. Chairman, we have replaced a lot of equipment throughout this province. My staff tells me, equipmentwise while we are far below the acceptable standard that they want yet equipmentwise we have never been better in any year previous.

Now, Mr. Chairman, how do we relate that again to the statement?

I do not mean to apply this comment to only the Member for White Bay South, this statement has in fact been made by other honourable members. So it does not only apply to the Member for White Bay South it seems that a number of honourable members are of this opinion. I do not know how we can pinpoint any particular weakness or any deficiency in the operation of my department which would relate to the worse road conditions on record, as indicated by honourable gentlemen opposite.

Mr. Chairman, you know it is a funny thing, when we took over this administration, took office, the state of equipment in this department was something to behold. If road conditions are bad now, it is nothing short of miraculous, Mr. Chairman, how road conditions were anywhere near as good in previous years. We have at this moment, Sir, paved something like, something over forty percent of our total highways in this province, leaving something like fifty odd per cent unpaved - maybe fifty-eight percent. This fifty-eight per cent, Mr. Chairman, are roads that have been built, some of them built a long time ago, over a great number of years, by the former administration, the same roads, Mr. Chairman, which have not received the kind of maintenance which they should have, hence the situation is that they are down to the foundation, solid rock in some instances. In other instances they are down to the road bed, where it is soft. So it requires a complete rebuilding job. So the roads that are really bad, Mr. Chairman, in this province today, are probably the oldest roads that were built, that have as yet not been rebuilt or paved.

I suggest to the honourable gentleman that this is one of the real reasons for some of the many problems that we have in terms of the deterioration of roads. It is not the fault of this department, Mr. Chairman. It is not the fault of any single individual nor group of individuals, it is plain - No, Mr. Chairman, I am not suggesting that. If I were to be purely political I would say that, but being objective about it, Mr. Chairman, it is just a fact of life that if roads are not rebuilt, if they are allowed to be worn down to the foundation, how in the name of goodness! can anybody adequately maintain them without huge expenditures of funds? Which this administration has not

been able to do, Mr. Chairman, throughout the province. We have continued on our drive to rebuild and pave every last mile of road in this province. This is the course where we have embarked upon. We even embarked upon a course, Mr. Chairman, to provide a new road to areas where there are not roads throughout this province. We have not deviated from this course. What more can a department do? What more can a government do?

It is quite obvious, Mr. Chairman, there is no quick solution to the problem with regards to deterioration of roads. We have so many miles of roads yet to do that the most we can do is to put out the fires, so as to speak, and to deal with the most difficult areas affecting the most people as those problems present themselves.

So, Mr. Chairman, I think it is very wrong for anyone to suggest or to draw attention or connect the fact that the roads are in such a poor condition with the number of years that this administration have been in office. There is no relationship, Mr. Chairman, not whatsoever. There is just no way you tie those things together. It would seem to me, as it does to my staff, that it makes no difference. The only answer, the only thing that would have prevented the roads from the condition that they were in, let us say last year, which was considered a normal year, the only thing to eliminate those conditions, Mr. Chairman, is a mass infusion of funds. Go all out one year, cut everything else to the bone, reduce everything, cut out the hospitals, the schools, money to education, money to other services and make one big splurge into highway construction and paving.

Now, Mr. Chairman, just let us assume that government were to do that. Let us assume that the government were to say to me as minister, Let us know how much money you want. We are going to make one big drive this year to pave every road that is ready or can

be ready for paving, to rebuild every road that requires it or the most important ones."

Mr. Chairman, right off the top of my head, I will say that the expenditure would be something like \$120,000,000. That is just a quick calculation. Where would we spend \$120,000,000, Mr. Chairman? Where would the contractors come from? We do not have them. Would they come in from other provinces? There might be a few, Mr. Chairman, but nothing like what would be required.

What are we really saying? We complain that we do not have enough money on the one hand, and this is true. We can do with more money every year to do certain projects which are very important and need to be done. But, Mr. Chairman, it would make little sense if I were to say that the real problem here is that we have insufficient funds to cure all of the major problems in the province in regard to roads. For even if we had it, even if we were given a free hand and given what money we wanted we could not in any single year or in fact in any single two years solve the problems of roads in this province.

Our population, Mr. Chairman, is too sparse, our roads are of the type which require a lot of work, our terrain is most difficult to work with in most areas and in certain areas, Mr. Chairman, while on the one hand you have an abundance of rock, in other areas you do not have any, you have to haul at long distances.

So, Mr. Chairman, there is really no quick solution, no waving of a magic wand to solve this problem. I doubt, Mr. Chairman, if there is really a need to belabour that point because surely all honourable members of this committee, indeed most people of this province realize only too well that it is not a problem to which you find a solution overnight. Given almost everything you want, having no budget nor restraints nor restrictions, no cut-back nor anything of that nature, it is important, Mr. Chairman, it is important to remember that we have a limited number of contractors, that often we cannot even complete the project that we set out on in our present budget. I heard a little while ago some honourable members from the other side in a critical way discuss the carry-over from DREE and certain provincial projects. The impression

been able to do, Mr. Chairman, throughout the province. We have continued on our drive to rebuild and pave every last mile of road in this province. This is the course where we have embarked upon. We even embarked upon a course, Mr. Chairman, to provide a new road to areas where there are not roads throughout this province. We have not deviated from this course. What more can a department do? What more can a government do?

It is quite obvious, Mr. Chairman, there is no quick solution to the problem with regards to deterioration of roads. We have so many miles of roads yet to do that the most we can do is to put out the fires, so as to speak, and to deal with the most difficult areas affecting the most people as those problems present themselves.

So, Mr. Chairman, I think it is very wrong for anyone to suggest or to draw attention or connect the fact that the roads are in such a poor condition with the number of years that this administration have been in office. There is no relationship, Mr. Chairman, not whatsoever. There is just no way you tie those things together. It would seem to me, as it does to my staff, that it makes no difference. The only answer, the only thing that would have prevented the roads from the condition that they were in, let us say last year, which was considered a normal year, the only thing to eliminate those conditions, Mr. Chairman, is a mass infusion of funds. Go all out one year, cut everything else to the bone, reduce everything, cut out the hospitals, the schools, money to education, money to other services and make one big splurge into highway construction and paving.

Now, Mr. Chairman, just let us assume that government were to do that. Let us assume that the government were to say to me as minister, Let us know how much money you want. We are going to make one big drive this year to pave every road that is ready or can



be ready for paving, to rebuild every road that requires it or the most important ones."

Mr. Chairman, right off the top of my head, I will say that the expenditure would be something like \$120,000,000. That is just a quick calculation. Where would we spend \$120,000,000, Mr. Chairman? Where would the contractors come from? We do not have them. Would they come in from other provinces? There might be a few, Mr. Chairman, but nothing like what would be required.

What are we really saying? We complain that we do not have enough money on the one hand, and this is true. We can do with more money every year to do certain projects which are very important and need to be done. But, Mr. Chairman, it would make little sense if I were to say that the real problem here is that we have insufficient funds to cure all of the major problems in the province in regard to roads. For even if we had it, even if we were given a free hand and given what money we wanted we could not in any single year or in fact in any single two years solve the problems of roads in this province.

Our population, Mr. Chairman, is too sparse, our roads are of the type which require a lot of work, our terrain is most difficult to work with in most areas and in certain areas, Mr. Chairman, while on the one hand you have an abundance of rock, in other areas you do not have any, you have to haul at long distances.

So, Mr. Chairman, there is really no quick solution, no waving of a magic wand to solve this problem. I doubt, Mr. Chairman, if there is really a need to belabour that point because surely all honourable members of this committee, indeed most people of this province realize only too well that it is not a problem to which you find a solution overnight. Given almost everything you want, having no budget nor restraints nor restrictions, no cut-back nor anything of that nature. It is important, Mr. Chairman, it is important to remember that we have a limited number of contractors, that often we cannot even complete the project that we set out on in our present budget. I heard a little while ago some honourable members from the other side in a critical way discuss the carry-over from DREE and certain provincial projects. The impression

was given, Mr. Chairman, that this will harm the province in getting the required or the similar amount of money from DREE during this year. Nothing is further from the truth than that. That is not a true statement - that is not a correct statement. The DREE people, Mr. Chairman, are well aware that the standards that they want maintained, that the kind of a job they want done will not permit just any contractor doing that work. It has to be a contractor with certain capabilities. We do not have that many.

Now, Mr. Chairman, they are also well aware of the fact that when there is a carry-over of funds by the non-completion of a project, it is through no fault of ours - none whatever. There is nothing this province can do about it. Very often, Mr. Chairman, if anything, if the blame were to be directed anywhere it would be directed at the DREE people, at that department: for we are ready to sign a highways agreement much, much earlier than one gets signed. We have been ready to sign a highways agreement for some months, Mr. Chairman, but there is not one signed yet. It is very near to it. It should be any day - maybe Monday, maybe Tuesday: but it is not signed.

