

PRELIMINARY  
UNEDITED  
TRANSCRIPT

HOUSE OF ASSEMBLY  
FOR THE PERIOD:  
10:00 a.m. - 1:00 p.m.  
FRIDAY, APRIL 22, 1977

The House met at 10:00 a.m.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

STATEMENTS BY MINISTERS

MR. SPEAKER: The hon. the Minister of Fisheries.

MR. W. CARTER: Mr. Speaker, I want to table a copy of a telegram which I have today sent to lobster buyers in Nova Scotia, to National Sea, to Nickersons, United Maritime Fishermen and H. Hopkins and Company Limited, all of Nova Scotia.

The telegram reads: "I am at a loss to explain to fishermen calling my office why the 1977 lobster prices are lower than those paid last year especially since fishermen in Atlantic Canada are receiving substantially higher returns at this time. This appears to be another classic example of deliberate exploitation and is totally unacceptable to me. I therefore demand that you provide me in writing within seven days justification of present pricing policy. This will then be submitted to our Fishing Industry Advisory Board for verification."

I concluded my telegram by reminding the companies that their presence in this Province is by leave and licence of my department and unless satisfactory proof of their present pricing policy is forthcoming I will not hesitate to take the necessary action to allow only those firms who offer realistic prices in 1977 for lobster, and are fair to our fishermen access to this very important fishery.

'Signed' Walter Carter, Minister of Fisheries'

SOME NON. MEMBERS: Hear, hear!

MR. NEARY: Did the minister make the price of lobsters a condition of the licence?

MR. W. CARTER: No, there is no - under the present

MR. W. CARTER: arrangement, Mr. Speaker, the issuance of a licence is not contingent on the prices that are established.

MR. NEARY: But could the minister do that.

MR. W. CARTER: We probably could.

MR. NEARY: - say you are not getting a licence until you pay this much per pound for your lobsters?

MR. W. CARTER: Mr. Speaker, I should point out to the House that the companies concerned on April 13, were paying Nova Scotian lobstermen two dollars per pound.

MR. NEARY: Two twenty-five in some in some places, in New Brunswick.

MR. W. CARTER: New Brunswick two dollars, in some areas as high as two dollars and thirty cents. Two days later in Newfoundland, April 20, -

MR. NEARY: One dollar a pound.

MR. W. CARTER: - they were offering ninety cents a pound for Newfoundland lobster.

MR. NEARY: Terrible! They should be banished, all of them.

MR. W. CARTER: That, Mr. Speaker, is what prompted me to send this telegram to the companies concerned.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. the member for Lewisporte.

MR. WHITE: Mr. Speaker, just in reacting to the statement by the Minister of Fisheries, for our part we are absolutely delighted that the minister has taken this action because we feel that it is needed. The lobster fishermen in this Province for a long time were the fishermen who were getting a decent price, or at least we thought they were getting a decent price until four or five years ago. Then for some reason the price stayed the same for a number of years. I have

MR. WHITE:                    been wondering, as a member of this House and as a Newfoundlander, for a good many years why Nova Scotian fishermen have been getting such a high price and fishermen in this Province getting such a small price.

I am delighted to see the action that the minister has taken. I am delighted to see the action that the fishermen are taking around Newfoundland, and I think we in this House, particularly the government, should stand behind the fishermen just to make sure that we do straighten this problem out once and for all. We are delighted, Mr. Speaker.

MR. SPEAKER:                The hon. the Minister of Transportation and Communications.

MR. MORGAN:                Mr. Speaker, I am not sure this is the appropriate place to do this, but I should like to ask leave of the House to, on behalf of government and hopefully on behalf of the House of Assembly, to pay tribute to the three persons who won awards last night in St. John's and in the Province here in connection with sport in our Province.

I should like to move that the House unanimously congratulate the recipients of the awards by means of a telegram to all concerned and to pay tribute to for example, the Athlete of the Year in the person of Miss Joanne McDonald, who at the Canada games for the Disabled not only won eight medals, but also set five records and was chosen to be the female athlete of the games. Now last night she was, and rightly so, awarded the award of being the best athlete of the year in 1976 here in our Province.

MR. MORGAN: Also the team of the year was awarded to the Jack McDuff curling rink who I am sure we all agree, as members of the House of Assembly, in fact all Newfoundlanders, were outstanding ambassadors of Newfoundland and sport in Newfoundland across the country. And also looking at the organizations of sports and the sports organization activities throughout the Province, we have fifty of these and these executives are quite in organization sports throughout the Province. An award was also made last evening to the person of Mr. Al Greene who apparently devoted many, many years of his life towards sports.

AN HON. MEMBER: That is not all he does.

MR. MORGAN: So I would like to have - Mr. Greene, I understand, is the same person that advises the hon. member from LaPoile. He does a good job in his sports, I do not know if he does a good job when he advises the hon. member from LaPoile.

MR. NEARY: I advise him, that is why he is so successful.

MR. CARTER: He has a proxy seat.

MR. MORGAN: So, Mr. Speaker, I would like to ask the House of Assembly to pay tribute and to congratulate all these three recipients by means of a telegram from the House of Assembly indicating that.

MR. SPEAKER: Hon. member for Stephenville.

MR. McNEIL: Mr. Speaker, I would like to second that motion moved by the hon. Minister of Transportation. I attended the banquet and I must say I was very much impressed with the awards, in particular Miss Joanne McDonald. As a former physical education instructor I feel that most people misunderstand physical education and sports and recreation generally. And as the Athletic of the Year, Miss Joanne McDonald, the example of the individual, in order for her to excel in her sport she must be a disciplined individual. And to see a handicapped

MR. McNEIL: person achieve such an award is very moving and the fact that her whole outlook in life is geared very much to sport, I think that it shows that sports and recreation is tied very closely to our social fabric today.

I would like to second the motion moved by the Minister of Transportation and I think we should all support it unanimously and send a telegram to the individuals who won the awards last night at the awards banquet.

SOME HON. MEMBERS: Hear, hear!

ORAL QUESTIONS

MR. SPEAKER: Hon. Leader of the Opposition.

MR. ROBERTS: There are a number of questions on which I wish to ask questions so we will have to take them in turn. Mr. Speaker, the first one, I think, I must ask of the Minister of Finance in his treasury board capacity and obviously grows out of the situation at Waterford with reports - now they are in the paper, they were on the radio overnight - of three separate fires. I do not know how large they were, I do not know whether they were deliberately set or not, but obviously the circumstances are such that one must be uneasy. I could frame a number of questions but I do not want to play that kind of game with the minister. Could the minister perhaps a brief statement on what he may know of the situation and what is going to be done. Are there going to be any investigations other than the normal CID one or not. The situation is very obviously disquieting because the implication that one gets from the press report is that these were not accidental fires. There were three of them and the circumstances do not sound accidental, and this is most disquieting.

MR. SPEAKER: Hon. Minister of Finance.

MR. DOODY: Yes, Mr. Speaker, the information that I have is to the effect that these fires were not accidents, they were deliberately set, and it appears that they were set by a patient - one patient - who got hold of a box of matches and set these three fires. They were not serious fires fortunately, the sprinkler system as such looked after them as they took place .

MR. DOODY: The police are investigating the incidents. I think the same patient went through the same performance about four years ago when he got hold of a box of matches and went on the same sort of a series of unfortunate episodes. As the hon. Leader of the Opposition says, it is disquieting and it is regrettable, but I do not know that I can add anything other than that to the situation at the present time, Sir.

MR. SPEAKER: A supplementary.

MR. ROBERTS: A supplementary, Mr. Speaker. It is obvious that among the patients at Waterford there may well be people who are arsonists. I mean that is a symptom of a kind of mental imbalance or psychiatric problem which would require hospital treatment in an institution like Waterford.

MR. WHITE: Pyromania.

MR. ROBERTS: It is, pyromania is only part of the condition, I would say to my friend from Lewisporte (Mr. White). But, you know, that is the unfortunate part of the Waterford. It ends up having to look after people who really have very difficult problems.

But my question is this, Mr. Speaker, is the minister satisfied—and I realize that he must be at several steps removed because he does not operate the hospital; it is operated by a board with an administrative staff who work with that board—but is the minister satisfied that the internal security within the institution is adequate? And we have had two incidents, both of them unfortunate, one tragic, two incidents within twenty-four hours, that is more than they are normally. There are incidents like this from time at Waterford. There always have been and probably always will be, but is the minister satisfied that the security, the internal security is adequate, given the strike conditions which do obtain?

MR. SPEAKER: The hon. Minister of Finance.

MR. DOODY: The answer is, Yes, Mr. Speaker, to the best of my knowledge at the present time the security at the hospital is adequate in as far as it can be.

MR. DOODY: It would appear that one of these incidents seems to trigger another one and as the hon. Leader has indicated, many months will pass and nothing unforeseen, or nothing unfortunate such as these incidents occurs and then you have maybe two or three of them, certainly none of them as serious as the unfortunate occurrence at Bowring Park.

The security arrangements, as far as I know, and as far as we have been assured by the administration: I have not been talking to the board members yet this morning - but I have been talking to the administration and they feel satisfied that the security arrangements are adequate. In the meantime, as I have indicated, the CID have been asked to investigate and look into this particular incident and to try to determine whether indeed extra security should be provided despite the assurances of the administration. I might also add, of course, that Magistrate O'Neill's terms of reference include a reference to the security arrangements. He has been asked to look into the adequacy of the arrangements and make recommendations or observations thereon. But in the meantime, as I have said, we have asked the local constabulary or the CID people to look into it and reassure us in the meantime.

MR. SPEAKER: One final supply supplementary. The Leader of the Opposition.

MR. ROBERTS: Mr. Speaker, it grows out of the Waterford situation. Could the minister tell us whether any negotiations or anything is now underway between the government and the union or are we at a complete impasse, just standing back waiting, hoping for something to happen, hoping it will be good whatever happens, or is anything underway? Are any contacts or negotiations underway now?

MR. SPEAKER: The hon. minister.

MR. DOODY: We have not had a contact, a formal contact. Obviously the officials of the department of treasury board, the bargaining unit are constantly trying to find avenues and ways of finding a way out of the impasse. There has not been a formal meeting since-or a formal conversation since just prior to the union meeting. There has been nothing of substance since that time. Unfortunately, as the hon. Leader of the Opposition indicates, there is a stalemate and it appears to be an impasse and

Mr. Doody. we are just trying to find some avenues, some way to get the thing reopened and to get it started again.

MR. NOLAN: A supplementary, Mr. Speaker.

MR. SPEAKER: I had indicated - not that I had indicated but -

MR. NEARY: I will allow the member, Mr. Speaker.

MR. SPEAKER: Right. Then I will recognize the hon. member.

What I was going to point out is when the Chair recognizes one hon. member on the suggestion of a final supplementary, it becomes a bit difficult situation thereafter. But the problem is solved.

The hon. member for Conception Bay South.

MR. NOLAN: My question is merely for the Minister of Finance, and it is simply this: We have a real problem in the Waterford Hospital. Now when is the gentleman who is responsible for that hospital going to give an account of it himself here in the House and that is the Minister of Health, not the Minister of Finance? It is as simple as that.

MR. SPEAKER: The hon. Minister of Justice.

MR. DOODY: Mr. Speaker, the question may be very simple but the answer is very difficult. I really cannot say when the hon. Minister of Health is going to make a statement in the House. I have no way of knowing that, Sir. If I had the information I would be only too happy to supply it.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I would like to ask some questions about the proposed increase in hydro rates, but there does not seem to be a minister in the House who can answer the question. So I am going to instead zero in on the Minister of Finance, Sir. I would like to ask the minister, in view of the fact that the government have advertised for an Assistant Deputy Minister of Finance, would the minister, you know, explain to the House what is going on? Is there a re-organization going on? Has the assistant deputy minister

Mr. Neary.

that is there now resigned? What is the situation in the Department of Finance?

MR. SPEAKER: The hon. Minister of Finance.

MR. DOODY: Yes, Mr. Speaker, as I informed the hon. member for LaPoile (Mr. Neary) before the House opened, the Assistant Deputy Minister of Finance, Mr. Warriner has regrettably tendered his resignation to the effect of June 30. He is leaving us to take up a teaching post at the university.

MR. NEARY: Memorial?

MR. DOODY: At Memorial University here in Newfoundland. And he is going to be a very great loss to the department. He has got an expertise in management, debt management, capital markets.

MR. WHITE: Does he need more money?

MR. NOLAN: Will he take more money?

MR. DOODY: No, I understand that he is going to the university initially at a lower salary, but I think the object of the exercise is that while working at the university he will be in a position to get involved in outside activities and business consulting and this sort of thing. That has happened before although that certainly has not come up as yet. The opportunities are apparently of a wider scope when working at the university than they are when you are in the public service where you are not allowed to take outside assignments. As I say, it is very regrettable. The gentleman has served us well. He came here from Alberta like something over two years ago, two and one-half years ago. At that time he undertook to work with us for two years. He was with us for two and one-half years. He is leaving us.

The relationship is good. We have nothing but kind comments for him.

MR. NEARY: Is that the fellow who brought the horses here when he came?

MR. DOODY: No, he is the gentleman who was accused by the member for LaPoile (Mr. Neary) -

MR. NEARY: No, I did not accuse anybody. I never make any charges.

MR. DOODY: No, I see. He was suggested.

MR. NEARY: That is right. I put a question on the Order Paper.

MR. DOODY: At that time I assured the hon. members present that the Government of Newfoundland and the people of Newfoundland did not pay to bring the horses belonging to the gentleman from Calgary down from Western Canada. As a matter of fact, the gentleman from Calgary bought the horses here in the Province of Newfoundland, and I do not know if they are up to his high Western standards.

MR. ROBERTS: According to reports we only imported half a horse.

MR. DOODY: What did happen at that particular time was that in a letter to the department when he was coming down he asked us if we would transport his personal belongings, and included in his personal belongings were two horses.

MR. NEARY: So I was half right.

MR. DOODY: The Department of Finance -

MR. NEARY: My research is pretty good.

MR. DOODY: That is right. You only found one half of the letter.

MR. NEARY: There was only half a horse involved.

MR. DOODY: No, he did not bring half a horse. He did not bring any horse. We wrote him back and said that we could not bring down or pay for any of his horses so that was the end of the matter. He left his horses in Calgary and bought some more horses in Newfoundland, and I hope that he and his horses have had a pleasant relationship. And I think we have successfully dealt with the horse question.

MR. DOODY:

As for the reorganization of the Department of Finance, no, there is no plan for a reorganization. We regretfully have to find another assistant deputy minister. I sincerely hope he is as capable and competent as Mr. Warriner has been.

MR. NEARY: A supplementary question, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. NEARY:

It is also reported, Mr. Speaker, that the Deputy Minister of Finance, Comptroller of the Treasury, has either given notice that he is going to resign or has submitted his resignation voluntarily. Is there any foundation to these reports at all?

MR. SPEAKER: The hon. Minister of Finance.

MR. DOODY: No, the hon. member for LaPoile (Mr. Neary) has not even read half the letter this time. There is no such resignation. No resignation has been tendered. The hon. member is incorrect. There is no substance in the rumour.

MR. NEARY: I did not start the rumour.

MR. DOODY: Yes, you did. You just did just then.

MR. NEARY: No, I did not.

MR. DOODY: No, I heard that you started the rumour.

MR. NEARY: Mr. Speaker, a point of order.

MR. DOODY: Your -

MR. NEARY: Just to set the record straight, Sir, I am not trying to start a rumour. But I did hear from a very reliable source that the Deputy Minister of Finance has accepted a position in Nova Scotia. So therefore I, as a member of this House, have to find out from the minister what is going on down there. Is she falling apart or what?

MR. DOODY: Can I dispel the rumour that the hon. gentleman for LaPoile (Mr. Neary) has not started, Sir. There is no substance in the rumour that he has not started that the Deputy Minister of Finance offered his resignation or is to my knowledge going to resign tomorrow or sometime next year or this year. As somebody has suggested, the world might end tomorrow. I cannot foresee that either. But to the best of my knowledge it is not going to happen.

MR. ROBERTS: The world will end at noon tomorrow, 12:30 Newfoundland time.

MR. DOODY: That is right. And a little bit earlier on hon. member's - well excuse me.

MR. SPEAKER: The hon. Leader of the Opposition followed by the hon. member for Bellevue.

MP. ROBERTS: I have a question I have been trying for three days to get the opportunity to ask of the Minister of Fisheries. I know it is a mistake to ask the minister a question because he tends to make speeches. I would ask him not to. But this is a district situation and it is very important for the people concerned. It is the herring plants on the Labrador side of the Straits of Belle Isle. My understanding is that the minister's officials or the minister himself has in consultation with the Saltfish Corporation agreed to establish a herring operation at L'Anse-au-Loup in Labrador and my question growing out of that is, is anything going to be done to remove or to take away any of the equipment, the cutting and processing equipment at L'Anse-au-Clair or at Ped Bay, the two other herring plants which have been operated last year in the Labrador side of my riding under the three year experimental programme. The question is simply, what changes if any will be made at the L'Anse-au-Clair operation and/or at the Ped Bay operation as a result of the decision, with which I concur, by the way, to do it, to set up an operation at L'Anse-au-Loup. My concurrence is on the assumption there will be no changes at L'Anse-au-Clair or Ped Bay. But I could I ask the minister to tell us whether there will be any?

MP. SPEAKER: The hon. Minister of Fisheries.

MP. W. CARTER: Mr. Speaker, the officials of the Department of Fisheries were in that area, I think, this week. The assistant Deputy Minister and others -

MP. ROBERTS: No, last week.

MP. W. CARTER: Yes. That matter is being considered now and maybe I can have the report for the hon. Leader of the Opposition sometime at the beginning of next week.

MP. SPEAKER: The hon. member for Bellevue.

MP. NEARY: A supplementary to the Minister of Fisheries.

MP. SPEAKER: Well I will recognize one supplementary then the hon. member for Bellevue.

MP. NEARY: Would the minister tell the House if this particular question that was put to him by the Leader of the Opposition would be

MR. NEAPY: included in the new federal fisheries programme? Would there be any benefits there for that plant?

MR. CARTER: I presume you are talking about the \$41 million? Mr. Speaker, we last year initiated a pilot operation in Admiral's Beach having to do with quality control of fish, during which time we experimented with certain types of unloading facilities, ice-making facilities, fish nets and this sort of thing. Later we established a committee and had seconded to that committee a senior official with the federal department of fisheries. That committee, Mr. Speaker, travelled the province, prepared a very comprehensive report, the need for certain facilities to enable the fishermen to produce a better quality of fish. We then presented that report the cost of which - the cost of the facilities would have been around \$13 million. We presented that report to DPER. We were quite content to share our cost of the programme. I was delighted, I was as pleased as punch, Mr. Speaker, on Monday, I think it was to learn from the federal minister of fisheries that he has accepted our proposal  
department

Mr. W. Carter:

and that now his department will be picking up the tab for all of the cost, the entire \$13 million. It is a real breakthrough and we are quite proud of it.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Bellevue.

MR. W. CALLAN: Mr. Speaker, my question is for the Minister of Rural Development. Could the minister inform the House how many repossessions there has been by the Rural Development Authority, has that department been involved in during this fiscal year, repossessions resulting from the failure of projects, projects which were have to be carried on successfully, hopefully as a result of loans made by the Rural Development Authority? How many repossessions have we had in this fiscal year?

MR. SPEAKER: The hon. Minister of Industrial and Rural Development.

MR. LUNDRIGAN: I have all of that in my back pocket for a nice little while, carrying it around, I have forgotten right now.

MR. ROBERTS: He could not use his brains anyway.

MR. LUNDRIGAN: So I cannot give the member precisely, but there have been a significant number of repossessions because we have made a significant number of loans, and we are going to have more in the future because the programme we have is a very flexible programme where we take risks that normally we would not take with any type of programme. I cannot give the hon. member, Mr. Speaker, the precise number, but it would be a fairly high number. I have been a little bit tougher the last couple of years, as the member is aware, with loans that were made that have really been bad loans, or people have not made an adequate attempt to repay our loans, and we have been a little bit rough. We have had a collection rate of, I believe, only 38 per cent a year and a half ago, and that is well over 40 per cent right now, it is up towards 50 per cent, and we are

Mr. Lundrigan:

satisfied that most of the loans we have in place now, people are treating the loan with a bit more respect, and of course that is the aim the department has.

Now I will get the information for the hon.

member, of course, when estimate time is around we will have all kinds of such details. But the member is perhaps saying -

MR. NEARY: Will the minister give us the list of loans?

MR. LUNDRIGAN: We will give a list of all of the loans. As a matter of fact, but we will not give the names of the loans for Rural Development. We will, I might add, Mr. Speaker, if the member would raise a question on Newfoundland and Labrador Development I can bring him up to date on a change of policy in that particular area as well. That information will be forthcoming when the estimates are available.

MR. CALLAN: A supplementary, Mr. Speaker.

MR. SPEAKER: The original questioner.

MR. CALLAN: Mr. Speaker, I wonder could the hon. minister inform the House how does the number of repossessions during this fiscal year compare with the year before? Are they greater or -

MR. SPEAKER: The hon. Minister of Industrial and Rural Development.

MR. LUNDRIGAN: Well, Mr. Speaker, I would think that they might have been greater, and the reason for it is when I came into the department a year and a half ago a lot of the loans that were made originally there was not a big effort to keep some of the people on their toes, and I instructed the department more than a year ago to ensure that every effort would be made to treat the loan as a loan, and I believe members will want me to do that. But I must say we are quite satisfied that the repayment and the success rate that we have in Rural Development Authority, which is so flexible, and as all members are aware, we can put a loan into place very quickly, has been perhaps even a bit higher than under the DREE loan programme where there is a sophisticated procedure in making decisions.

MR. SPEAKER: The hon. member for Baie Verte-White Bay.

MR. T. RIDEOUT: Mr. Speaker, I have a question for the Minister of Fisheries. The minister will recall that the operators of the -

SOME HON. MEMBERS: Oh, oh!

MR. RIDEOUT: If the Opposition will give me a chance now I will be brief.

The minister will recall that the operators of the fish plant at LaScie, Newfoundland Quick Freeze Limited have run out, I suppose, is the way to put it, their three year operation agreement, and at least it is up for a talking again now what happens to the fish plant in LaScie. I wonder if the minister could tell the House whether or not any negotiations are going on at the moment between the government and Newfoundland Quick Freeze or any other company for that matter to operate the LaScie fish plant this year?

MR. SPEAKER: The hon. Minister of Fisheries.

MR. W. CARTER: Yes, Mr. Speaker.

SOME HON. MEMBERS: Hurrah!

MR. RIDEOUT: Well, Mr. Speaker, a supplementary.

MR. SPEAKER: A supplementary, the original questioner.

MR. RIDEOUT: Mr. Speaker, I really threw him off balance, how brief the minister was in his reply, but I wonder if the minister would give some details who are the discussions being held with?

MR. SPEAKER: The hon. Minister of Fisheries.

AN HON. MEMBER: Well here we go again.

MR. W. CARTER: I have to see if I have my notes here somewhere. Mr. Speaker negotiations are continuing with the Newfoundland Quick Freeze and, I might say, another company with a view to getting the plant in operation.

MR. ROBERTS: The plant will be in operation?

MR. W. CARTER: The plant will be in operation.

SOME HON. MEMBERS: Hear, hear!

MR. W. CARTER: I am hoping that within -

AN HON. MEMBER: How about in Bay de Verde?

MR. W. CARTER: Do you want to hear the answer or not?

MR. RIDEOUT: Yes, I do. Yes.

MR. W. CARTER: It is very important to the member for Baie Verte -

AN HON. MEMBER: And White Bay too.

MR. W. CARTER: And White Bay.

We hope to be able to make a statement, Mr. Speaker, within maybe a couple of weeks as to exactly what will happen in that plant during the coming year.

MR. RIDEOUT: A supplementary?

MR. SPEAKER: A supplementary. The original questioner.

MR. RIDEOUT: Mr. Speaker, I wonder whether or not there are any negotiations ongoing to have any trawlers deliver fish to the LaScie operation, the LaScie plant?

MR. SPEAKER: The hon. the Minister of Fisheries.

MR. W. CARTER: That is one of the options, Mr. Speaker, we are looking at and there is a real possibility that could happen.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. the member for Windsor -  
Buchans.

MR. FLIGHT: Mr. Speaker, this question to the Minister of Transportation and Communications. Last year when the Trans-Canada was closed West of Grand Falls, after the reconstruction was complete the road was kept closed for three more months while an overpass was being resurfaced and new rails being put on. Now the word was that had to be done because the overpass had deteriorated to a point where it was not safe. Would the minister confirm or deny it was the reason that the road was closed for three more months while the overpass was being built and did not open until December? What was the reason given at the time for the overpass being upgraded, a new deck put on and new railings?

MR. ROBERTS: Hear, hear!

MR. R. MOORES: I do not understand that question.

MR. SPEAKER: The hon. the Minister of Transportation and Communications.

MR. MORGAN: Mr. Speaker if I recall I said in the House of Assembly last Fall that that the reason why the road was closed after the necessary upgrading of that section of the Trans-Canada was carried out -

MR. MOLAN: The House did not meet last Fall.

MR. MORGAN: - after it was carried out -

MR. NOLAN: We did not meet last Fall.

AN NON. MEMBER: It was the Fall before.