Mr. Chairman, this province could have entered into an agreement with the Department of Economic Expansion two, three months ago, and contracts could now be let, work could now be underway. But, Mr. Chairman, if at the end of this season there is some money carried over because certain projects are not finished, surely we are not going to hear someone say that this is the inefficiency of the provincial government, this is the lack of interest of the provincial government or this is the lack of planning of the provincial government. No way, Mr. Chairman, no way! This government, this administration have absolutely no responsibility for any money that is carried over from one year to the other. One would have to be out of one's mind! What would we be to suggest, for anyone to suggest that we deliberately or through lack of interest or for the want of doing our job, to do something or allow something to happen which would mean that a project would not get completed this year versus next? Now, Mr. Chairman, it is true

that from time to time we change the mode of awarding a contract, out of provincial funds and indeed out of federal funds, with the co-operation of the liaison committee whose responsibility it is to be a watchdog, so to speak, over the expenditure of federal funds. But we do so, Sir, for the best interest of the province. We do so to get better unit prices, so that both governments get better value for the money spent, that the people, hopefully, get a few more miles of road done. Surely nobody wish to quarrel with that kind of policy.

Mr. Chairman, that is the only possible area where we involve ourselves or in any way we slow up the process by which federal funds are expended in this province.

Mr. Chairman, the most I can say to the honourable member for White Bay South is that I recognize his points he made, the problems that he referred to and the road conditions. The most I can say to him is that I will do everything I can, impress upon whomever I can to have some attention given to those areas. More than that I cannot say.

With regard to the DREF Agreement, Mr. Chairman, it would be discourteous as far as I am concerned, even though I have a copy of the proposed DREF Agreement to be signed, it would be most discourteous of me to release such an agreement in detail before it is signed. If Mr. Jamieson wish to give cues as to what is going to be done, that is his business I suppose. I certainly can only say that I do not agree with it because I would hesitate to do so. If he should give information, I shall be sorry to see that he has.

Mr. Chairman, I shall try and deal with a few of the points that my honourable friend from Labrador North made, who is becoming my sparring partner it seems.

He tells us that no representation was made to Ottawa for air-strips. If I have copied it down right - I am pretty sure that is what he said: that he had made representation and that this administration had not done anything about it.

Now, Mr. Chairman, again the honourable member is either believing someone who has told him something or is assuming for political mileage that it is probably a nice thing for him to say from where he sits.

However, Mr. Chairman, as minister responsible, let me tell him that that statement is not so factual. This administration have indeed held discussions with federal people. We have not, Mr. Chairman, made a concrete written proposal - we have not, and for good reasons, Mr. Chairman.

If the honourable gentleman wish to suggest that we rush into something and prepare a proposal to the federal government regarding air services, air subsidies, airstrips, without doing it properly, without making sure that every aspect of it is covered, without making sure that we strike up the best possible deal we can for this province by way of financial commitments, if he be suggesting that, Mr. Chairman, then I do not agree and this administration do not. This is not the way we do things.

Much better, Mr. Chairman, for this administration to determine in an adequate way all of the requirements, all of the aspects of this whole problem area; and when we make a proposal to MOT it is the proper one, it is the kind of proposal which will deal with five and ten years from now as well as this year and next year. Not enough, Mr. Chairman, is it to go and get an airstrip for Cartright, even though we all know there is one needed, or an airstrip for Change Islands, even when we know that there is one needed. That is not enough. That is piecemeal, Mr. Chairman. That is not to say, Sir, that there will not be airstrips in those areas, in those crucial areas, and much sooner than honourable gentlemen think. That is not to say that there will not be a short-term plan.

SOME HONOURABLE MEMBER: No quorum:

MR CHAIRMAN (Mr. Stagg.) Ring the bells.

Again, I bring to the attention of honourable gentleman that while the formal proceedings of the discussion of the estimates have been delayed for a three minute period, it does not allow honourable members to carry on in a manner that would be unparliamentary. The ordinary rules of conduct still apply.

We have a quorum.

Shall 1701-01 carry?

MR WINSOR: Thank you, Mr. Chairman. I did not think the honourable minister had completed his remarks. I, Mr. Chairman, like all other members,

have the same common complaint and it is catching now, I would assume, not only by members on this side of the committee but on the other side as well. I have no intention of getting into an argument with the honourable minister regarding transportation and what have you into Labrador but I feel the minister did make a statement which should not go unchallenged: that is that his administration has given more thought and consideration to transportation problems in Labrador than the previous administration.

Mr. Speaker, let me point out to the honourable minister that years ago the difference between the transportation - I am thinking mostly of the coastal transportation in Labrador - back in the 1950's compared with today, I think the honourable member for Labrador South and the honourable member for Labrador North will agree: I recall that up to 1955-1956 the CNR or the Newfoundland Railway, CNR operated but one coastal boat along that service, from Battle Harbour all the way to Hebron, and that was the old "Kyle". The "Kyle" went as far as Hopedale and that was the terminal point for the old "Kyle". The "Kyle" made one trip in every twenty-one days, and if the weather were foggy it could very well extend longer.

Why I am bringing this up Mr. Chairman, is because I played an important part there because I was the member for that district and I knew the problems and with my colleagues in government (I was not in Cabinet) when we discussed the matter with the CNR, consequently over a period of a year or so where there was one coastal boat operating between Battle Harbour and Hebron or Hopedale, there are now two, three passenger ships with a service every ten days, I would suspect ten days or less you have a boat going in to Goose Bay and two boats operating north to Nain.

Then of course in those days, first when that boat was started there, we had the settlements of Hebron and Nutak, Hebron being the northernmost part of Labrador North, extended approximately two hundred miles north of Nain.

However, Mr. Chairman, I just want to bring the Minister to bear that the previous government and as far as I am concerned the previous administration did all that has been done in Labrador. I cannot pinpoint

one single programme or improvement in that area during the past two or three years. However, Mr. Chairman, I am sure the two honourable members for Labrador, the Labrador North Member and the Labrador South Member, are quite capable of looking after their particular districts. Sir, I could go on for hours, for hours outlining and informing this committee what has been done in Labrador over the past number of years; but as I said, the honourable members for that district are quite capable of doing that and bringing the problems

of the district to the attention of the ministers concerned.

Now, Sir, in spite of what the honourable minister said about the conditions of the gravel roads, there are in my opinion two reasons for the condition of most of the gravel roads. I am thinking mostly of the district of Fogo: That is that there is much more traffic than three or four years ago. We have heavier truck trailers travelling over those roads that were not seen on the roads four or five years ago.

Then, Mr. Chairman, it is the opinion - it is not my opinion but people tell me that the other reason is because of the fact that there has been very little maintenance carried out on the gravel roads during the past two or three years. So, Mr. Chairman, that is the opinion of the public, not mine.

AN HONOURABLE MEMBER: Some of the public.

CAPT. WINSOR: Well, the majority of the public. The people that I speak to. I said the majority of people that I speak to and they are the public. They say it is because of maintenance. They do not complain about their maintenance crew. There is no reflection on the crews of the maintenance of the highways depot. They carry out and they do a very good job with what machinery they have at their disposal.

Now, Mr. Chairman, let us look at the district of Fogo: As you are quite aware, Mr. Chairman, and I am sure the minister is quite aware of the fact that we, in Fogo district, have two or three different problems than perhaps most districts except the honourable member for Green Bay, where we have islands to connect with the Mainland. On Fogo Island itself there is very little material to do any road construction. The graders on Fogo Island are grading now on especially the road which I had the honour and the privilege to present a petition this morning asking for the upgrading and the paving if possible - the road from the high school to Tilting.

They have consistently brought the matter to the attention of the minister. Yet, very little has been done. I would like for the minister to confirm or deny that something will be done in that

area this coming season.

Then we have the road, what has been referred to as the Loop. There again I am sure the minister knows which road I am referring to. That is the road extending from Gander Bay all the way around through Carmanville and then to Hare Bay. In view of the fact that there has been a delegation in, petitions have been presented, could the minister tell us if there will be anything done regarding that road?

Then, Mr. Chairman, it is the paving through the community of Carmanville. The minister will recall two years ago and again last year where we had demonstrations from the public at Carmanville objecting to the conditions of the road there. Now, I do not condone demonstrations but, Mr. Chairman, one can understand people demonstrating when we have a situation like we have at Carmanville.

AN HONOURABLE MEMBER: Inaudible.

CAPT. WINSOR: I said that I do not condone demonstrations. However, one can sympathize with people who do find themselves in a position where they cannot get action any other way than by demonstrating.

Now, we will recall what took place at Carmanville last year and the year before where we had people arrested, dragged into the RCMP or some kind of conveyance to take them to the magistrate at Grand Falls. Some were taken in front of their small children. The children were crying to see their mother or their father dragged in by the RCMP. Mr. Chairman, it is a frightening thing psychologically for a child to see his mother or his father dragged into a car by a policeman and taken off, what he thought, to jail. It was a horrible display of justice.

In my opinion that thing could have been dealt with right there on the spot. Some JP could have handled the situation but rather the Department of Justice felt that they should take them into Grand Falls and have them appear before a magistrate and send them home later on that day or the next day. The same thing happened again last year.



I would ask the minister now if he would confirm that, the contract which was let last year for the paving of that particular road through Carmanville, because Carmanville is one of the very few settlements where you have the highway, the main highway passing through the community. All traffic to and fro Fogo Island, all traffic to and fro Musgrave Harbour and parts of Bonavista Bay come down through Gander, go through Carmanville and then southward.

Would the minister confirm whether this contract will still be valid? Will the pavement go through Carmanville? As of now I think there is a section between the junction of the road from Noggin Cove to the government wharf but that is not sufficient nor is it satisfactory to the people of Carmanville.

So, Mr. Chairman, those are some of the things which I would ask the minister to give us some clear understanding about, whether something will be done along those lines.

Then we have another problem on some of the roads through certain communities. There is a problem in such places as Stoneville, Horwood where you have a back-up of water. There is not sufficient drainage. In other words, the culverts are not large enough to take the water away during the spring or for that matter any time when you have an extra flow of water. Consequently, there is a back-up, the road washes away, and that goes on from year to year.

So, I would ask the minister if he would have that matter attended to. It is not a very great task. I do not know why the maintenance crew cannot detect that there is a larger culvert required in certain areas than what is there now. So, that should not -

AN HONOURABLE MEMBER: Inaudible.

CAPT. WINSOR: The road through Horwood, the one I can think of at the moment, Joe Batt's Arm and Tilting. Practically all of those communities have the same problem, drainage. The culverts are too small to take away the extra flow of water.

So, Mr. Chairman, the minister stated that consideration

would be given to airstrips. I would remind him again of the need for an airstrip on Change Islands and an airstrip on Fogo Island. I am sure the minister is sympathetic toward us and will do all he can to try to scrounge a few dollars. If it come from Ottawa, we shall not object. I am sure the people of Change Islands or Fogo, they care less where the money comes from as long as some facility is provided so that they can go about their daily task.

Now, it is impossible, utterly impossible for people to live in areas or in communities such as we have on Change Islands and Fogo Island unless they are provided with the facilities to enable them to go about their daily work and make their living. I think it has been stated by this government that a person or people have a right to live anywhere of their choosing.

If that be so, the government must take the responsibility of providing those people with proper facilities or otherwise they will drive them to some other area.

So, Mr. Speaker, these are some of the questions I would like for the minister to acknowledge when he rises to reply. There is another section of road between Carmanville and Noggin Cove. This road was ungraded two years, three years ago but it has not been paved.

AN HONOURABLE MEMBER: By the Tories?

MR. WINSOR: No, it was upgraded by the Liberals. Now the Tories have the opportunity to show the people what they can do. We hear so much about what has been done during the twenty-three years. You know, Mr. Chairman, it is awfully sickening to hear about what has been done. The Liberal Government, the Liberal Administration built all of these roads. Five hundred communities in Newfoundland were linked up by road where no road existed before. The Liberal Administration broke that curse of isolation and people could move to and fro. There is no evidence of it as of now. There is no evidence of it as of now. Proving the pudding is eating it, and there is absolutely nothing, absolutely nothing to indicate that there is any improvement made in any of the gravel roads throughout this country.

So, Mr. Chairman, -

AN HONOURABLE MEMBER: He is not in his seat.

MR. WINSOR: It does not matter where the honourable gentleman is. It does not make much difference.

So, Mr. Chairman, I would plead with the honourable minister, if pleading be any good, that he would give the district of Fogo answers and provide some of the answers to some of the questions which I just asked.

MR. DICKEY: Mr. Chairman, it is so hard to disagree with the honourable gentleman opposite. He is one of a couple over there that it is difficult to argue with. However, as he called into question certain things that I have said, I must also comment on certain things that he has said.

I will acknowledge to him, Mr. Chairman, first of all that whatever was done for Labrador by the former administration was done at the **insistence of** the honourable gentleman. I believe that, I think I saw some evidence of that.

However, Mr. Chairman, I cannot agree with him that there was so much done because if there had been all that much done we would not be hearing loud and clear the complaints we hear of today. Complaints, Mr. Chairman, not about the standards which are a little bit below what we enjoy here on the Island but where there are almost no standard of service at all, indeed no service. How could I then agree that so much have been done by the former administration.

I will give marks as I have said to the honourable gentleman that whatever good was done for the people of Labrador and whatever way they were helped I think he personally deserves that credit because I know and I believe and I know, as I said, **on a couple** of occasions that he fought for them and did what he could. That does not change the fact, Mr. Chairman, that the administration that had been in office or the administrations that had been in office for some twenty-three years neglected Labrador to no end, to no end, Mr. Chairman.

Now that this administration has taken office, in two short years, if I am to listen to my friend from Labrador North, we are to assume that in two years we should be able to sort out all of those problems overnight. Mr. Chairman, that is just not being reasonable. That is just not common logic. I never hesitate, Mr. Chairman, to give credit where it is due, be it an individual on the other side or the former administration, I hesitate, Mr. Chairman, very often to refer to the former administration by way of blaming them for what they did not do.

That is really not important, Mr. Chairman, what the former administration did not do. What is important is what this administration is doing and what plans we have and what we propose to do. Those are

things that are important to the people of this Province today.

One finds it difficult, Mr. Chairman, to sit idly by and have someone tell you that we are doing nothing, that we do not care. While those statements are not made in that manner, they mean the same thing, statements which are tantamount to saying, "You do not give a darn and you have not done anything and you are not going to do anything." This is really what we are told by some honourable gentlemen.

I would say to my honourable friend from Fogo that one of the things that should never have happened, should have never been allowed to take place, which the member for Labrador South reminded us of today, is a ferry which goes to Blanc Sablon, that the level of service and the kind of ferry that is operating there should have never been allowed because it is at best a mediocre type service across a very important link, linking Labrador to the Island part of this Province. That should have never been allowed, Sir.

While we will acknowledge that the former administration built a great number of roads and broke isolation in a great number of areas, they should have never built to Red Bay, the way it is built and where it is built. Today we are held responsible for that.

You see, Mr. Chairman, it is not just as simple as A-B-C. It is not just enough to say you are responsible for the state of the roads just because you are in office. You are responsible, Mr. Chairman, if in fact someone can prove that maintenance has been allowed to be down graded. If there has been a cut in funds under maintenance grants, if there is an indifferent attitude on the part of staff with regards to maintenance problems. If those things were true, Mr. Chairman, then the criticism against this administration would indeed be a valid one but, Mr. Chairman, those statements are not true. It is not proper, it is not correct for anyone to suggest this because this is not the case.

My honourable friend says the former administration broke isolation. This is true, of course. Again, Mr. Chairman, they were the people that

were in office for twenty-three years so nobody else could or had the opportunity to break isolation.

Mr. Chairman, isolation is not completely broken in this Province. We might have broken the back of it but we have not wiped it out and we have a long way to go, Mr. Chairman, a long way to go or if we have not a long way to go, Mr. Chairman, we have a lot of money to spend before we remove isolation from this Province.

Mr. Chairman, we have something like \$500 million to spend in Labrador on just a road, the Trans-Labrador Highway or the Quebec Trans-Labrador Highway, whatever one wishes to call it. A total of between \$450 million and \$500 million that road will cost, provided, Mr. Chairman, it gets underway this year, provided there is a start made this year.

If it is not, it is conceivable that you could be talking about another \$20 million or \$30 million and so it goes each year as costs of materials and labour increases.

Mr. Chairman, my friend the honourable member for Fogo, says one of the reasons for the road conditions today is the heavy traffic or the increase in traffic. I wonder, Mr. Chairman, has the honourable gentleman considered the fact that when he made that statement he is in fact telling us that like never before there has been an economic boom in this province, if that be true, if there has been such an increase in traffic in this province over our roads in two years then, Mr. Chairman, we have realized, as we have been saying, an economic boom like has never been realized before.

Now, Mr. Chairman, if that is true, then this administration cannot be as bad as people are painting it on the other side of the House. Well you see you take your pick. If we are going to say that that is the reason, and I am not saying it is not, if there is that kind of increase in traffic, I really do not know, to be quite honest, but if there be really that kind of an increase then, Mr. Chairman, that confirms what we already know on this side, that there indeed has been an economic boom unsurpassed by any other period.

Mr. Chairman, the honourable gentleman mentioned some particular areas where there were drainage problems. I assure him that I will pass the names on to my staff and ask them to see that something is done. I will also assure him that the existing contract for paving in Carmanville will be completed. I am able to tell any honourable gentleman that in relation to any contract which is existing for which we have not completed the work during the previous year, those contracts will be honoured and the work completed.

CAPT. WINSOR: (Inaudible) Gander Bay north side of the road as well.

That contract which is -

MR. HICKEY: Mr. Chairman, I heard what the honourable gentleman said while he was making his speech and I was very careful to say that existing contract. I cannot say anything about anything

new by way of additional.

CAPT. WINSOR: They upgraded the road and made it ready for paving last year.

MR. HICKEY: Any contract that was awarded last fall, under whatever terms it was awarded, will be honoured and will be carried out insofar as that area is concerned.

The honourable gentleman mentioned the ferries and airstrips for Fogo and Change Islands and it is not necessary, Mr. Chairman, for me to repeat but I have already said today, that my department, through my Director of Transportation and myself, my staff, are pursuing this whole matter in the way we believe it should be. We are not going to be pushed by someone to sort out a particular problem on an ad hoc basis and leave the total question go unattended but we are hopeful that in the very near future, sometime during the present year, we will be in a position to announce some definite policy and plan with regards to airstrips, ferry service, etc., and air subsidies as well.

Mr. Chairman, I find it necessary to get back to some of the comments made by my honourable friend from Labrador North. Then, Mr. Chairman, he again tells me that we have no communications policy, have done no research in it or anything of that nature. I will not refer to my notes, Mr. Chairman, I will tell the honourable gentleman from memory the best I can.