MR. CANNING: He does not know what he is talking about.

MR. MORGAN: Well, Mr. Speaker, I recall saying it in the House of Assembly whether it was in The Fall, Summer, Spring or Winter or when, I recall saying in the House that -

MR. NOLAN: You said last Fall. We did not meet last Fall.

MR. MORGAN: - the reason that section of the Trans-Canada was closed after the reconstruction of the highway was carried out, was because of the necessary work to be carried out on the overpass, and until the work on the overpass was completed that the Trans-Canada Highway section would be closed and the diversion would be used until that time. The reason why the overpass was being done was because on inspection by the engineers they felt that this work had to be carried out whether it was done then or done in the early part of this year, 1977 in the Spring. We felt - it was a decision made by the department to carry out the necessary work last year, last Fall by means of awarding a contract to a company, I think it was Solid Construction from Corner Brook. So that was the reason why the road was closed after the Trans-Canada Highway was upgraded and reconstructed to prevent any further recurrence of flooding. It was closed because of necessary work being done on the overpass, yes.

MR. FLIGHT: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary, by the original questioner.

MR. FLIGHT: The reason apparently that the road was closed for an extra three months and the job was necessary on the overpass, was because the overpass had

MR. FLIGHT: deteriorated. Now my question, Mr. Speaker, is there are a lot of overpasses in Newfoundland that were built prior to that one, Were inspections carried out on all the other overpasses to see if they are safe for the type of traffic that that one would have had to take?

MR. SPEAKER: The hon. the Minister of Transportation and Communications.

MR. MORGAN: Yes, Mr. Speaker, I am proud to say that we have a very competent and able engineering division in the Department of Transportation and Communications and they are on a continuing basis, not only monitoring the strength of the roadbed throughout the Trans-Canada and other areas of the Province, with a possibility in many areas of placing half-load limits, as we saw in the Baie Verte Peninsula recently with very severe restrictions, but they also carry out continuing inspections of the overpasses and bridges whether it be on the Trans-Canada Highway or on secondary roads.

That is a programme that is being done on a continuing basis by the engineering division and any inspection where they find that bridges have to be replaced, where they feel it is hazardous and dangerous, where the heavy vehicles are using it, whether it be school buses or otherwise, these reports come to me, the minister, and to the deputy minister and action will be taken immediately if we find any structure to be unsafe throughout the Province.

SOME HON. MEMBERS: Hear, hear.

MR. FLIGHT: A supplementary, Mr. Speaker.

MR. SPEAKER: One additional supplementary, then the hon. the member for St. George's.

MR. FLIGHT: Would the minister inform the House if that as a result of his inspections. Are there

MR. FLIGHT: any overpasses or bridges in the Province now that are due for resurfacing or rerailing?

MR. SPEAKER: The hon. the Minister of Transportation and Communications.

MR. MORGAN: Yes, Mr. Speaker, in fact we were hoping to have a substantial bridge building and bridge reconstruction and resurfacing of bridge decks this Summer. The priorities I will be making decisions on as minister are based on the need as put forward by the engineering division with regards to the bridges which are dangerous throughout the Province.

MR. SPEAKER: The hon. the member for St. George's followed by the hon. the members for LaPoile and Stephenville.

MRS. MACISAAC: Mr. Speaker, my question is for the hon. the Minister of Transportation and Communications. In reply to a question yesterday, I believe the minister said that he had met with the CN Marine Service to discuss the ferry service on the Gulf. I am wondering if the proposal submitted or put forward by CN Marine Service is satisfactory to the government, if we can expect any upgrading of service on the Gulf this year?

MR. SPEAKER: The hon. the Minister of Transportation and Communications.

MR. MORGAN: Mr. Speaker, a couple of days ago in fact the officials of CN Marine informed the Department of Transportation and Communications of their planned programme with regards to the operations of the Gulf ferry this Summer. And I am convinced as a result of the meetings held with CN Marine by my colleague the Minister of Tourism and myself over the past number of months, since last Fall - and these meetings were convened mainly because of last year, last Summer there were a considerable number of complaints regarding overcrowding on the boats on the Gulf and inadequate accommodations, etc., an overall number of complaints of the overall operations - these meetings resulted in what I feel to be improved service except there are some qualifications on them, and one of them has been brought to light by my colleague from the Placentia district. The hon. gentleman pointed out to me that that service to Argentia may not be up to par as it should be. But on the Gulf from North Sydney to Port aux Basques this year there will be three crossings per day from each terminal, going West and going East. And as of June 25 until August 30 - or August 29 rather, that for the sixteen day period there will be four crossings per day this year. And, of course, we are expecting increased activity with the 1977 Summer Games taking place in the Province, in St. John's. But this year there is going to be a full reservation system. And we agreed to this. I agreed as minister and my colleague did as well. Last year there was a reservation system only on the night crossing. This year there will be full reservations. There will be no increase in fares. But there will be a change in the - last year they put on an increase in fares during the weekend, Friday, Saturday and Sunday, at a higher rate than the rest of the week.

There will be a change this year, which means that they are going to have these higher rates on Saturday, Sunday and Monday, and they are trying to spread out the traffic over the week.

AN HON. MEMBER: What time are they supposed to leave ?

MR. MORGAN: The final exact details I have not got, Mr. Speaker, but I thought the sufficient details had been put forward.

MR. ROBERTS: Do not tell us that the minister does not know that.

MR. MORGAN: But, Mr. Speaker, the Gulf ferry service is no laugh. It is a very important matter. It is one of our main links to the mainland, a vital link.

MR. ROBERTS: Do not make the minister laugh.

MR. MORGAN: What I am saying, Mr. Speaker - if the hon. gentleman from the Opposition, if he wants to make a laugh of the matter, I am sure his colleague from the Western part of the Province does not think it is a laughing matter.

MR. ROBERTS: Neither do I.

MR. MORGAN: If the hon. gentleman does not want his colleague to get the information, I will just sit down.

MR. SPEAKER: Order, please!  
The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, my question is to the Acting Minister of Manpower and -

MR. MORGAN: Mr. Speaker, on a point of order.

MR. SPEAKER: A point of order.

MR. MORGAN: Mr. Speaker, I was attempting to supply the information to a question which was asked by the hon. member of the House from St. George's.

MR. SPEAKER: I had assumed that the hon. gentleman had in fact completed the answer.

MR. MORGAN: No, Mr. Speaker, I was interrupted by the Leader of the Opposition.

MR. ROBERTS: Mr. Speaker, to that point of order.

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

MR. ROBERTS: Mr. Speaker, Your Honour recognized the gentleman from LaPoile (Mr. Neary) who should surely be allowed to ask his question.

MR. ROBERTS:

The hon. minister may have been attempting to give information. I do not fault that. We cannot judge his attempt. We can only judge the results, Sir. And accordingly I think Your Honour did exactly the right thing in recognizing the gentleman from LaPoile.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: On the point of order.

There was a question asked by the hon. member for St. George's, answer given by the hon. minister. After the passage of a certain amount of time, the remarks of the hon. gentleman seem to have been deflected from the answer, and I assumed that he had completed his answer, and before sitting down was making a few peripheral remarks.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: I recognize the hon. gentleman for LaPoile. And if he does not get his question out quickly, the time will be up.

MR. NEARY: Mr. Speaker, my question is for the Acting Minister of Manpower and Industrial Relations. I believe the minister is just outside the House here, Sir. I do not know if the minister can hear me or not. The Minister of Manpower and Industrial Relations.

SOME HON. MEMBERS: Oh, oh!

MR. NOLAN: Point of order, Mr. Speaker. I cannot hear what the hon. member is saying.

MR. NEARY: Mr. Speaker, all right, if the Minister of Manpower and Industrial Relations is not there, can I get back at the Minister of Rural Development. Yes, the Minister of Manpower and Industrial Relations is coming now. It is a rather important question that I want to put to the minister.

Would the minister tell the House if the Department of Manpower and Industrial Relations have made any attempt to get to the bottom of the industrial accident, the construction accident -

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: Mr. Speaker, I can hardly hear myself talking.

MR. ROBERTS: Mr. Speaker, it is terrible what is going on.

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Order, please!

MR. NOLAN: The Minister of Transportation.

MR. SPEAKER: The hon. gentleman can carry on with his question.

MR. FLIGHT: The Minister of Transportation.

MR. NEARY: Mr. Speaker, could I have silence?

MR. NEARY: It is a very, very urgent matter, it is a very important question, it is not this foolish nonsense we have been carrying on for the last fifteen or twenty minutes.

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: It has to do with the industrial accident at Mundy Pond in which two men lost their lives. I am asking the minister if there has been any attempt by the minister's department to get to the bottom of this construction accident, to find out if there was very poor construction practices involved, very poor engineering procedures carried out in this particular incident, and just what is being done? Will there be any charges of criminal negligence or any other charges laid against the contractor in this case?

MR. SPEAKER: The hon. the Minister of Manpower and Industrial Relations.

MR. MAYNARD: Mr. Speaker, I cannot give the hon. member a detailed answer to that very detailed question. I have not been involved as acting minister all that much in the department except on emergency situations. I will try to get the answer for the hon. member and hopefully the minister of the department will be back within another day or so and will be able to provide the answer for him personally.

ORDERS OF THE DAY

MR. SPEAKER: Order 1, the adjourned debate on the Address in Reply.

The hon. the member for Naskaupi.

SOME HON. MEMBERS: Hear, hear!

MR. COUDIE: Mr. Speaker, I take it from that that some hon. members enjoyed the fish stories last night.

SOME HON. MEMBERS: Hear, hear!

MR. GOUDIE: I understand that I have eight or nine minutes left to offer some comments and I wanted to expand a little more on a question that was asked by the member for Trinity - Bay de Verde. I think, yes - regarding the Indians in North West River. The member pointed out that he had heard comments at some point or other from people suggesting that perhaps the Indian people, not only of North West River but Indian people in general, were lazy. I am sure that hon. member was not suggesting that; he was just pointing out that someone had said that to him.

MR. RIDEOUT: That was what he heard.

MR. GOUDIE: Yes. If I can just offer some kind of a general comment, not only regarding the Indians, but the Inuit as I am sure the member from Eagle River (Mr. Strachan) is aware, and people generally in Labrador who had to live off the land as people from the Island lived off the sea in prosecuting a livelihood, working, as one hon. member - I have forgotten which one - pointed out last night, from before daylight until well after dark every day, seven - well, six days a week. I know my parents would not have worked on Sunday and I doubt if any other parent in this Province ten, fifteen or twenty years ago would have worked on a Sunday. It was against their beliefs, their religions and everything else.

But I do not think that these people can be called lazy. They were put into - the Indians I am referring to specifically - were put into a situation with which they were completely unfamiliar and were having some problems adjusting to that.

I did want to, Mr. Speaker, make reference briefly to this report which was officially presented two days ago to government by the Labrador Resources Advisory Council after its first year of

MR. GOUDIE: operation. It was funded a year ago and I understand it will be funded again for the coming year. Its role, I think, in Labrador is important in that it is a forum for discussion, for making recommendations and I think it will be a unifying force in Labrador and a unifying force between the two parts of the Province, because I think it is a very positive organization.

Eighteen meetings were called by this council in the last year in Labrador and I am sure any hon. members who travelled to Labrador in the last couple of years will realize that particularly during Fall and Winter - in Fall and Spring, I am sorry, and some parts of Winter - that is an extremely difficult feat to do, to get representatives from every community in Labrador to one central point, and that, I think, was a yeoman's job that was well done.

But the point I am making is that the Resources Advisory Council is made up of representatives from every community in Labrador,

P. GOUDIF: and there has not been as much representation from the Western part of Labrador as there will be. And in terms of our future in Labrador we have to think of the renewable and nonrenewable resources as we do in other parts of the Province. I would just like to quote from this document outlining the position which I believe to be a responsible position on resources, and if I may quote directly: "We live where we do because our lives have always been based on the taking of fish, wild game and fur. Access to these plus shelter, firewood and some fresh water dictated the location of settlements while the harvest of local resources dictated the skills and outlook of our people. Education, air service, television and unemployment insurance have not fundamentally changed this. Fishing is still the basis of our economy. But low prices, our dependence on poorly organized and exploited fish buyers, and more recently depleted catches have always made it difficult to earn a years living from a six month fishery. So we supplement our income with whatever the land may offer, meat and berries for the table, fur for cash, and wood for our boats, wharfs, houses and fuel. It is the fully integrated use of local resources and the land makes our fishery possible."