About two weeks after taking over this portfolio, I went to Calgary, to a Province Ministers Conference on Communications, the whole question, the whole area of communications, subsequently to Moncton, to a meeting of Provincial Ministers again. In between those two meetings, Mr. Chairman, there were numerous meetings by my top staff between other provincial officials and the federal government for hammering out a kind of policy, exchanging ideas as to how we would approach the federal government who is attempting to take over the whole area of communications or who would like to and subsequently, Mr. Chairman, to Ottawa in November, to a federal provincial ministers



conference at which time the position for this province was enunciated in detail, and there it is, Mr. Chairman, right there.

But the honourable gentleman says, "No research done. No communications policy, lip service paid to this very important area." How irresponsible is the honourable gentleman going to get. This is about four times today he has made statements which I have refuted and where I can provide proof that he is totally totally incorrect and does not know what he is talking about.

Just last week, Mr. Chairman, April 23, I met with the honourable Mr. Pelletier who came here for a day to discuss items before we attend yet another provincial ministers conference and subsequently another federal provincial ministers conference on communications. Mr. Pelletier came here, as he visited all other provinces, to discuss items which are troublesome to the provinces and to which those problems are peculiar and only to that particular problem. We sat down for most of the day and attempted to hammer out and determine where we were in agreement, where there was agreement, where we could negotiate some kind of agreement, and where we were completely to ourselves and not necessarily involved with the other provinces on this or that particular issue.

Mr. Chairman, "The Newfoundland Telephone," the honourable gentleman said, "Moved into Labrador." He does not know why. He was not sure as to why they moved in. Let me tell the honourable gentleman why.

MR. WOODWARD: Inaudible.

MR. HICKEY: Mr. Chairman, they will make real inroads compared to what were made in twenty-three years,

in the few months the honourable gentleman was minister responsible for Labrador. Let me inform the honourable gentleman that no sooner was this department set up -

AN. HON. MEMBER: Do not get nasty now.

MR. HICKEY: No, we are not going to get nasty. I have not gotten nasty with any honourable gentlemen opposite. I am merely refuting irresponsible statements and providing facts.

No sooner, Mr. Chairman, had this Department of Transportation and Communications been set up, when the Newfoundland Telephone was called in, at the insistence, I might add again, of my colleague, the Hon. Minister of Manpower and Industrial Relations. I do not take the credit for it because I probably would not have thought of it as soon but he is well familiar with the isolation and the lack of communications in Labrador, Mr. Chairman, just as much as the honourable gentleman is, just as much, probably even more so because he is a member of cabinet and because people are always continuously bring to his attention various problems and such problems as the honourable member refers to.

At the insistence of my honourable colleague, I requested a meeting with Newfoundland Telephone and I informed them that this administration were determined to bring about a level of service in communications, particularly telephones in Labrador, the equivalent to that enjoyed on the island part of the province, at the earliest possible date. I wondered, Mr. Chairman, if that company were interested and if they were they should move quickly because one way or the other this government were intended to take some action. We are not prepared to see the people of Labrador continue with the level of communications and in certain instances the lack, the total lack of communications that they had for so many years.

Whatever credit, Mr. Chairman, as I have said, might be forthcoming for whatever government have done here must go in fairness to the Minister of Manpower and Industrial Relations.

MR. NEARY: Mr. Chairman, on a point of order, please. There is no quorum in the committee. I move that the committee adjourn, Mr. Chairman.

MR. HICKEY: So, Mr. Chairman, as I have indicated the honourable Member for Labrador North should not wonder why the Newfoundland Telephone company has

moved into Labrador. Newfoundland Telephone, Mr. Chairman, has a well developed plan to deal with the lack of communications and the poor level of communications in Labrador.

MR. WOODWARD: Inaudible.

MR. HICKEY: Now, Mr. Chairman, it will not be done overnight. It will be done in a very systematic and efficient way. It will be done at the least inconvenience to the people of Labrador and the least cost that is possible. It will also mean, Mr. Chairman, and it will place emphases on communications between the Labrador Area and the island part of this province, which I think is very important. I am sure no honourable member of this committee can disagree that at whatever increase there might be in long distance calls will be reflected in the calls that are made to Mainland Canada as opposed to the Island part of this Province. It will narrow the gap that has existed for so long, that has separated for so long those people who live permanently in Labrador and those people who work in Labrador or who live there from time to time.

Just one example, Mr. Chairman, of an effort on the part of this government to break isolation in the communication field. In line with that, Mr. Chairman, goes hand in hand the provision of that road across Labrador because it is vital to an adequate communication system that there be a road to service the equipment, the necessary towers and facilities that are required to provide the kind of communications network that is so necessary.

Mr. Chairman, the Member for Labrador North again made reference to Trans-Labrador Highway and his copy of what he considers a brief. Mr. Chairman, I do not want to waste the time of the committee to any extent on this matter but I think in fairness so that the credibility of two federal cabinet ministers is not in jeopardy, the credibility of the M.P. for Grand Falls-White Bay-Labrador, Mr. Rompkey, is not in jeopardy, that the honourable gentleman informed the committee where the copy came from. Can we assume, Mr. Chairman, can I assume as minister responsible that I am dealing with two cabinet ministers, one of whom will go behind my back or behind the back of this administration and feed to the opposition

a copy of a proposal which was not even complete? It smacks of Watergate all right.

Mr. Chairman, if the honourable gentleman is not gentleman enough to tell us, I assure him that I will be telling him before too long.

AN HON. MEMBER: ... Witchhunt Willie.

MR. HICKEY: Because there will be no witchhunt. There will be man fashion. If I am going to deal with the Hon. Mr. Jamieson or the Hon. Mr. Marchand then, Mr. Chairman, I would like to know that when I deal with them, I shall deal with them on a minister/minister basis, that what I tell them or what I discuss with them I am not going to have thrown across the floor of this honourable House at me by a member of the opposition.

I am not in any way suggesting, Mr. Chairman, there is anything wrong with the honourable gentleman knowing what is in the proposal. There is no real secret. It is not courtesy, Mr. Chairman, to start passing out copies to anybody when you are negotiating still. When the final decision is made by the federal government,

Mr. Chairman, as to the financial implications and cost-sharing of this project, this document will be tabled, this document will be made public. Until then it is not going to be.

AN HON. MEMBER: (Inaudible).

MR. HICKEY: It is not the number that the honourable gentleman refers to.

AN HON. MEMBER: (Inaudible).

MR. HICKEY: Mr. Chairman, it might be wise, it might be interesting if I refer to a couple of sections. The honourable gentleman says it is a general statement, it does not zero in on any particular aspect or any vital aspect of the need for that road.

Under the heading, Mr. Chairman, of Economic Impact, the proposal goes on to say: "The road would promote some competition in the goods transport industry presently controlled almost entirely by two private companies, Cartier Railway, Quebec North Shore ; the Labrador Railway and the Canadian National Coastal Boat Service. The road will bring a reduction of the cost of many items by avoiding transshipment fees and by increasing the number and the competition of the suppliers of goods and services. Passenger transportation, which is now restricted almost exclusively to air travel, would be facilitated by the road especially during holiday seasons. "

MR. NEARY: There is not a quorum in the committee, Sir. I bring it to Your Honour's attention that if they do not come back to their seat, I am going to have to call a quorum.

Mr. Chairman, I have no choice but to call a quorum.

MR. CHAIRMAN: Ring the bells.

MR. HICKEY: Mr. Chairman, just to conclude those remarks with regard to this report. "The road would definitely improve the economic situation of these areas by linking them to the Seaport of Bay Como, open all year around, to the Port of Goose Bay, the potential deep-water Seaports of Cartwright, Port Hope Simpson Area."

It goes on, Mr. Chairman, the tourist trade, social impact, financial involvement, national unity, security. It gives a whole lot more detail, Mr. Chairman, than the honourable gentleman indicated. It apparently gives the kind of statement that the federal government has given a good response to, the kind of response we expected. A meeting is now underway between officials of my department, the Department of Transport in Quebec and federal officials of M.O.T. and possibly DREE. It is set for something like next Wednesday or Thursday, to discuss certain items with regard to engineering, to discuss cash flow and things of that nature in preparation, Mr. Chairman, for the meeting between Mr. Marchand, Mr. Jamieson, Mr. Mayhew, in Quebec, and myself. Yet the honourable gentleman sits there and tells us that the proposal is not worth a darn. It is inadequate, it lacks detail, it lacks the kind of information the federal government - says who? Who is the honourable gentleman's source? Who is Mr. Magic? Who has the say at the federal government level? Who is telling the honourable gentleman? Is it Mr. Gallean, who is pushing for this road to by-pass Forteau or Red Bay and go to St. Augustine's? Is this what the honourable gentleman wants to support? Is this what he is supporting? Does he want this road to start in the Province of Quebec and end up in the Province of Quebec and only touch Labrador territory by a spur road? Is this what he wants? Is this what he is in favour of?

Mr. Chairman, this is the honourable gentleman's source of information. I call upon him, if I be wrong, to prove it. The only gentleman who would talk to the honourable gentleman by way of detail or who is capable of giving him a copy of the draft proposal, not this one -

MR. NEARY: Mr. Chairman, I do not want to call a quorum but one cannot conduct the business of this committee unless there are fourteen members in their seats, Your Honour. If they do not get back to their seats, Sir, we do not have any choice but to call a quorum.