"This is not an obsolete and unproductive way of life. At the heights of our inshore fishery we were producing twenty-five tons of fish per man with primitive stationary gear. At today's price this catch would represent an income of more than \$6,000 even sold fresh in the rawest possible form in this form alone. Today on an average we get two-thirds of our income from salmon. If the Coast of Labrador now draws more from the Provincial and national economy than it contributes, it is because our basic resource has been plundered by foreign trawlers and because Canada was too busy being nice abroad to defend the livelihood of our East Coast fishermen. This picture is changing and we now have hope that replenished cod stocks and an organized diversified inshore fishery will bring us full boats and plentiful

MR. GOUTIER: jobs ashore. We would be blind to risk this for the elusive short-term benefits of flunky jobs in nonrenewable resource projects. So would the Province.

In our view, Newfoundland has yet to drive a hard or even a fair bargain with major investors from outside the Province. Generous concessions, guaranteed loans, subsidized power, low royalties and minimal taxes, environmental damage, bankruptcy and sheepish regret have been the pattern so far. Against this background we cannot believe the Province will gain and we are certain we would lose if our renewable resource based economy is sacrificed or threatened by other industrial activity. We believe this not only explains but fully justifies what may seem a contrary and selfish approach to the development of our nonrenewable resources. We do not wish to horde Labrador's mineral wealth but to see it in balance," and I think that is a very important point in this report. "Mineral and petroleum deposits however vast have a limit. If we manage it wisely our fishery does not. We can multiply a good average annual catch by a century, a modest fraction of the period of extensive fishing in the Northwest Atlantic, then look at it in the context of a world that is hungry for protein as it is for energy, and then weigh it against not the value of our oil, natural gas and uranium, but what the Province can expect to get from the big companies who are anxious to exploit these deposits. From this perspective the view changes a good deal."

"We do not insist that the government necessarily choose one form of resource development over the other, but that it recognize that the fishery is a form of perpetual wealth and resolve that nothing in the exploitation of mineral and petroleum resources can be permitted to endanger this inheritance. This is not stubborn, sentimental or backward but the most elementary good sense."

I wanted to read that into the record, Mr. Speaker,

MR. GOUDIE: because I think it is a very important part of that document. In concluding, Mr. Speaker, all I have been trying to do, the point I have been trying to make in offering my remarks both last night and again this morning, is that we in Labrador think we have, I do not know if the word is unique, we have a different culture because of our ethnic backgrounds, because of our lifestyle, and that, I would suggest can be claimed by any part of the Province. We in Labrador claim it for our part of the Province. We realize that we are trying to hold on, to cling to that rich, proud heritage, but we also realize that a great part of the future of this Province and perhaps of Canada may very well rely or fall back on the resources, the potential resources to be developed at some point in our future in Labrador.

All we are asking

MR. GOUDIE: is to be recognized for what we have been in the past, what we can contribute in the future, and that by making the right decisions governments, federal and provincial levels of governments, can certainly prosecute the development of these resources much more positively and much more beneficially than they have been in the past. Thank you, Mr. Speaker.

MR. SPEAKER: Hon. member for White Bay.

MR. RIDFOUT: Mr. Speaker, I rise to have a few words to say in the Address in Reply. I understand this is traditionally the time to have a few words to say about your district and so on. But before I get into the few remarks I want to make, I would like to complement the member from Nascoie for a very eloquent and well said speech. I enjoyed his remarks very much last night and the concluding remarks this morning. I think he did an excellent job and spoke from the heart and I am sure that we all enjoyed his remarks.

In rising to say a few words in this debate, Sir, I had hoped that I would not have to go through the pain of it. I thought the administration might take the advice from my colleague last night, the member for Bellvue, and by the time this morning rolled around they would have resigned, and I would not have to go through the pain of making those few particular remarks. But seeing they have not done that I suppose I will have to beat at it once again.

Now, Sir, basically in the district that I represent, the district of Baie Verte - White Bay, there are two basic needs that the district is in very great need of and both of them have to do with the improvement of public services in and around the district. Unemployment as such is not a great problem in the district because as you know we have a couple of mining operations there - I will say more about that a little later - but at this particular point in time they are providing permanent employment to a large number of people. But when you come to look

MR. PIDEOUT: at public services in the district we are in desperate need all around the district of public services in two areas, particularly road reconstruction upgrading and paving and in the installation of water and sewer systems. I intend to take a quick swing around the district and point out the inequities that presently exist. It is sort of a coincidence, I suppose Sir, if I remember correctly, if my mind serves me well, that speaking the district speech I gave last year was on a Friday morning at about this same time of the year. So, I am a Friday man but I hope that the few words I have to say will fall on more positive ears than they did last year and that if I speak Friday morning next year I will be able to say that a few things have been accomplished.

In the northern part of the district, Sir - I have one of those districts that my friend referred to last night that was gerrymandered or Frankmandered, whatever you want to call it it was certainly chopped up in a great way all the Baie Verte Peninsula from Middle Arm around to Westport and then right straight across White Bay down across to Harbour Deep and you pick up again as you go to Harbour Deep, Side Arm, Poddickton and Englee. A full nine hour drive, a full day from Baie Verte to get down to the northern end of the district. It is almost impossible to be around there as much as you would like, but that is the geography situation and that is the reality of the situation and I suppose you have to live with it.

But in the Poddickton, Englee, Harbour Deep, Side Arm area one of the greatest needs is the upgrading and eventual paving of the fifty-two miles of road from Plum Point to Englee. Now 52 miles of road, Sir, is a lot of road to reconstruct and upgrade and pave. It certainly cannot be done in one season or two seasons or may be even three or four. But there should be some indication of what is going to be done with that particular road, particularly now that the Great Northern Peninsula highway is about to be completed. It is one of the larger, I suppose, trunk roads in the province left

MR. PIDEOTT: untouched now over the past number of years, and there is a fish plant operating at full capacity during the summer time at Englee. So all the fish products, all the fish produce has to be hauled into that community over that 52 miles of road - a lot of it is hauled in - and of course all the product is hauled out over that road. So that in itself the road has, you know, serious and grave economic implications for that particular area. In addition to that, in addition to the fish plant operation at Englee, we have a very thriving lumbering and saw log and pulp cutting industry in and around Poddickton itself. So that you have heavy trucks continuously driving over that 52 mile section of road and particularly at this time of the year I am sure Sir, you can imagine that it is in pretty terrible shape.

So one of the greatest priorities in the Poddickton, Englee areas has to be the beginning of a programme to eventually

MR. RIDEOUT: upgrade and pave the fifty-two miles of road from Plum Point down into that area. And let me say, Sir, I do not know how well members of the House know that particular area, but we are not talking about four or five hundred people living in those communities. Roddickton itself has something like 1,200 or 1,300 people; Englee has something like 1,200; Side Arm 500 or 600 and in addition to that you have communities like Conche and Main Brook, which are not in my particular riding, but in the riding of the Leader of the Opposition, all served by this particular road. It is a major trunk road. There is no doubt about that, and I do believe that the Province has to turn its attention to upgrading and paving that particular section of road.

Roddickton, the town itself is in need of an extension to its water and sewer system. Last year I do believe they completed parts of it but it needs to be extended.

The fish plant at Englee, Sir, is the economic saviour of the Englee area. There is no woods operation to mention, there is no other industry, really, to mention in the Englee area itself except for the fish plant. So the whole livelihood of those 1,200 or 1,300 people who live there is totally dependent on the fishing operation. And probably one of the greatest groups of fishermen that exist anywhere in this Province exists in the Englee area. But they have a plant down there that must have been built in the days of Methuselah because it is falling down, it is old, it is run-down, it is worn-out. The wharf in front of it has fallen away from it, such that you can no longer ship the product of the plant by boat, you have to bring it across the harbour in small boats and then

MR. RIDEOUT: load it on trucks and get it out that way. It is certainly in desperate need of repair and I would hope that the Department of Fisheries would turn their attention to carrying out some repairs to that plant because as I have indicated, Sir, it is the economic saviour of the Englee area. Without the fish plant Englee will not have a reason to exist, it certainly would not have an economic reason to exist.

Englee itself is also in need at this time of a stabilization, I suppose is the proper word, of the medical services in that community. I want to tell a little story here, Sir, that may be amusing. During the election campaign in 1975, the nursing station at Englee was reopened. Now it had been closed down or closed out for I do not know how long, because I was not very familiar with that area before I became elected as the member. But I do know it was closed out for some years. Five or six or eight or ten years it was closed out, there was no nurse stationed in Englee, the people who required medical attention had to drive the twelve miles to Roddickton where there was a central, small hospital-type operation operated by I.G.A. So during the election campaign the special assistant to the Premier, who just happened to be the candidate in that district, arrived down there and, of course, that was brought to his attention and he attempted to do something about it. He came back to St. John's and had it brought before a Cabinet meeting and a nurse was placed in the station, oh about half way through the campaign, which was a good thing. Unfortunately that gentleman lost the election and the word we have now from very reliable sources, and I talked to the Department of Health about this, is that they are now planning to pull the nurse out again.

MR. RIDEOUT: Now, Sir, you can use all kinds of flowery language to describe that type of action you want, but it only comes down to political blackmail in my books. Because if that station is closed again in Englee just because the government candidate did not win the election, then, Sir, that is political blackmail. I hope it does not happen. I have made strong representation to the minister and to I.G.A. It is not the fault of I.G.A. the station was reopened over the objections of I.G.A., and I am sorry to say, really, that the Minister of Health at the time - my friend from Kilbride was the Minister of Health - I did not really think he would be party to any such thing, but obviously he must have been.

So the station was reopened over the objections of I.G.A. I.G.A. never wanted it opened because they wanted the centralized situation in Roddickton, but that is all beside the point. It was reopened, a nurse was placed in there, and, Sir, there will be one hell of a racket if they ever try to close it down again. I did not ask to have it reopened but I do know - in fact there was a letter went door to door in the town of Englee and the heading of it was, "Office of the Premier - I have a copy of it in my files - "Office of the Premier" and it was from the candidate who worked in the Premier's office at that time, and still does as far as I know, saying that he had made representation to the Cabinet and he was very pleased to inform them that the nursing station at Englee was to be reopened immediately, and that a full-time nurse would be put in there. Now that is black and white and that is it.

MR. RIDEOUT:

In the Bide Arm area, Sir, a great priority should be to further utilize the government facility that is there at the moment. I say "government facility" because the Reid Products Limited built a part of a fish plant in Bide Arm some years ago but it has since, I understand, been repossessed or taken back by the Department of Industrial Development. So there is no an economic base for that community at all. Now I am not sure there could be an economic base totally on the fishery alone. But certainly the fish plant facility that is there could possibly be utilized for pickling, the pickling of herring and mackerel and that type of thing, and also there could be some effort put into a further utilization of the forest industry in and around that community so has to give it an economic base or reason to exist.

MR. DINN: (Inaudible).

MR. RIDEOUT: Thank the Minister of Municipal Affairs.

Sir, last year I made a strong plea dozens of times in this House for a start, at least a start, on the reconstruction of a road to Harbour Deep. Harbour Deep is the only community in my district that does not have a road connection. There are between 400 and 500 people living there. And I am afraid that Harbour Deep will die unless we begin to break the isolation barrier that exists there today. The younger people are not going back there after they have completed their education, and of course all members of the House know that once the young people decide to leave permanently a community, then the ultimate end of that community has to be that it will die. I think, Sir, it would be a crime if we allow that to happen. The people of Harbour Deep, whom I have come to know very well over the last year and one-half, are the most viciously independent people I have ever met or come to know in my life time. They are not dependent on the government for anything. In fact it is one of the

Mr. Rideout.

communities in my district that I hear the least from. You get very few phone calls or complaints from Harbour Deep. The people are so independent that they have been used to making their own living this last hundreds of years since Harbour Deep has been a community. But as I have suggested, the younger people are not staying there, and the reason they are not staying there is because of the isolation barrier.

Now in and around Harbour Deep there are millions of cords of wood that can be harvested. In fact I heard rumours last year of some of it going to keep the mill going at Hawkes Bay, a great idea. And, of course, if a road were pushed into that area, and it would have to come in from the Hawkes Bay area, if a road were pushed into that area then it would do just that. It would do two things: It would break the isolation barrier in Harbour Deep; it would also open up one of the last, I suppose, untouched reserves of the forest resource that we have in this Province. It should be a great provincial priority building a road into Harbour Deep.

But to go back on the Baie Verte Peninsula, Westport, Seal Cove, Wild Cove, Baie Verte, all the communities on the Baie Verte Peninsula, as I have indicated a few minutes ago, are in desperate need of two basic services. That is road reconstruction, upgrading and eventual paving. And we do not expect to have it all finished by September, Sir. In fact we do not expect to have it all finished by five more Septembers. But we expect to see ourselves placed somewhere on a priority scale in this Province. For the last five years there has not been one cent of provincial money, new provincial money, spent on the reconstruction and upgrading and paving of roads on the Baie Verte Peninsula. The LaScie highway was done under a ninety/ten DREE agreement. So whatever the ten per cent was came from the Province.

Mr. Rideout.

The Baie Verte highway, eight or ten or twelve years ago first when DREE came into existence, was done under the same kind of agreement. And since that time there has not been any provincial money whatsoever, any new provincial money, spent on the reconstruction and upgrading and eventual paving of roads on the Baie Verte Peninsula. Now I intend to go into that story in a little bit more depth a little later on in the few remarks I have.

But every community on the Baie Verte Peninsula - and some, of course, are greater priorities than others, because of the population living in them or because of the number of men driving over the roads to their permanent jobs at Advocate, Rambler and so on. Some are obviously on the priority scale than others - but every single community, every single road is in a desperate need of some work to be done on it and as I have indicated we have not had anything done on it for the last five years, and that is one of the reasons that today you find the Seal Cove road, the only road in the Province with a 5,000 pound load limitation on it.

Water and

MR. RIDEOUT:

sewer services, Sir, are desperately needed in practically every community on the Peninsula. Fleur de Lys has a system that is about three quarters completed. It was not funded last year, or the information we were given last year is that it would therefore be funded this year. So we are keeping our fingers crossed on that one. Coachman's Cove has \$365,000, I believe, in the ground through which not a drop of water has flown over the last three or four years since it was put there. That could lead us into a discussion, Sir, of consulting engineers and what in the hell they are doing and ripping off the Provincial Government of this Province. If I were the Minister of Municipal Affairs I would have Gorman and Butler Associates hauled into my office and jumped on right in the middle of the floor because they have raped and ripped this Province wide open in the small communities. They have gone into communities like Fleur de Lys and Coachman's Cove and Nippers Harbour until they were kicked out in my district, and they have wasted hundreds of thousands of dollars -

AN HON. MEMBER: Many times that amount.

MR. RIDEOUT: Well, I am just talking about my own experience now.

MR. CANNING: \$600,000 out in Placentia.

MR. RIDEOUT: Have have gone in and they have, instead of being the consultants that those people paid so dearly for with their high fees, they have gone in there and let the people waste the money because the people did not know the difference. The people of Fleur de Lys never worked on a water and sewer system before. Gorman and Butler would allow them to blast the holes and lay the pipe and cover it in with a D8. That is not the way you lay water systems. That is why there is \$1.5 million spent today in Fleur de Lys and it is not completed. That is why there is \$365,000 in the ground in Coachman's and not one drop of water going to either home there. Nippers Harbour was fortunate. They kicked them out when they were half way through their agreement. They got their water. And I am sure that has happened in dozens of communities around this

MR. RIDEOUT:

Province. They should be hauled into court and made to pay back, if they have got any assets at all, pay back the dollars that they have robbed through their inefficiency off the people of this Province. I cannot be harsh enough on them, especially Gorman and Butler because that is the crowd that I know all so well what the story is they have done on the Baie Verte Peninsula.

Now, Sir, in addition to that we are also in need of some water extention in smaller communities, communities that are not incorporated, for example, the community of Harbour Round. I understand there are two artesian wells there that were drilled about twelve or fourteen years ago. The pumps are worn out completely. One of them cannot be used at all. I understand that the water services division have informed the water committee down there that they no longer replace those pumps. Well, Sir, who does replace those pumps?

MR. DINN: The community.

MR. RIDEOUT: I see. So in a community with a water committee where you have two pumps, one on each end of the harbour, where you are not charging any water rates they are expected to pay \$400 or \$500 for a pump. That will be \$1000 or so for two. Pardon?

MR. DINN: I will see what I can do about it. I do not think there is anything I can. I can put in a new system or I can you know, in the water -

MR. RIDEOUT: I mean if there were water lines coming from those artesian wells and the people were paying a utility water rate, then I could see it. They would then be generating some revenue and, of course, they would then be able to afford to fix the system. But the system that we have in a number of communities like that, and Harbour Round, I am sure, is not the only one where the government came in or the water services division came in or somebody came in years ago, drilled a couple of wells and capped them and put a pump on them.

MR. RIDEOUT:

Now there has been no water fee charged. How do you replace them?

There is no council there. They have nothing to go to. Pardon?

MR. DINN: Only the water committee.

MR. RIDEOUT: Only the water committee, and they have no source of revenue. There is no water tax. And, of course, you cannot charge for water tax. I mean there is no water pumped into people's homes. They just go there with their bucket and fill it up whenever they want a bucket of water. I think, Sir, it is a problem in Harbour Round. I know that. I was there only last week. And I would assume it is a problem in a lot of other smaller communities around the Province.

Sir, the community of Shoe Cove must be one of the most productive fishing communities in the Province for its size. Two million pounds of fish, that is just codfish alone, were shipped out of Shoe Cove last year to the La Scie plant. And the fighting and scratching, Sir, you got to do to get a bit of fresh water into that plant is unbelievable. We were in here last year and we finally got some money to get a plastic hose laid on top of the ground down through the community

MR. RIDEOUT: and down to the holding unit. And of course, Sir, when the community stage, the holding unit is operating that means that the water pressure then feeding the homes is not great enough and they cannot get water in their homes. And that will go on now from May up until October or November whenever the fishing season is over. And the only problem, the only reason why it is so is that the water system feeding the community and feeding the community stage is a syphon system. It is not a gravity flow system, but it can be turned into one for \$15,000 or \$20,000 and representation has been made to the Fisheries Department because of the community stage, and the water committee has been in touch with Municipal Affairs and it is all around a circle and the problem still exists.

MR. CANNING: A point of order.

MR. SPEAKER: Pardon!

MR. CANNING: A point of order.

MR. SPEAKER: A point of order. The hon. gentleman for Burin - Placentia West.

MR. CANNING: The hon. member for Fogo asked how many should be sitting in the House at the moment.

MR. SPEAKER: I understand that the hon. member has asked for a quorum call.

MR. CANNING: That is right.

MR. SPEAKER: We do not have a report from the Clerk yet so I believe three minutes it is has to elapse.

Before the actual count I should perhaps point out that it is sometimes difficult, confusing for the Chair, when counting whether hon. members who are not in their seat but who are within the precincts wish to be counted or not, and I was not meaning to refer to the hon. gentleman for St. John's North. He happened to be the only one in that situation, but frequently there are seven or eight and it makes it very difficult whether they

MR. SPEAKER: wish to be counted or not or whether in fact they are entitled to be counted or not.

MR. NOLAN: Mr. Speaker, is it a fact that, I mean if a person is not in their right seat, are they considered in the House or not?

MR. SPEAKER: That is something which if it came up I would have to give serious consideration to, and probably hear argument before making a specific decision.

MR. CALLAN: I am the new leader. Mr. Speaker, I am the new leader.

MR. SPEAKER: There is a quorum present I understand.  
The hon. member for Baie Verte-White Bay.

MR. RIDEOUT: Thank you, Mr. Speaker.

MR. WOODROW: May I ask a question?

MR. RIDEOUT: Yes, sure.

MR. WOODROW: Mr. Speaker, the hon. member is making a very, very fine speech and really I regret that a quorum was not present, even especially on his own side but however what I want to ask him is this:

Mr. Woodrow.

In view of the fact that he is talking especially about water services in his community, I am wondering if he feels that there should not be more community effort? Now I am making this point because I think really people are led to believe that government should do everything. For example, in certain communities in my district the people are working hard. They are having dances, like. They are having card games and bingos, and they have their little community halls rented out and so on. I would like to get a remark from the hon. member on that side because he is a terrific member. And I do not think he should have said that it was unfortunate for the other member not to be elected. Probably it is fortunate to the people that he is elected.

MR. RIDEOUT: Mr. Speaker, I do not know what the hon. gentleman is getting at with the last comment. I will certainly attempt -

SOME HON. MEMBERS: Oh, oh!

MR. WOODROW: Just a remark that is all.

MR. RIDEOUT: - if he is trying to use up my time, I am just banking on the assumption that I will be granted the same accord as we granted the hon. gentleman yesterday.

But to get back to his question of what the people are doing for themselves, they are doing everything that is possible to do for themselves. People cannot go out and borrow \$1 million and install a water and sewer system or a water system. But there are communities in my district, no matter how small they are, it will cost \$1 million to blast around them, and there are only a half dozen families there. But what they are doing and what they are prepared to do is to - this new rate scale that the minister's department sent out only the other day, the communities that I have been made aware of that have applied for water and sewer systems for funding this year have gladly, overwhelmingly accepted

Mr. Rideout.

paying the price that the department has asked. What more can they do?

MP. NEARY: That is what they all do.

MR. RIDEOUT: Right. But, you know, what more can they do?  
And let me say this to the hon. gentleman.

There is a gentleman in Round Harbour, in my district, who spent seven years and \$2,200 to get a water system in his house. Now that is the kind of will, that is the kind of work that this one gentleman had put in to getting a bit of fresh water for himself and his family. He blasted his own reservoir out behind his house, blasted out a big reservoir, a big catchment basin. It took him seven years and \$2,200 to do it and every Sunday, because he was working the rest of the week, and every Sunday he did it. He showed it to me last week when I was down there. And it was something to see. The will and the determination of that person to do the likes of that. But he has a water supply, and he is the only one. You know, everybody cannot do that type of thing. Of course, there were, there would not be enough area in Round Harbour to hold enough catchment basins to start with, you know. But that is the type of thing that they have done, and it is the type - you know, they are willing to work at it.

Wild Cove, for example. I went to the Water Services Division last year and got a \$500 grant for them to pay a bill for some machine they hired, and they did the labour, free labour, to extend their water system. So do not anybody tell me, Sir, that the people are not prepared to put something into it. They need help. They need leadership and they need government money. But give that to them, and they are prepared to work at it, and they are prepared to pay for it.

AN HON. MEMBER: The same thing is done in many districts.

MR. RIDEOUT: Yes.

Mr. Rideout.

Now, Sir, to continue on I want to have a few words to say on a couple of other communities. I was very encouraged today in answer to a question I asked the Minister of Fisheries to hear him say that the possibility looks real, it looks very good that there may be some draggers feeding the LaScie plant in the near future. Now, Sir, that would be a great economic boost to the LaScie area. Because when you talk about Baie Verte you are talking about mining and that is all people ever consider. But last Summer the LaScie fish plant employed almost as many people as Advocate Mines. They employed almost 500 employees from May up until October. So the economic impact of that, of course, is very great on the Baie Verte Peninsula especially the communities in and around the town of LaScie itself. So that if there were a trawler or a couple of trawlers feeding that plant so as to extend the life of the plant even for another two or three months, then the economic impact of that, Sir, would be great for those particular communities. So I do hope that the Minister of Fisheries makes every effort to ensure that number one, the LaScie plant is given to the right people to operate and I do not have any particular qualms about Newfoundland Quick Freeze. I think on the whole they have done

MR. RIDEOUT: a fairly good job. But to ensure that despite - the lease is out this year, it is out now - so we must ensure that it goes to a reputable firm, a firm that will spend some money at the plant which is willing to put some money into it and to operate it for the maximum period possible. That is number one.

Number two, every effort should be made, Sir, to get a fleet of trawlers or draggers, one or two boats even would be all that is required to feed that plant so that the life of it can be extended.

Another thing, Sir, the LaScie plant should not have to close down just because there is some ice out off the Northeast coast. We have a highway system. The LaScie highway is paved right to the community of LaScie itself. We could transport fish into the community of LaScie from any one of a dozen ice free ports in that area. There is no reason why it cannot be done, and it is economically feasible to do so. I have asked dozens of questions about it and I am told it can be done so that the life of that plant - that plant need not be a May to September or a May to October operation.

LaScie itself, Sir, is in desperate need of municipal paving. The Minister of Municipal Affairs, who is not in his seat now, will know that the Town Council of LaScie resigned last year over the fact that they could not get municipal paving. I had a call from the minister, rounded up four or five people who were willing to serve on an interim council under a couple of conditions.

Condition number one was that there be an election as soon as possible to fill the

MR. RIDFOOT: seats properly. Condition number two was that the government would be willing - Municipal Affairs would be willing to sit down and renegotiate their request for municipal paving. Both of those conditions were agreed to and on that basis I was able to phone the minister and say, Here are five people who are willing to serve. So I am hoping, Sir, I am hoping that the Municipal Affairs Department will not break faith with those people in LaSalle. I am hoping they will not break faith with those who did the unpopular thing.

The council that resigned had the support of the community, I can tell you that, but they did the unpopular thing, they went against the community, and holding the government to their word they agreed to sit on an interim council. I was very pleased to be able to call the minister and say I had it arranged, but it was done on those two conditions and the minister is aware of them because we talked about them on the phone. So I hope that those two conditions - well, number one has been met, there has been an election. Number two condition is still outstanding and we will be waiting for the budget.