MR. CHAIRMAN: The honourable gentleman may proceed.

MR. HICKEY: Mr. Chairman, whatever document or half document or draft proposal that the honourable gentleman has, it is not the final product because there it is and no one else in terms of the honourable gentleman has it. He certainly did not have it, Mr. Chairman, when he made the statement in this honourable House. Mr. Chairman, if he has it -

MR. NEARY: Mr. Chairman, there are only twelve members in the committee. One cannot conduct the business of the committee with twelve members Sir, twelve total on either side. Your Honour does not have any choice but to say, "Look, where are the members? There must be fourteen."

MR. CHAIRMAN (Mr. Carter): The point is well taken. Is the honourable member calling a quorum or not?

MR. NEARY: Sir, I shall if they do not come back to their seats. I do not want to call a quorum, Mr. Chairman.

MR. CHAIRMAN (Mr. Carter): Order please!

I am not sure of this but I think the position is that the honourable gentleman having brought the point to the attention of the Chair, which is taken (I believe there is a quorum in the committee) but otherwise the honourable gentleman must call a quorum. The point is taken but we must have either a quorum call or not, as I understand it. I believe there is a quorum in the committee at this moment.

MR. HICKEY: Mr. Chairman, as I was saying the only gentleman who has any reason, who had access other than those directly involved in the negotiations and discussions was Mr. Galleau, the Member of the National Assembly for the Province of Quebec, representing the Quebec North Shore Area which includes the Community of St. Augustine's. That gentleman's beef, Mr. Chairman, with the whole thing is that he wants that road to end in St. Augustine's

and let this little old province settle for a spur road on up to Forteau or Red Bay or somewhere like that. Is that the company the honourable gentleman is keeping lately? Is that what he supports? Is that where he gets his information because if so, Mr. Chairman, if he is prepared to sell out, then this administration is not. That road if it is to be completed will end in this province, will start in this province or end in this province, from whatever point you want to take it. We have made our views very clear to the Province of Quebec and to the federal government that under no circumstances will that road start in Quebec and end in Quebec.

Mr. Chairman, the honourable gentleman is so determined about that section of that road that despite the fact that we insisted it would never with our agreement end at St. Augustins, there is where it is supposed to end, either in Red Bay or Forteau. In spite of that the honourable gentleman from St. Augustin's was not content until he had an addition to the map showing where he would like it. This is where the honourable gentleman from Labrador North gets his information.

The member responsible or representing St. Augustin's is determined to have his way, to have that road go to St. Augustin's. Why, Mr. Chairman? Why does he want that? He wants it, Mr. Chairman, so that that area can siphon off from an economic point of view whatever benefit is to come for the mining towns in Labrador. We say, Mr. Chairman, "No way will he do that!" The pelletizing plant went outside the province of Newfoundland; there is no more siphoning off from this province. If so, it is over our dead bodies.

We are not warmed up, Mr. Chairman, about linking Quebec to this province. We are not afraid of our people moving back and forth within the province of Quebec and trading with them or anything of that nature. We are not on that kind of kick like the former Premier was, saying, "We will fight until the last drop of blood before there is a link with the Province of Quebec until there is a link to the island part of this province." We are not saying that. We are not that crazy. We are not that stupid and we are not



going to keep the people in Labrador isolated, Mr. Chairman, until we get someone to go along and build a tunnel or a causeway across the Straits. We say that we are not going to keep the people of Labrador in isolation. Let us have the road. Let us have it. Let our people move where they want to. It is their right and their freedom and their privilege to do so, as it is for them to trade where they want to, at the best prices or where they can get the commodities they need.

There is nothing wrong with that, Mr. Chairman. It is just being practical, but we are not prepared to give one single iota of concession which will open up St. Augustin versus Red Bay or Forteau so that it can siphon off all the economic values and impact of the expansion of mining and forestry and from every other point of view, by way of development that this road would bring about, and have it go to a town or a community in the province of Quebec.

So, Mr. Chairman, as I said earlier today, the honourable gentleman is on a collision course. There is no way he can live with the position that he has adopted on this particular project, absolutely no way. I do not know, Mr. Chairman, how he can justify his comments that he has been making about this project to the people of his constituency and the people of Labrador. I really do not know.

So, Mr. Chairman, if he has the document, I repeat again, let him table it. As I said earlier, I will refute and I will produce evidence which will indicate that the statements he has made with regard to that proposal are totally inaccurate.

AN HONOURABLE MEMBER: Inaudible.

MR. HICKEY: No, Mr. Chairman, I will not place it on the table of the House or make it public until I have some assurance from the federal government that they would like me to do so. I do not go and negotiate on behalf of this province having first of all given it out to everybody, letting everybody know what we are looking for, what we are talking about. That is a poor way to sit down and negotiate. That can hardly be classed as negotiating in good faith. This is what the honourable gentleman from Labrador North is doing.

AN HONOURABLE MEMBER: That is an agreement. That is not negotiations.

MR. HICKEY: That is an agreement, Mr. Chairman, between two provinces to negotiate with the federal government for funds. Mr. Chairman, it is an agreement between two provinces. It is not public.

Mr. Chairman, I wanted to deal very quickly with another matter which the honourable gentleman referred to. I want to deal with it in a general way because we would be here until June if I want to start in to give details. I do not want to delay the committee any longer. Mr. Chairman, I am not prepared to take my seat until I repeat for the last time to the honourable gentleman that there is activity with regards to the transportation problems in this province like never before, that there is a Director of Transportation in this province like never before, not one who sits in the gallery of this chamber, Mr. Chairman, and watches the sessions of this House like a couple of previous ones. Not one who draws his salary and does not earn it but a capable man and a man who is travelling constantly representing this province. If he is not attending a meeting at the federal level, he is attending a meeting in the Atlantic Region, he is attending a meeting of Maritime Premiers, he is attending a meeting on freight rates, on freight subsidies, inbound subsidies, outbound subsidies and every other kind of subsidies and all of the problems related to this whole general area of transportation.

This gentleman, Mr. Chairman, as I said earlier, it is impossible for him to cope with the kind of activity that he has been involved in. For me to sit here and have someone tell me that we are paying lip service, that we have done no research, that we are not doing anything in the area of transportation is just a little too much. It is totally false for anyone to say that.

Maybe, Mr. Chairman, what I should do for the honourable gentleman is read the list of trips that Mr. O'Brien has taken during the past year. Does he want me to do that? Almost two pages, and the various areas that he has held meetings on, like the Atlantic Pilotage

Authority, coastal Labrador, business workshops. Labrador, imagine!  
Imagine, he is interested in Labrador! Imagine! A man who works  
in a department that has done nothing for Labrador, that does not  
know where it is at according to the honourable gentleman!

Federal ministers, Atlantic Premiers conferences, APEC,  
industrial development, Argentina; New England Governors; Atlantic  
Premiers; Labrador Liner Board; Maritime Provinces, Transportation  
Committee;

Federal-Provincial Committee on Atlantic Region Transportation, as I said, freight subsidies, Air-Canada, E.P.A., Air Transport Board Hearings, Steering Committee on Physical Distribution, Advisory Service, C.T.C., Canadian Water Committee, Transportation Conferences and there it goes, Mr. Chairman. Forty or fifty in addition to that, and the honourable gentleman is going to tell me that we are doing no research, that we are not doing any work in transportation, as he told me we have done nothing in communications.

Mr. Chairman, it is just inconceivable. I have come to the conclusion that the honourable gentleman is just trying me on, that he is just joking with me. If he is I wish he would tell me because I do not want to use up the time of the committee which is vital to honourable gentlemen on the other side. I just do not, Mr. Chairman. That is not my intention.

I believe that honourable gentlemen should be allowed to use that time to debate those estimates and others but, Mr. Chairman, I cannot as a member of government sit here and have something pushed down my throat that I know, that I see and live every day, that I know is not true. This is what the honourable gentleman has been telling me all day.

Mr. Chairman, while the Member for Labrador North may not see today the value of the effects of the division of transportation in my department, while he may not see any physical presence of Mr. O'Brien or myself in Labrador every other week or month, let me assure him and members of the committee that as a result of all of this travelling and all of those hours, weekends, holidays and every other time and the constant effort that this man is putting in, when he gets his increase in staff, Mr. Chairman, there will be policies flow all right. There will be programmes too.

Before the committee is finished, Mr. Chairman, maybe I will outline a few things that we have been able to do and accomplish under the general heading of transportation.

Mr. Chairman, for the remainder of the debate why do we not just deal with facts? By all means ask questions, by all means make

suggestions but for goodness sake! Let us not try to pull a red herring which can only result in misuse of the committee's time for further debate of those estimates.

MR. WOODWARD: Mr. Chairman -

MR. NEARY: Your Honour's attention to the committee please!

MR. CHAIRMAN (Carter): Did the honourable member make a point of order?

MR. NEARY: Well, Sir, I am making a point of something or other. May I have permission to speak, Mr. Chairman?

MR. CHAIRMAN (Carter): I think some points of order are in order but others are careless.

MR. WOODWARD: May I have -

MR. NEARY: Are you going to recognize the speaker?

MR. CHAIRMAN (Carter): Yes, The honourable Member for Labrador North:

MR. WOODWARD: Good! Thank you, Mr. Chairman.

MR. NEARY: Pay attention to the committee.

MR. CHAIRMAN (Carter): Would the honourable member please reserve his comments?

MR. WOODWARD: Mr. Chairman, the honourable minister's philosophical approach to transportation and communications in this province has not indicated to this committee anything that is substantial or worth-while or any programmes that have been developed.

AN HON. MEMBER: (Inaudible)

MR. WOODWARD: He did a good job. A document, as I said before and I shall repeat it again, Mr. Chairman, a document such as the minister presented to Ottawa with the hope of obtaining the sum of \$490 million, there is nothing secretive about that document, Mr. Chairman, there is nothing that is going to disrupt or hinder negotiations with Ottawa. All that that document consists of is the names of a few communities and the populations of those communities. One can pick up that information in any public library in this province.

When the minister says it is so secretive that it is going to disrupt negotiations with Ottawa, I suspect that Ottawa is grinning

from ear to ear it is such a weak presentation when they are looking for such a substantial amount of money.

I would like to point out to the minister and the committee, Mr. Chairman, that I have attended a number of conferences on transportation and communications in the last year. I have seen the presence of Mr. O'Brien at those conferences and I have no doubt that Mr. O'Brien is a very capable man. If the minister and his department do have plans that they are going to institute in this province, the public of Labrador and indeed the public of this province have no evidence of it.

SOME HON. MEMBERS: Hear! Hear!

MR. WOODWARD: Well, I say to this committee that if he has plans why does he not make them public? When will all of this come into effect? When we think in terms of the improvement by the Bell Telephone Company taking over telephone communications in Labrador, for the first time, yesterday I spent approximately two hours trying to get a telephone circuit from St. John's to Goose Bay, and it could not be done.

When you think in terms of getting a telephone call, even in to the Community of Hopedale where they have the utilization of the American Truple Scatter System, that in itself was not working and we could not get communications through. As the honourable Member for Labrador South sat and had a meeting with the President of Newfoundland-Tel. going back three days ago, on the same day I met Mr. Cox, the Vice-President of Newfoundland-Tel. on the same subject. What we were told was; "We are waiting." They have no plans. There are no plans. The Newfoundland Telephone Company did not commit themselves to the minister to say that they would do X number of things to improve that situation or define any particular area whereby they would improve that particular system.

SOME HON. MEMBERS: (Inaudible)

MR. WOODWARD: They never made any commitments. They said; "We will look into upgrading the system."

SOME HON. MEMBERS: (Inaudible)

MR. CHAIRMAN (Carter): Order please! Order please!

MR. WOODWARD: They would look into upgrading the system.

SOME HON. MEMBERS: (Inaudible)

MR. CHAIRMAN (Carter): Order please! Order please! It is necessary obviously to remind honourable gentlemen that the debate must go on with a certain level of decorum which does not include loud shouting by two or three people at a time, I would remind honourable members.

MR. NEARY: I would draw it to Your Honour's attention too, Sir, that the Minister of Rural Development is talking in such a loud tone of voice that I can hardly hear the speaker here to my left. Would Your Honour deal with it?

MR. CHAIRMAN (Carter): I do not know if any particular person is talking in a loud voice but I would ask honourable members to preserve a normal level of decorum, and the Member for Labrador North has the floor.

MR. WOODWARD: Mr. Chairman, as the result of the meeting, Mr. Chairman, the Newfoundland Telephone Vice-President told me that they are waiting for the Snowden Report before they take any action to upgrade any of the existing inefficient telephone communications in our part of the province.

AN HON. MEMBER: Did the honourable member buy a copy of the report?

MR. WOODWARD: Buy a copy? I have not seen a copy of the report, Mr. Chairman. It is a very secretive document, the Snowden Report. It is a document that I am very much afraid is embarrassing to the government and their little activities that have taken place over the period of the last two years.

SOME HON. MEMBERS: Hear! Hear!

MR. WOODWARD: We cannot afford, Mr. Chairman, we cannot afford to wait for another two years for the minister to develop his policies. This is not the way that we felt when the P.C. Administration came in to govern this province. They went through Labrador saying; "Look, we are going to bring government to the people." We never saw such a - I will not say it, Mr. Chairman, I will not say it.

Those are the things that I am asking the minister: Does he have any plans? Are there any concrete plans or proposals in his

department that will give direction to Newfoundland-Tel to upgrade that service?

Would you ask the Minister of Industrial Development to contain himself, Mr. Chairman? He is getting excited.

AN HON. MEMBER: (Inaudible)

MR. WOODWARD: Maybe he should contain himself.

MR. CHAIRMAN (Carter): Order please!

MR. WOODWARD: We have not in this committee today heard, only in terms and generalities; "What my staff is doing," we have not seen it. The minister has not presented those proposals. He has not told this committee if this government have any intentions of maintaining and upgrading that road from Esker to Goose Bay and making it an all-weather road so that the people can travel. He has not told us any of this. He said; "We are looking into those things."

Mr. Chairman, this is the type of thing that I expect to get when we are talking in terms of the expenditures that we are going to vote on. They are public funds that are going to be spent in this province.

AN HON. MEMBER: (Inaudible)

MR. WOODWARD: Yes. I would like to -

AN HON. MEMBER: Sit down for a while.

MR. HICKEY: If my memory serve me correctly, I answered that question.



I answered it probably in the form of a question to the honourable gentleman by saying to him, "Who would accept responsibility for maintenance of roads within the boundaries of this Province?" Surely, Mr. Chairman, the question is ludicrous to begin with. If development commence on the Lower Churchill and if the Trans Labrador Highway proceed, who would be expected to maintain the roads to Churchill Falls and the road to Esker? **The Province of Quebec? Who else but the Province of Newfoundland?**

AN HONOURABLE MEMBER: Right, right.

MR. WOODWARD: Thank you, thank you, Mr. Chairman.

AN HONOURABLE MEMBER: Inaudible.

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

MR. WOODWARD: Just for the sake of the records, just for the sake of the records, Mr. Chairman, there has not been any government development or any government involvement in the maintaining of any roads on that Upper Churchill project. This was a company responsibility. The companies maintain the roads, control the roads, own the roads in the Province.

Now with the event that is taking place today, with the government going in, sticking the honourable company of BRINCO in the back, twisting a knife and saying "Move over, we want to take over. We are going to show you how we should develop this Province, how we should control our resources," they are a very confident bunch of people, so confident, Mr. Chairman, that I am sure that the public of this Province are very enthused about the wisdom and the knowledge and the type of policy that they are presenting to the committee while we are going through the estimates, very enthused.

So the question that I ask and I am sure, maybe if the minister does not know the answer, Mr. Chairman, he can consult with his officials. Was it been **validated in his department that we have this winter an all-weather road** so we can transport goods from the railhead at Esker and bring it into Goose Bay? Will the minister commit himself and tell the committee that this is what is going to be done so I can go back to my

constituents and say, "Yes, the Province of Newfoundland, the Minister of Transportation and Communications, have committed to the committee of Supply that this will be done. This is the commitment of policy on behalf of the government." Will this be done?

MR. HICKEY: Mr. Chairman, it just simply amazes me why the honourable gentleman concerns himself with this, what is tantamount to a trivial matter because as he indicated the government has negotiated a settlement with BRUNCO and if the Lower Churchill is developed it would be developed by an agency of the government. Therefore, the assets, including the road or anything else, are owned and maintained or operated by the government or that agency. It makes no difference who does it, it is done by the government, indirectly anyway.

The other thing is that if one can assume the Trans-Labrador Highway were to get off the ground and get going, in terms of that project the road runs right along the tote road to Churchill Falls and also included is the road to Esker. So, Mr. Chairman, if that be the case, whoever does it why would that road not be maintained? Why would it not be an all-weather road?

I have no reason to say it will not be. I would think it would. I do not know what problems there would be in snow clearing or anything of that nature. I am not prepared to say that I can look into the future and say that the road will never be closed for any day or month or week. I cannot say that but I can say, Mr. Chairman, that it naturally follows that if this road be developed into a proper type standard of road of this province, that that road belongs to this province and therefore this province will maintain it.

MR. CHAIRMAN: The hon. Member for Labrador West.

I am sorry with respect to the hon. member for Labrador South but the positioning in the committee is such that the Chair cannot see the member for Labrador West, the minister. Therefore, as the minister indicated to me that he wished to rise because he tried before but was not able to be seen, if the honourable member has any comments then by all means make them.

MR. NEARY: The member for Labrador West, Sir, can speak. All he has to do is say, "Mr. Chairman" and then you automatically recognize him.

MR. CHAIRMAN: The honourable member for Bell Island might remember that the situation is in hand and nobody is upset save he.

MR. F. AVIARD: Nobody should quarrel. The Chair has already ruled.

MR. CHAIRMAN: The member for Labrador North.

MR. WOODWARD: Mr. Chairman, if we start the Lower Churchill, if we start the Trans Labrador Highway -

AN HONOURABLE MEMBER: Inaudible.

MR. CHAIRMAN: Order, please!

MR. WOODWARD: Then, it is all "ifs". It is a big word, Mr. Chairman. The reason I ask this question of the minister, that on a number of occasions that the minister received representation from Labrador to go ahead and upgrade the existing tote road to make it serviceable, the minister has not seen fit or his Department to do that. This is why I ask, and the minister has not yet committed himself to opening up that road, upgrading it so they can give the residents access out into the railhead at Esker so that they can get service transportation down to Sept Iles in Quebec.