Now, Mr. Speaker, last year in this House I made a strong plea in the district speech for further development of other economic opportunities in the district other than mining. Every time I talk to people in the government the first thing comes up is the mining operations on the Baie Verte Peninsula. Despite that, Sir, I have not seen much evidence of change nor I have not seen any evidence of change in direction or change in attitudes to the Baie Verte Peninsula. Last Fall we saw, Sir, what will be eventually the fate of the Baie Verte Peninsula. All members, I am sure, are aware that Rambler Mines closed its operations

MR. RIDEOUT: last Fall and had intended to stay closed for some period of time. Some day that will be the fate of Baie Verte, the Advocate Mines operation, and it will be the fate of Rambler Mines operation. It has to come, it is inevitable, it is a non-renewable resource. And we must look elsewhere therefore for the economic base that will support 12,000 or 14,000 people on the Baie Verte Peninsula. We have to, and we have to do it now. There is no point in waiting until the inevitable and the coming reality strikes us square in the face. We have to look at it now. We do not want a Bell Island on our hands in twenty years time, or a pending Duchans. You have to be sensible enough and intelligent enough to look at those developing situations. We have to face the reality. The district has other resources, Sir, that have been overshadowed, in my opinion, and neglected because of the sudden bust and boom economy of mining.

The fishery is underutilized on the Baie Verte Peninsula. It is underdeveloped and it is underutilized. Before the coming of the mines, the two mining operations, Sir, there was as strong a fishery around the communities of the Baie Verte Peninsula as you would find anywhere in this Province, as you would find anywhere. But people left their fishing boats and they went to the mines for the permanent jobs and the quick buck. They may have to return to that fishing boat some day. There are still

MR. PIDEOTT: a number of fishermen there, good fishermen, They may have to return but the facility will not be there. The further development and the further utilization of the fishery along the Baie Verte Peninsula has been hampered actually by lack of proper facilities. The fish plant at LaScie, I have mentioned it, the fish plant at LaScie and also the one at Englee. It could be the hub, Sir, of a thriving fishing industry. But in order to do that both those plants need support facilities in the other communities around. You have to have a holding unit in Shoe Cove and you have to have a holding unit in Fleur de Lys and they have to be properly serviced. If we are going to, I have always said this, if we are going to go anywhere in the marketing of fish in this province, if we are to become the fishing capital of the world then we have to sell a product that can compete with any other product on today's market. You cannot do that if we do not have the proper facilities in which to process and put up the fish. That is where the government has in this point failed on the Baie Verte Peninsula, the fishery. They have failed to ensure that the proper facilities are installed. I do not think they believe there is a fisherman in Brents Cove or there is a fisherman in Wild Cove or there is a fisherman in Westport or there is a fisherman in Fleur de Lys. The majority of the men work in the mine.

Well, that is the one concept, Sir, that has to be destroyed. They are there. They are there in the hundreds. They are crying out for those desperately needed facilities. But mention it and the first thing oh, you are all right now, you have the mine down there and do not bother us as everything is going okay.

Well, that is the attitude Sir, that will be the death blow to the Baie Verte Peninsula one of those days unless we get away from that attitude that you have the job now and you can take care of yourselves.

MR. BIDEFOOT: Sir, the single greatest problem facing the province, of course, is lack of job opportunities, lack of employment. That ought to be the main concern of the government and I am sure it is the main concern of the government. But we have yet to see the concrete evidence that it is. We have had the lip service of \$2 million make-works programme but there is more than that needed. I believe the way to do it is to invest into the types of development that I am talking about using my own district as an example. Investing into the fishery, Sir, would be a major investment on the Baie Verte Peninsula, investing into greater supporting facilities for the fishery. Investing into the forest industry, the greater utilization of the forest industry on the Baie Verte Peninsula. We are spending public money but certainly it is public money that will create jobs and will have a long term effect. More people will be able to exploit the fishery, more people will be able to exploit the forest industry. So it will be providing jobs over a long term basis.

That is the type of investment that I have alluded to in my district and I believe it would go a long way to solving permanently the unemployment problem that we face in this province. Not only in my district, because mine is probably one of the most fortunate, but in many other areas of the province as well.

We have to build up support facilities for a greater and a more intensified fishery in the district and it would provide the job opportunities that I have talked about. So would the further utilization of the forests.

Sir, I hear the government talk many times about the great forest management policy. Well, I can tell you Sir, that the landscape in the Baie Verte has been raped by those companies, by some of those companies. It has been raped. Just to drive down the Baie Verte Peninsula and you will say to yourself, "Where is the government's forest management policy? Where is it? Where is the conservation policy that certainly goodness is going to smell the

MR. BIDEONT: future of forestry in this province?" The companies Sir, are still, despite the claims to the contrary by the government, they are still cutting prime saw log material for pulp and that should not be allowed to happen. We are in this province importing, still continuing to import building materials from other parts of this country. Here we have prime saw log material going into pulp the heights of waste that should not be allowed to go on.

The paper companies, they still retain the right to the vast timber resource in the province while mill operators for example are left with the scraps. I know dozens of situations in my district where that is true. There is tremendous waste going on, the best timber is being harvested while the young and the immature timber is being trampled. I call that rape of the landscape and rape of the countryside and that is what is going on in dozens and dozens of cases.

These are problems then, that we face in the forest industry in the district. And they are problems Sir, that if overcome would lead to an expanded forest industry and one that would be of more benefit to more people in more parts of the district and in the province.

MR. RIDEOUT:

Now I have indicated that we have to face those realities now. We cannot brush it off and say the Baie Verte Peninsula is all right because there are a couple of mines down there. We have got to face it now and not fifteen or twenty or twenty-five years down the road, when we got the Bell Island situation or the Whalesback situation or the Cull Bridge situation sitting right on our doorstep. We need government attention right now. We need government assistance, government planning, government input and it is needed now, not when the mine closes down and we all go in a mad frenzy to see what we can salvage out of it. It has got to be done now and that means planning and input and leadership by government. That is what it means, and also by the people and the local development association are very much involved in that.

Sir, so far this government has not provided that type of leadership on the Baie Verte Peninsula because there is no problem there now. So they are willing to forget it and to court disaster and tragedy a few more years down the road. I have talked about providing greater employment opportunities for the district and it certainly is needed. But I have also indicated that by and large we are probably one of the most fortunate areas of the Province when it comes to employment. There is very little unemployment in the area. Some communities have absolutely none whatsoever. Practically everyone is working. Let me take the example of Advocate Mines, for example. Last year, Mr. Speaker, Advocate Mines employed 525 full time employees and seventy part time for a total of 590. They paid out \$7 million in wages. And they paid in excess of \$2 million in mining taxes to the Province. Now when you consider the personal income tax and the sales tax and so on paid off that \$7 million wages, the coffers of this Province in one industry alone -

AN HON. MEMBER: What about Rambler?

MR. RIDEOUT: I do not know what the figures are for Rambler. I have not been able to get them. But with one industry alone the coffers

MR. RIDEOUT:

of this Province, Sir, were very well fed by the people of the Baie Verte Peninsula. The taxes are rolling in from the area to both levels of government, federal and provincial. That brings me to the last point, Sir. The return on those taxes - and some members must now have this in their mind after what I have said in the first thirty-five or forty minutes of my speech when I talked about lack of water and sewer facilities and lack of roads and stuff like that - the return on those tax dollars, Sir, have been very, very little. During the twenty-three years of Liberal Government we had roads built and electricity installed and schools built and medical facilities expanded and so on. But the last five years we have been at a standstill. Nothing has happened. And I can come to one conclusion from that, Sir, is that the people have been penalized for voting for the man or party of their choice. That is an unfortunate conclusion to come to. I mean, I am not the first opposition member for the district. The one before me was too. And in five years, despite the tax dollars that I have talked about, we have not seen any improvement in public services. There is no equality of distribution of government funds in this Province, Sir, or very little equality of distribution. The district with the strongest minister had needs and of course legitimate needs that have to be met. But in most cases they get the cream. You do not see that in the case of Humber-St. Georges-St. Barbe, for example, even though they have an opposition M.P. He is doing very, very well for his district and more power to him. But that must be an indication of the difference in the political system in Newfoundland and the political system in Canada.

MR. MOORE: It all depends upon the member.

MR. RIDEOUT: I just said that.

AN HON. MEMBER: Yes, sir, and begrudge it.

MR. RIDEOUT: I do not begrudge improved services to any district, Sir. They need it and they have a right to it. But it sickens me to know from the beginning, to know from day one that I stand here in this House and I can beat my gums and do all I like, but because I am on this side of the House I will get very, very little consideration. That sickens me. That is the type of political system that turns my stomach. I can fight for the district. I can be as good a member as the member for Bay of Islands or any other member on the other side of the House. I can go to ministers' offices day after day. I can write letter after letter. I can be on the radio. I can be on television. I can be fighting like the devil for the district. But Tom Rideout is in opposition and that is the crime, Sir. That is why the district will be penalized. The people did not

MR. PIDEONT: vote for the government so they are to be punished. Despite the fact and I have laid it out in facts and figures, despite the fact that my district is one of the most prosperous areas of the Province-next to Labrador West I suppose the most prosperous in terms of mining and high wages and so on - despite that fact, despite the fact that there are two hundred people driving over the Seal Cove-Wild Cove Road every day to a permanent job imagine the taxes they are paying in despite the fact that there are more than a hundred and fifty people driving - I am talking about men now not school buses - despite the fact that there are more than a hundred and fifty men driving the Fleur de Lys-Coachman's Cove Road every day to a permanent job, despite the fact that there are more than one hundred men driving the Burlington-Middle Arm Road every day to a permanent job, there has not been a cent of money spent on them in five years towards upgrading and paving, not one.

Would we not expect that if the economic implications of the area were considered that there would at least be one or two of those major roads done in five years? Is that too much to expect? You can comb the Province, Sir, you can search for an area that is more productive than the Baie Verte Peninsula, search for it. I have indicated next to Labrador West I think you will have trouble finding it. Well now, Sir, look at the other side of the coin and we can see that we are not getting, despite our productivity, we are not getting our share of improved public services. Not one inch of provincial pavement in five years, not one inch, despite the fact that all those men drive over those dirt roads every day to a permanent job, and not one inch of provincial pavement in five years. And the Seal Cove Road that I just alluded to is now the worst in the Province by the minister's own admission - five thousand pound load limitation on it, a grader with muck up to the doors and two hundred men driving that road to

MR. RIDEOUT: work. Now, Sir, is that fair? With the taxes that are going in from that area should there not be some consideration given to it? I know that every part of the Province has their problems, but we should get something. Heavens, we should get something. Whether I am in Opposition or if I am the Premier I should get something.

Now other areas of the Province just have to squeak, and I do not begrudge their services to them or improved services. There is just a squeak and the money rolls in to Green Bay. A road built to Brighton two years ago, a great thing to be paved this year, two years later, and the road to Seal Cove built in 1949 and has not been touched since. Now is that equality of distribution of government funds? It is sickening, it is disgusting and in fact in my simple plain brutal language it is criminal. The only crime that the people of Baie Verte-White Bay committed, Sir, is that they did not vote for the government candidates. It is the only crime. It flies in the face of every principle of democracy that I can think about. You cannot have a government without opposition, and some people say you cannot have good government without good strong opposition. So, if that is a fact, if that is a basic principal of democracy, that you cannot have good government without strong opposition, then the people of Baie Verte-White Bay have done as much service to this Province as did the people in Placentia or the people in Naskaubi, if that is a fact, but, Sir, it is not being looked at that way. In fact they may have done a better service because they did not vote for the government.

But despite that, despite that basic democratic principle we are being penalized. Roads remain untouched for five years in a row, despite the productivity and the economics of the area. We do not expect it all at one time. I do not expect the minister to announce today that Fleur de Lys, Seal Cove and

MR. BIDEONT: the Burlington area are going to get paved roads in the next eight, ten months, do not expect it, but I expect a start. I expect to know where we are on the priority scale in this Province. I want to know will it start so much this year and so much next year and so much the year after? Are we not entitled to that?

But nothing has happened. And the same story applies to the provision of water and sewer systems. I have been through that earlier in my remarks and to others. Sir, it is a sad litany of political bribery, that is what it boils down to. I can work like the devil for my district but knowing that I am at a disadvantage from the minute I stand up here, or the minute I go to a minister, or the minute I go anywhere.

Mr. Rideout.

The buying of votes in some districts and penalizing those people in others because they did not support the government is what we are talking about! The excuse for every request that I make to government - I have had delegations in from every community-and the excuse is no funds. And I suppose in many respects that is a legitimate excuse. But I can look around. They tell me there are no funds, and I can look around and see tenders called for paving in Green Bay, or reconstruction and paving in Exploits and in Bonavista North and other areas. And there are no funds. Sir, there is something drastically wrong with that system of government if the basic democratic principle is that in order to have good government you have to have good Opposition. That means you have to have opposition members elected, and they have legitimate needs to and should be looked at. It is shameful. It is disgraceful.