Mr. Chairman, those are some of the questions that I would like to point out to the minister. We have not yet heard from the minister in his reply as to what the telephone company is going to do. They indicated to me that they are waiting for the Snowden Report. The minister has not said that this Province is prepared to spend any amount of money in starting the Trans-Labrador Highway, any amount of money. The minister has not yet said that his Department is prepared to spend any amount of money on air strips. He has not committed himself to that particular proposal and it has been completely generalization and I -

MR. J. ROUSSEAU: Excuse me, I would like to say a few words mainly because the word of a very distinguished man is at stake here and I would not want to leave it on the record. Through the negotiations

with Newfoundland Telephone I met with Mr. Brake as did the minister but mine was only as a courtesy as I suppose we do with everybody else, to let us know. But in order to get my support for the Newfoundland Telephone taking over the system in Labrador, I, in my opinion, requested two commitments from Newfoundland Telephone, which I hold these people to. I spoke, as far as I was concerned, for the commitments of all of Labrador, as I am sure the honourable member for Labrador North would do in dealing with something that affected the whole of Labrador.

One commitment that I had in my opinion, from Mr. Brake, clear and unequivocal, was the fact that there would be an improved link in services in Labrador. That commitment was given to me clear and unequivocal, in my mind. I would have to agree with the Member for Labrador North, a lot has not happened but it has only been three months, the winter season and so on, but I certainly look to improvements on that point in the system in Labrador. That commitment was, as I say, in my opinion clear and unequivocal from Mr. Brake.

My second request to Mr. Brake was a guarantee that personnel from Newfoundland Telephone would be stationed in Labrador, not on the island part of the province to travel when there was a problem, but would be stationed in Labrador to carry out whatever repairs and maintenance and installation that had to be done. In my mind I had a clear and unequivocal commitment from Mr. Brake that this would be done.

So on the two points I have the word of the President of Newfoundland Telephone that there would be improvements: otherwise I would not have given my support to that request and, (2) that there would be personnel not from the island to travel and not one or two in odd places to make it look as if there were somebody there but that there would be personnel stationed on the mainland part of the province, Labrador, who would do renovation, installations, repairs etc. etc.

Those two commitments I have had from him. If Mr. Brake led the honourable member for Labrador North to believe anything other, then I would feel that Mr. Brake went back on his word to me, and I do not think he did because I think he is an honourable and a just

May 3, 1974

Tape 1522

RU-5

man. He certainly paid me the extreme of courtesy throughout the complete set of negotiations and in keeping me informed as I am sure he did the two other honourable members from Labrador.

So I would hope that Newfoundland Telephone would greatly improve the telephone service in Labrador, at least I feel they will. Should I at any time feel that they are not doing their best to improve the system, then I certainly shall not be the last to make it known to them.

MR. NICKEY: Mr. Chairman, may I just

reassure the honourable member for Labrador North that not only do I concur with my honourable colleague and confirm what he has said but I will go a step further and say that I have been even more involved I suppose insofar as the talks with Mr. Brake and the Newfoundland Telephone are concerned, in as much as my department is involved.

I will go further and state that the Newfoundland Telephone has a budget - costs pinned down, dollars and cents. He, Mr. Chairman, as regards to improvements in Labrador, gave a commitment of the integration of staff from the island part of the province into Labrador to bring the system in line with the island and to attempt to make the takeover a smooth one. It is also my understanding from Mr. Brake and the Newfoundland Telephone that a detailed plan, because Mr. Chairman, the cost factors that are involved in terms of upgrading the service could never have been arrived at if there had not been the kind of detailed plan which I refer to, spread over a period of time, improve the situation at Gouse Bay and Labrador City, Wabush later. Improve the existing communications service in the northern section, for the time being make whatever improvements that are possible and to attempt to make overall improvement by way of a plan to bring about a better communication system in that area.

Mr. Chairman, there is no doubt in my mind whatsoever about the commitment made by the Newfoundland Telephone. There is no doubt in my mind about the sincerity with which they are approaching this problem. As late as two weeks ago I had discussion with Newfoundland Telephone and we are getting together to determine some priorities in terms of what we would like to see done, improvements we would like to see made and Mr. Chairman, the suggestion that Newfoundland Telephone is waiting for the Snowden Report -

AN HON. MEMBER: I was told it.

MR. HICKLEY: I do not care, Mr. Chairman, what the honourable gentleman was told. If he were told that by Mr. Cox or somebody else, then I say that that is not necessarily the information I have. My department

was approached by Newfoundland Telephone and I will say that they approached us and we not them, in terms of when they would be ready to start to make improvements, what our feelings were with regards to priorities, areas, kind of improvements, etc., to fill us in. That meeting, Mr. Chairman, is upcoming in the very, very near future. I would say within a matter of a week or two.

So I can assure the honourable gentleman that it is very clear in the minds of government as to what the commitment and to what the situation is with regards to the involvement of the Newfoundland Telephone in the Labrador Area.

MR. CHAIRMAN: The honourable member for Bonaville North.

MR. THOMAS: Mr. Chairman, I have listened very patiently to the minister practically half yesterday and all today and indeed I am very, very disappointed in his display. I would like to remind the minister that there are two very important issues in Newfoundland today and one of them if it be not the most important issue, it is certainly equal to the other and that is the issue of providing a good highways system to the people of Newfoundland.

Mr. Chairman, to me this is very important, very important indeed. Now all through last fall and all throughout the early winter months we had delegations from various towns throughout my district and I am sure throughout many of the other districts in our province, coming to Confederation Building. Some of them saw the minister, some of them saw his deputy and the word then was, in regards to highways, reconstruction and pavement, was that we had to wait for the budget. This was the word at that time. "We cannot tell you anything today. We cannot give you any positive answer whatsoever, we have to wait until the budget comes down and then when the budget comes down it all depends on the Minister of Finance." So the delegations, almost continuously day by day, left Confederation Building in hopes that they would receive a positive answer when the budget came down.

Now the budget has been down for something like three weeks and since then we have had delegations into the minister's office and into

his deputy's office and as soon as the budget was down the word was, we had to wait until the estimates were passed through the House. "We have got to get the estimates through the House." Now, Mr. Chairman, the estimates are before the House and we do not know what is going to happen this year in highway construction in Newfoundland.

The minister here in his estimates is asking for almost \$46.5 million. What does he want, a blank cheque, a blank cheque for \$46.5 million? Surely the minister must know what this \$46.5 million is going to be used for if not, surely his officials know.

MR. HICKEY: No, I do.

MR. THOMS: You do. Well surely, Mr. Chairman, why cannot the minister inform the people of Newfoundland what he is going to spend \$46.5 million of their money for, of their taxes for? This is not setting a precedent. The previous administration did it.

MR. HICKEY: When?

MR. THOMS: Mr. Starkes did it.

AN HON. MEMBER: 1971.

MR. THOMS: I saw one of the copies. It was done here in 1972 when the member for St. Barbe South was Acting Minister of Highways. He presented a copy to us of highways and bridges and reconstruction. Why cannot the minister?

MR. HICKEY: Inaudible.

AN HON. MEMBER: 1971 and 1972.

MR. THOMS: I can remember the member for Lewisporte presented the list of highway construction, paving and bridges. The previous minister did also. Why cannot the present minister? What is wrong? What is he trying to do with his department, run it as a secret organization or something? We need to know what the administration is going to do this year. My people need to know and the people of Newfoundland need to know. What is wrong with the minister? What can he not give this information to this honourable House? He is using the -



MR. CHAIRMAN (MR. WELLS): Order please! Order please! I realize there seems to be an excess of emotion at the moment, I would ask honourable members to calm themselves a little and proceed with the debate.

MR. THOMS: Thank you, Mr. Chairman.

MR. HICKEY: Can I make an observation?

MR. THOMS: As soon as he can get the floor he can make any observation but apparently he does not know what is going on in his own department, how can he make an observation?

MR. CHAIRMAN: Order please!

MR. THOMS: Mr. Chairman, this is atrocious. \$46.5 million and apparently the people of Newfoundland are not going to know what it is being used for.

MR. HICKEY: They will.

MR. THOMS: What is the minister going to do, creep in under the shadow of darkness and pave some roads?

MR. HICKEY: No, they will know in due course, as we can tell them.

MR. THOMS: Mr. Chairman, this either indicates that the minister at this present time does not know what he is going to use it for or his officials have not yet made plans for the coming season.

MR. HICKEY: I can list projects ...

MR. THOMS: Well why does not the honourable minister list them.

MR. HICKEY: It is not proper for me.

MR. THOMS: It is proper. There is nothing improper about it whatsoever.

MR. CHAIRMAN (WELLS): Order, please!

I must remind the honourable Member for Bonavista -

HON. MEMBERS: Inaudible.

MR. CHAIRMAN (WELLS): Order, please!

I would ask honourable members, when the Chair rises to please refrain from speaking. I would ask the Member for Bonavista North and the honourable minister, who I think has now left the Chamber, not to conduct the debate across the Chamber in this fashion. There are certain rules which I think, in the interest of all of us we ought to observe. Thank you!

MR. THOMS: Mr. Chairman, at least I am in my seat and the honourable minister was not in his seat. He will one of these days learn the rules of this honourable House.

MR. CHAIRMAN (WELLS): No further comment is necessary, please!