And, Sir, I can tell you it will not be forgotten by those who are at the receiving end of such political abuse, because you are not going to turn them around, Sir, by not giving them nothing.

MR. MORGAN: Talk to your buddies in Ottawa!

MR. RIDEOUT: Now here it goes again. Here it goes again, the same old story of Ottawa. Ottawa paid ninety per cent of the LaScie road, paved ninety per cent of the Baie Verte road. Talk to my buddies in St. John's and get some provincial money, should be the answer.

MR. MORGAN: All Liberal districts are getting their money from Ottawa.

MR. RIDEOUT: All Liberal districts are getting their money from Ottawa. What about Jack Marshall's district? Go out on the West Coast and check Jack Marshall's district, I say to the hon. minister. The hon. minister now just popped in right at the right time if he wants a few flicks. It is political abuse, and you will not change the

Mr. Rideout.

people's attitude that way, Sir. You would have a better chance of changing it if you did some work.

Sir, I have made those comments, because I believe them to be in fact true. I know they are true in my district. I have seen it. And the sad part is, Sir, the sad part is that those facts - and the situation as is happening in my district, I know I can stand up here day after day and say what is happening in truth and in fact, and it is going to fall on deaf ears. It will be shoved off by the other side and saying, There is another Opposition member over there now, political belly-aching. He is negative again. He is calling down the government again. Well give me something to be positive about, and I will not be at it. And that is to be looked at in the same light, Sir, as one minister on the other side said to one member on this side in this session, You have done very good for an Opposition district, you got \$1 million. Now, Sir, that puts it in a nutshell. That puts it a lot better than I can put it, I suppose, coming right from the horse's mouth. It is a sad confirmation, Sir, of the points that I have been raising, because it came from the minister's mouth.

Sir, I have never seen the likes of it federally. I have used Jack Marshall's district as an example.

AN HON. MEMBER: That is a lot more than my district got.

MR. RIDEOUT: I have used Jack Marshall's district as an example, and you cannot see it there. You cannot see the political discrimination in the federal system that you are seeing in this particular little system. You cannot find it. They got the money for LIP because they had a greater unemployment than other areas of the Province. So it should have gone there. What do we find? Englee, with a high degree of unemployment in the Wintertime, and you get a ski-doo trail cut in Grand Falls. That is the priority system. Now that is a confirmation of what I am talking about. It is a condemnation of

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priorities. It is a condemnation of the political mentality of this Province to the group of people who are entrusted with government, good government. Thank you, Sir.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Dr. Collins): The hon. member for Placentia.

SOME HON. MEMBERS: Hear, hear!

MR. PATTERSON: Mr. Speaker, I should like to congratulate the member for Baie Verte - White Bay (Mr. Rideout), not so much for what he said, but how he said it. He is a very firey little man. And I may say in my thirty-five years in politics I have seen many members come and go and I think he is going to be around for awhile. I can support the problem he is having up there with water and sewerage. We are having the same problem, and I think the consultants should be looked at. He also has problems with pollution there, and I am no stranger to that because of what happened in Placentia Bay a few years ago.

Before I get on to my remarks I should like to congratulate the member for Naskaupi (Mr. Goudie) for his very inspiring speech last night.

SOME HON. MEMBERS: Hear, hear!

MR. PATTERSON: I think since he came to this House he has done more than all the publicity agents put together to make that portion of Newfoundland known better to Newfoundlanders.

SOME HON. MEMBERS: Hear, hear!

MR. PATTERSON: I should also like to congratulate the member for Exploits (Dr. Twomey). The only thing I regret about his speech is that he should have made the speech about two months ago before the forty-five minute limit was put on speeches.

MR. NEARY: What about the member for Bay of Islands (Mr. Woodrow)?

MR. PATTERSON: Well, we will get down to him later. We have goodies in store for him. He is usually flicking one over to you, so I think I should flick one to him.

In opening, Mr. Speaker, I would like to say a word of welcome to the new members elected in the by-elections. We are happy to have on this side of the House Dr. Twomey for Exploits and George Cross, the member for Bonavista North. I would also like to acknowledge Martin O'Brien's presence, short as it was. I might say that the O'Brien family of the Southern Shore have pioneered the frozen fish industry in Newfoundland and have operated plants in my district.

I represent a district, Mr. Speaker, that is deep in history, dating back to the early days of the French. It was settled there in 1662. The Treaty of Utrecht in 1713 put an end to the French occupation of Placentia and by terms of that treaty France evacuated Newfoundland and was given permission to fish on the Northern coast. As a result the French Nationalists expelled from Placentia and other South Coast points migrated to Cape Breton Island where they founded the great historic fortress of Louisburg. During the past ten years great progress has been made in rebuilding and restoring historic sites as well as preserving

MR. PATTERSON:

valuable artifacts in the Placentia district. Last Summer a plaque was unveiled at Ship Harbour , Placentia Bay to commemorate the spot where Sir Winston Churchill and President Roosevelt drafted the Atlantic Charter. It was at this place that the strategy to end World War II was planned. We will be able to have the road paved to this historic site, this Summer hopefully. That, of course, is a matter for the Federal Department of Historic Sites and Monuments. But nevertheless we have made representation to them in that regard. This will certainly make Placentia one of the best historic sites in Newfoundland, to be visited and enjoyed by thousands of vacationers who have already toured our marvellous reconstruction of the French fort at Castle Hill.

Mr. Speaker, the economic history of Placentia district has been one of ups and downs. On its founding in 1662 up until 1940 the economy was based solely on the fishery. And with the coming of the Americans to Argentia came thousands of jobs and so the fishery was abandoned in most communities. The Americans were chief employers from 1941 until 1970 when the base phased down. It is interesting to note that there are still 1,100 American personnel at the United States Naval Station, and I wish them many more years in our company. As I have stated on several occasions, the Americans have been good friends, good neighbours and good employers. Presently, Mr. Speaker, only one half of the 7,600 acres is occupied because of a centralization programme of activities on the Southside of the base. Mr. Speaker, one may ask, What is available at Argentia and why I feel it is so important to have the surplus lands and buildings returned to the Crown? Argentia Harbour is situated on the Southwestern side of the Avalon Peninsula, and it was selected as a naval operating base because it is the best ice-free port North of New York. Strong westerly winds bring warm air

Mr. Patterson.

from the Gulf Stream areas toward Newfoundland, resulting in comparatively mild but variable weather. And the temperatures never fall more than four degrees below zero. The base itself is situated on a mile and one-half of rocky flat land almost completely surrounded by water. The harbour from which projecting rocks have been blasted can shelter several task forces at one time.

Mr. Speaker, this perpetually ice-free harbour with its \$200 million worth of air fields, hangars, repair shops, fuel tanks, and supply depots now stand virtually abandoned. Mr. Speaker, the runways are in excess of 6,000 feet and could be extended out into the bay if necessary. They are built of cement on solid rock after twenty feet of muskeg had been removed, and navy and army officers have described them as being indestructable. These runways cost in excess of \$9,425,000 to construct. But if built today

MR. PATTERSON:

God only knows how much they would cost. Mr. Speaker, Newfoundland is in need of another airport on the Peninsula of Avalon and Argentia should be looked at.

SOME HON. MEMBERS: Hear, hear!

MR. PATTERSON: What has happened out there is absolutely criminal and I am not all that happy with the Provincial Government of Newfoundland. I am not going to lay the blame on the Federal Government. In 1974 the Americans abandoned Argentia. They walked out the gate and left it. And in moved vandals and destroyed much of the property.

MR. NEARY: You mean they vandalized the North side.

MR. PATTERSON: That is right. And this certainly can be supported by the hon. member from LaPoile (Mr. Neary) who has been out there on several occasions.

MR. NEARY: I had good reason to go down there.

MR. PATTERSON: Well I am not going to question his reason for going down there. He came down there and took one of our girls. So I guess he found good pickings down there. I notice, Mr. Speaker, that the federal fishery service has planned to spend \$2.5 million to \$3 million in Bay Bulls to construct the first phase of a major docking facility. Now I am not out to take anything from Bay Bulls. But I think if they are going to get involved in spending \$4 million or \$5 million or \$7 million in a marine centre they should take a look at Argentia. All the facilities are available there, the docks, fuel tanks, machine shops and the radar and all that goes with it. So that should be looked at.

With regard to Argentia being an ice free port I would like to quote to you from a royal commission on transportation that was set up by the Liberal Government in 1966 dealing with the proposed abandonment of the Argentia branch line. At that time the Canadian National had applied to the Board of Transport Commissioners in Ottawa to abandon the Argentia port. So Mr. Lewis, he was the man who made the study and I quote to you. He says, "Again there is the important factor of ice

MR. PATTERSON:

conditions making the East Coast of Newfoundland including St. John's unapproachable during the months of March and April if easterly winds prevail. Argentia has always been available for approach and departure, when ice conditions made navigation to other areas of Newfoundland an impossibility. Now this I have brought to the attention of the Minister of Transport in Ottawa pointing out to him that if they are going to set up this marine centre on the Southern Shore of Newfoundland and you get easterly winds, which you will, that place can block with ice and then what happens? The Russians can come in and the Poles and the Lithuanians and the whole works can come in and have a heyday out there. Argentia to Halifax is an all water route open all year round, and it might be wise for those responsible for making a policy to keep this important factor in mind. This commission has no comment to make regarding the abandonment of this branch line rather than to raise the question of feasibility of burning your bridges before you are absolutely certain of an alternate way across the river. This commission records here for all those who have authority to change the transportation facilities in and out of the port of Argentia that a very serious study should be undertaken before any rash decisions are made."

Now I would like to congratulate the Minister of Transportation. And I know he is in a very ticklish position there with the vocal member from LaPoile (Mr. Neary) fighting for his district, and rightly so. I would be doing the same thing. But I think the minister is right in supporting the tractor-trailer service into Argentia, at least for the time being until that road is upgraded. There again I am not trying to say anything malicious against the hon. member's district.

Mr. Speaker, I feel that the federal fisheries operation should be located at Argentia and all facilities are available. Recently the Ministry of Transport opened the most modern radar tracking station in the world at Argentia to guide tankers in and out of that great bay. Now with the Come By Chance out of the picture this facility which

MR. PATTERSON:

must have cost many millions of dollars will be eventually dismantled and several men will be out of work. Mr. Speaker, air, sea and rescue operations should be considered for stationing at Argentina. Mr. Speaker, just about all the facilities which I have described have been vandalized since the Americans abandoned them in 1974.

MR. PATTERSON: However, I am optimistic that a transfer of the properties involved to the Province will have positive results in the not too distant future. I think an arrangement is being worked out whereby the federal government will lease from the Americans and the provincial government will sub-lease from the federal government.

Mr. Speaker, I am not for big industry developed at any cost as been the pattern of the past. I support the policy of this government in its effort to develop and manage the fishery both inshore and offshore. As I represent a part of the largest Bay in Newfoundland, and certainly the richest in relation to the fishery, I have been particularly concerned about the reopening of the Come by Chance refinery and the problems which will result with regard to tanker movement within Placentia Bay.

The operations of the tankers in Placentia Bay, Mr. Speaker, was absolutely criminal. Tankers were moving in and out of that Bay without pilots which is a direct contravention of the Atlantic Pilotage Authority Regulations of the Canada Shipping Act. During the months of July, August and September of 1976, all the captain of a tanker entering or leaving Placentia Bay had to do was to acknowledge the Marine Centre at Argentia. I quote from the Atlantic Pilotage Authority policy on the movement of tankers without pilots: "As no licenced pilot is available to perform pilotage duties your vessel may within safety or should you wish to proceed at your own risk, the authority on that condition hereby waives compulsory pilotage for the ship in accordance with section 5 of the Atlantic Pilotage Authority Regulations. This waiver is granted on the condition - and this is the serious part of it - that the Authority will not be held responsible

MR. PATTERSON: for any pollution, damage to vessel or other vessels, cargoes, wharves, shore installation or aids to navigation. Please acknowledge your acceptance of this waiver and these conditions. Some fifty-three tankers agreed to this waiver and proceeded without pilotage.

I brought this matter to the attention of the Minister of Transportation and also to Gerry George of the federal department. He had complete knowledge of this waiver and he tried to tell me in the minister's office that it was not so and that there was no danger to shipping. I say to Mr. George and the federal coast guard that this is hogwash. I protested to Mr. George the dismantling of the satellite radar station at Cuslett, Placentia Bay because of the real possibility of collision between a phosphorus ship and a CN ferry. They too operate without pilots.

The situation regarding safe navigation within the Bay is explosive and Mr. George is aware of this. In spite of my protests the radar station at Cuslett was removed and assembled at Port aux Basques.