MR. THOMS: Now, Mr. Chairman, time and time again my constituents and I know people from other districts are asking what are the government going to do in highway construction this year. We have really nothing done for two years or practically nothing.

MR. REID: Come off of that.

MR. NEARY: Keep quiet, Conflict of Interest!

MR. CHAIRMAN (WELLS): Order, please!

MR. THOMS: In my district we have had nothing done for two years, with two exceptions. We had one-half mile of road constructed by the Department of Highways last year. The other job that the department did in my district was a causeway, a Bailey bridge to Cull's Harbour. Thanks be to God that nature took it upon itself to collapse the old causeway

that was there and this made the Department of Highways move and replace that causeway! Only for that we would have still had the old causeway. The present administration would not move, although there was continuous representation from the people of the area to have some action taken; but no action was forthcoming until nature itself stepped in and forced this administration to take action.

Mr. Chairman, this apparently is the only way that you can get action out of this administration, to force it out.

AN HON. MEMBER: .... an Act of God.

MR. THOMS: Mr. Chairman, our people are becoming aware of this every day. We could see examples of this last year.

AN HON. MEMBER: Inaudible.

MR. THOMS: I hope not. I hope we do not see examples of it again this year because I hope the minister will see fit to give the people of our province the answers that they need and lay out a programme for them, give them some plans of what his department is going to do this year.

Mr. Chairman, we heard two or three years ago, when this party were campaigning all-out through the province, that they were going to set up plans and priorities. Oh, yes, everything was going to be good. Changes were going to be made. People were going to know what was going on. They even went to work, Mr. Chairman, and they spent something like \$5 million in reconstruction, or what was it they called it?

AN HON. MEMBER: Restructuring.

MR. THOMS: Restructuring. Roughly \$5 million in restructuring the government, Mr. Chairman. What did we get? Nothing! The ministers now in the various departments do not know what their departments are all about. I doubt very much if the Minister of Highways can tell me what he is going to spend this \$46.5 million for this year. If he does, I should certainly like to see him table it.

Now, Mr. Chairman, the Minister of Highways spoke of huge expenditures in highway construction this year. He said it was the largest ever. Well sure it is the largest ever, it has to be.

MR. NEARY: We have the largest potholes ever too.

MR. THOMS: But, Mr. Chairman, the increase in this department this year barely takes care of the rate of inflation. It barely takes care of the rate of inflation. There is no significant increase in the mileage of road, the number of bridges, the miles of reconstruction; no increase whatsoever. There is indeed a very definite decrease in new construction; only about one-third this year what it was last year.

So from all of this, Mr. Chairman, I can see that we are going to have a downgrading this year of reconstruction, paving and bridge building, a continuous downgrading. This, Mr. Chairman, has been happening over a period of this last two years.

MR. NEARY: The Minister of Finance has to have a surplus.

AN HON. MEMBER: Last year was a big year.

MR. THOMS: Next year may be a big year, Mr. Chairman, we pray to God it will be a big year in road construction, and an election in the fall and that will take care of a certain political party on the government side of the House for another forty years.

MR. NEARY: They will never see the light of day.

MR. THOMS: Mr. Chairman, the Minister of Highways told us that in order to respond to the numerous petitions that have been presented to this honourable House and to respond to the various representations that have been made to his office that he would need huge amounts of expenditure this year in order to do half of this - huge amounts, Mr. Chairman.

Well, Mr. Chairman, I say to the minister, why not use huge amounts to respond to the needs and will and wishes of our people? Why not give them a decent road to drive over? Why not? We can lash out \$160 millions unnecessarily to buy the right to CFLco and take over its debt of \$950 million. There is no question about spending huge sums of the money then. If we can do this when it is unnecessary, why can we not spend a couple of hundred million dollars for highway construction when it is necessary?

AN HON. MEMBER: Hear! Hear!

MR. THOMS: We can spend \$220 million taking over the Linerboard Mill when it is unnecessary. Why cannot we spend a couple of hundred million dollars for highways, bridges and pavement when it is necessary? Remember you will be serving the people of Newfoundland by building roads, bridges and by paving roads. But this administration are not interested in the people of Newfoundland, Mr. Chairman. They are not at all interested because in two years now we have seen very little work done in highway construction throughout our province.

In my district I got two little, measly little jobs. I can see, from what the minister is saying today, I can expect nothing in the next coming season.

AN HON. MEMBER: The poor member! The poor member!

MR. THOMS: No, Mr. Chairman, not a poor member but a very poor administration though, a very poor administration indeed, a very neglectful one, a very incompetent administration.

MR. HICKEY: Where are we incompetent?

MR. THOMS: Mr. Chairman, there have been delegation upon delegation from my district. Only last Friday -

AN HON. MEMBER: Inaudible.

MR. NEARY: That would not be very hard.

MR. THOMS: Only last Friday, Mr. Chairman, I had the privilege of accompanying one to the minister's office. I believe it is fair to say that we spoke for at least an hour and a-quarter, approximately.

MR. HICKEY: What kind of service does the honourable member want?

AN HON. MEMBER: Did he get that from the honourable administration?

MR. HICKEY: Yes.

MR. THOMS: Words are not going to fill up our potholes. Words are not going to fill up our potholes. Reconstruction and paving will. Does not the minister know this yet?

Mr. Chairman, the present minister and the present administration are not responding to the will, wishes and needs of our people.

MR. NEARY: Hear! Hear!

MR. THOMS: Mr. Chairman, every time you sit down and talk to the minister, it is Uncle Ottawa's fault. "Uncle Ottawa will not give us money for this. They will not give us money for that. They will not give us money for highways, bridges, paving." This is all we get from the minister, as if he had nothing to do with the construction of highways in Newfoundland whatsoever.

MR. HICKEY: That is not so.

MR. THOMS: Well it appears to me to be so when I speak to the minister and all he says: "We cannot do it. We

MR. THOMS: cannot give you a positive answer because Ottawa will not give us money."

Mr. Chairman, only not too long ago the great big announcement came that this administration had signed a \$1 billion DREE agreement with Ottawa, Was there not money in this for highways?

AN HON. MEMBER: Over ten years.

MR. THOMS: Over a ten year period, sure. \$100 million every year.

AN HON. MEMBER: For everything.

MR. THOMS: For everything, sure. What is wrong? Can the minister not draw from this to get monies enough to respond to the wishes of the people so that they can have a decent road to drive over?

MR. HICKEY: Unless we check with Mr. Jamieson.

MR. THOMS: What is wrong? Are communications between the Highways Minister and Mr. Jamieson broken down?

MR. HICKEY: No.

MR. THOMS: They must be. They must be. Either that or if the minister cannot draw from this programme surely this indicates a weakness on the honourable minister's part. What departments are getting all this money? \$100 million in a twelve month period is a whole lot of money.

MR. HICKEY: Spent all over the government service.

MR. THOMS: All over the government service. But once you spread \$100 million over George McLean, that is going to cover him up. Why can we not get some of this money for highways? This is the big announcement that was made.

MR. CHAIRMAN (MR. WELLS): Order please! Gentlemen, unfortunately debate seems to have become now a debate of repartee across the committee which is not the way that the thing is supposed to be. I would ask members to refrain from chatting across the committee no matter how provocative particular remarks might be. I ask the honourable member for Bonavista North to carry on.

MR. THOMS: Thank you, Mr. Chairman. The minister in due course will have time to answer me and I trust that he will see fit on tomorrow to give this honourable committee some indication of what is going to be done during the coming season. We want to know. The people of Newfoundland want to know and I can assure you every person, bar none, in my district wants to know. It is very important to them. We want a definite answer as to what will happen this year in my district. We want to know if there is going to be any reconstruction, if there is going to be any highways, if the three bridges now that are in a condition that they soon will collapse will be replaced. They certainly need to be. They have been neglected for two years. No work has been done on them for two years. They need to be replaced. My people need to know and it is no good for the minister when he sees any of my people or myself to say, "Well, we cannot do it because Ottawa will not give us the money."

Mr. Chairman, I notice, I believe in the estimates, over in revenue we have some \$31 million being taken in on licences, I am sorry not licences, on gas tax this year, \$31 million coming into the province on gas tax. This surely should go back in reconstruction, be spent on our highways. I believe we have \$6.5 million on drivers licences and other income because of our highways and I am sure some of this money should go back into reconstruction and paving of some of the highways in our province.

Mr. Chairman, the minister continuously is blaming things on DREE. He says Mr. Jamieson will not give him the money to do the things that he would like to do and even one time I heard him spouting off about the Canadian National Railway, about the condition of the bus drivers and one thing and another and at the same time while the minister was in conference with the representatives of the Canadian National Railways, one of the trucks that should have been retired from the highways two years ago. Lost its brakes, went through a stop sign and rammied into a CNR bus. Now what a coincidence and at the same moment the minister himself was down spouting off



to the CHP about the careless drivers they have.

MR. RICEY: Why did **they** not replace that truck a few years ago when **they** were in office?

MR. THOMAS: Because it was supposed to be retired in 1972.

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

On motion report received and adopted.

MR. MARSHALL: Mr. Speaker, I move the house at its rising do adjourn until tomorrow, Monday at 3:00 in the afternoon and that the House do now adjourn.

MR. SPEAKER: It has been moved and seconded that the House do now adjourn until tomorrow, Monday at three of the clock.