Mr. Speaker, we had one example of pollution in Placentia Bay and I can assure you, Mr. Speaker, I will not sit back while the stage is being set for another disaster. We are all aware of what would happen to the fishery in Placentia Bay if a major oil spill or a phosphorus spill were to occur. In recent months several tankers have been wrecked on the North American Coast with undetermined effects on our environment, and the many species of marine life which depend on this balanced environment for its existence.

Within the last year we have all witnessed a dramatic increase in tanker mishaps, the latest and possibly the largest being off Hawaii. The

MR. PATTERSON: latest in our own area of Newfoundland was, of course, the Argo Merchant which broke up on December 15, 1976, some twenty-seven miles from Nantucket spilling some 7.6 million gallons of oil into the sea. And the world watched as the black slick forty-four miles wide and one hundred and forty miles long drifted for the rich fishing grounds of the Georges Banks, a real threat of environmental disaster and economic ruin to many fishermen of the Coast of New England.

Now the Argo Merchant was only a tub, a bum boat in comparison with the 1,400 foot, 300,000 ton tankers that are plying in Placentia Bay, or at least were,

MR. PATTERSON: possibility of a gale. So you can imagine if 16,000 tons of oil could give you an oil slick forty-one miles wide and 161 miles long what would happen if a super tanker were to break up in that bay? Marine fisheries biologists have stated that even if the huge oil spill were to drift out to sea as did eventually happen the after effects in the immediate area could still be immense and long lasting. The frightening realization is then a significant part of the annual 485,000 ton catch of flounder, cod, scallons, lobster and other food fish could be lost in five years time and much of the Georges Banks spawning grounds could be temporarily destroyed, not to mention the devastation of bird life.

Mr. Speaker, it is becoming increasingly evident that the risk of accidents posed by huge tankers is very real. In considering the magnitude and serious consequences such an accident would have on our environment, it is a matter of immediate concern for me especially, when one considers the criminal activities which have been practised in Placentia Bay by the coast guard causing numerous problems related to tanker movement. I quote to you here a clipping from the Daily News dealing with the Argo Merchant disaster. " The total cost of the Arrow cleanup was \$3.8 million paid by the Canadian Government because ownership of the ship was never proven. Oil companies and ship owners now carry up to \$30 million insurance coverage against an oil spill by one of their supertankers but that sum would not go far in cleaning up eighty million gallons of oil. When attacking a major oil spill the task force report said, salvage of the vessel must be secondary to preventing the spread of oil. If this philosophy had been followed and if there had been legislation permitting federal authority to take charge immediately the bulk of the Arrow's cargo could probably have

MR. PATTERSON: been recovered while she was still afloat."

The report continued, "We are appalled at the sloppiness that we find in the operation of the world's tanker fleet particularly those which sailed under flags of convenience. This is exemplified by the Arrow which was operating with almost none of its navigational equipment serviceable, with no navigation skills resident in any of the crew with the exception of the captain and there are even doubts about his ability." So those responsible for promoting and reopening that refinery they have a very grave responsibility and I think every angle should be looked at because I do not see any reason why we should trade off one industry for another. If the appalling safety records of the four thousand odd tankers sailing the world's ocean is to be drastically changed and the rights of those who stand to suffer from unnecessary marine accidents are to be protected an entirely new approach to international marine law is needed. While the Arrow's tonnage was a mere 18,000 tons there are more than two hundred supertankers of 200,000 tons or more afloat and a vessel of one million tons is on the drawing boards.

And following the Middle East War in 1973 there was a sudden surplus of giant tankers. Too many had been built and there was a reduced demand for oil because of the economic recession. Noel Mostert best seller Supership says: "The prospect of future generations of supertankers of stronger design is gone. The ships we have are the ones we will go on having with their shortcomings built for a relatively short time operating life they will be run for as long as possible into the future. These supertankers "he says," are accidents looking for places where they can happen. Well, I can assure you that we do not want one up in Placentia Bay. Not only would it destroy Placentia Bay but all the bays along the Southwest Coast of Newfoundland.

MR. PIDEOUT: Terrence Hayes, an official of the Ministry of Transport and the oil contingency office in Dartmouth, Nova Scotia said. No-one contains a spill of a complete cargo of one of those supertankers. And considering the magnitude and the seriousness and the consequences such an accident could have on our marine environment it is a matter of immediate concern for me, especially when one considers the criminal pilotage activities being practised in Placentia Bay, and I say they are criminal and I challenge the coast guard to come out and tell me they are not.

Virtually the entire coastline of Placentia  
Bay

Mr. Patterson:

is utilized by fishermen who earn their livelihood from the sea, and it is one of the most productive fishing areas in the Province for the inshore fishermen. There are also fleets of deep-sea trawlers based at ports in Placentia Bay, which travel to the Grand Banks and other deep sea grounds to fish virtually all year-round.

Fear has been expressed in the study by the Placentia Bay Tanker Loop Committee on the direct impact of the proposed tanker route on fishing operations in Placentia Bay, that these fishing vessels, often without adequate navigational equipment present a real hazard to safe navigational in the Bay, especially in foggy conditions. And there is no doubt that there are risks for those fishermen who must constantly cross commercial steamer channels. Given the lack of maneuverability of these supertankers within relatively narrow navigational lanes, and given the scope of fishing activities within Placentia Bay, the Committee has commented that the most serious risk of oil spills related to the conditions of fishing vessels is probably related to the possibilities of stranding or of collisions with other tankers resulting from changes of course to avoid fishing boats in the tanker track.

These tankers very little is known about the maneuverability. They are single screwed ships, and if they go off course for ten minutes, either way, port or starboard in Placentia Bay, they are on the rocks. There is no doubt at all about that. Do not let Shaheen or his cronies or anyone, you know, come up or the coast guard for that matter, those who are responsible, you know - come up and give us the cock-and-bull story that it is safe to operate the tankers in there. Certainly not.

Significant changes in course would be slow for very large tankers, that is providing they had to move to avoid a wreck. Also the largest size of vessels cannot change course quickly to evade other vessels. In the event of an oil spill, Mr. Speaker, Placentia Bay would be more vulnerable to devastation of marine life than in most regions while most marine biologists depend on favourable

Mr. Patterson:

wind conditions and tides to push oil slicks offshore. similar conditions are impossible in Placentia Bay, because of the anti-clockwise motion of the water, the circulation of the water. These conditions would trap the oil in the Bay which would effectively destroy every aspect of the fishery, ruin our landscape, and spell disaster on the economic wealth and security.

Mr. Speaker, there have been two known, and I would say several other close collisions involving fishing boats and other larger vessels in Placentia Bay. Mr. George of the Coast Guard has indicated to the press that there will be a full investigation into the incident, this happened after I brought it to his attention, this close miss up there. It would be too late after a major oil spill or a phosphorous spill had destroyed our marine environment for generations of Newfoundlanders.

So again, you know, I would like to emphasize the fact that before we get into any more deals with Shaheen or any other Shaheen on that - I am going to have to be convinced of a lot of things that were wrong. Now I can produce evidence here, you know, that the tankers were operating up there without pilots, and they had several close calls, this is well known to the Coast Guard.

There has been tremendous investment made towards the increased effectiveness in the fisheries within Placentia Bay. We have spent approximately \$500,000 in Little Harbour for a wharf and stage; \$1,200,000 for a haulout at Southern Harbour.

MR. NEARY: Who is going to operate that wharf and stage at Little Harbour?

MR. PATTERSON: Well as far as I know now it is Wadman Brothers, they had a meeting up there, and that is who they voted for, - \$60,000 in Merasheen for stage repairs, and in view of our continued expanding support of the fishery, it is our responsibility to protect our economic resources, the social values of our people and the landscapes and the wildlife.

SOME HON. MEMBERS: Oh, oh!

MR. PATTERSON: Yes, Marasheen was one of the communities under resettlement they moved to Placentia as did the people from Red Island, but now they have to go back there to fish, and so the federal government have now agreed to build a wharf at Marasheen and hopefully we will have a wharf built at Red Island. So we have 1,500 fishermen in Placentia Bay, as my hon. friend there

MR. PATTERSON:

can verify. The fishing industry is a big thing in Placentia Bay. I could probably just quote you a few figures on it there in a minute. Total number of fishermen by category, over ten months - that is people involved in the fishery for over ten months - we have 196; 492, five to ten months; 659 less than five months for a total of 1,347.

MR. NEARY: I hope the Minister of Rural Development is listening to that because that is what I was talking about the other day.

MR. PATTERSON: Well I am sure he is.

MR. NEARY: Five months is the highest number there.

MR. PATTERSON: The number of inshore fishermen fishing -

SOME HON. MEMBERS: Oh, oh!

MR. PATTERSON: - for various species 930 for cod, 428 for other groundfish, 273 for herring, 113 for mackerel, and 191 for salmon. Now I am sure we could triple that, we could have 800 men fishing for salmon there, if we could just beat some brains into the bunch of cronies down there in Federal Fisheries to issue licences. So that is on my plate and I am working on it.

MR. NEARY: We all got that one.

MR. PATTERSON: The number of total fresh and salted cod fishermen 962, total inshore fishermen, 807 fresh cod fishermen.

A few figures here on the ages of men from fourteen to nineteen years, we have 131; twenty to twenty-four years 224; twenty-five to twenty-nine years 201; and thirty to thirty-four years 150; forty to forty-four years 85; forty-five to forty-nine years 110, fifty to fifty-four years 105; and so on down the line for a total of 1,347, so we have 1,300 people working at the fishery making a good living.

MR. NEARY: Do you have the number of longliners?

MR. PATTERSON: Yes. I will pass this book over to you and then you can go through it there yourself.

MR. LINDBICAN: He will not understand it.

MR. PATTERSON: Well I will be available if he should run into any problems with it.

In the past we may be the next victim of false priorities in the area of industry versus environment. We cannot afford a wreckage of the magnitude of the Tory Canyon or the Arco Merchant in Placentia Bay. Increase in oil pollution on the world's oceans has been frightening. In 1948 the loss of oil was 200,000 tons, this rose to 430,000 tons in 1960, to 550,000 tons in 1963. This compares to present day losses to our marine ecology of some tens of millions of tons of oil. While the short-term effects of crude oil appear to be limited, except for the criminal destruction of water fowl, such a massive amount of pollution in an area such as Placentia Bay poses a real threat to marine life, the fishing industry, recreation habitats of the variety of marine species which form the delicate balance of our biological environment.

Mr. Speaker, I am particularly concerned with the presence and the questionable activities of Newfoundland druggers within Placentia Bay, often one to two miles off shore. This practice results sometimes in the destruction of inshore gill nets causing both annoyance to fishermen and costly losses in our fishing gear. I have brought several cases of this sort involving confrontations between druggers and inshore fishermen to the attention of the Federal authorities who have not acted to correct the situation. I would like to see effective legislation enacted which would provide for a compulsory bufferzone of thirty miles from shore in which these druggers would be barred from operating. This would ensure some degree of protection for our inshore fishermen whose rights seem to be ignored in their quest to prosecute the inshore fishery.

MR. NEARY: The minister says a fifty mile zone

MR. PATTERSON: Fifty, well possibly yes. I would go along with a fifty mile. But when I contacted the minister in Ottawa and the federal fisheries here they said that they doubted that the boats were operating in Placentia Bay. So I mentioned to them that their plane had been down there. They saw the draggers and he admitted it. "Well, he said, "what can we do about it?". "Well", I said, "how in the name of God are you going to patrol the 200-mile limit if you cannot bottle up a few draggers in Placentia Bay and put them on the block and sell them? That is what they will do if you are caught poaching a salmon or a moose, sell your car and probably take your wife if she is half good looking.

SOME HON. MEMBERS: Hear, hear!

MR. PATTERSON: Mr. Speaker, I shall continue to dedicate myself to the fishery at all costs even if it is the cost of me going down to defeat in the next election or falling out with this government. But if we have to make decisions, we have to get our priorities straight. Otherwise we are in trouble. I shall continue to fight for the preservation and protection and conservation of existing fish stocks on behalf of my constituents and fishermen of Newfoundland. Newfoundland's fishery is to our Province as the wheat fields are to our neighbors in the Prairie Provinces. It is our responsibility to develop and protect this valuable economic resource in a manner which will benefit our people and generations of Newfoundlanders in the years to come.

The situation and the problems confronting, I suppose, all nations with the movement of oil are very, very serious. In conclusion it is unavoidable, if tough, intelligent legislation is not taken now, we will make of the oceans the same mess as we have made of the land. And the greatest losers of all this will be the members of the human race. Although the day is tragically late there is still hope. But make no mistake turning back the massive assault on the oceans is a tremendous task.

MR. PATTERSON:

All nations together must establish an international policy on the sea, that sacrifices narrow self-interest. We should not put the almighty dollar ahead of the resources. If we do, we will find we may have the dollars for a while but we will not have the resources. The protection of this vast domain, that is a common hermitage to all mankind is a task for the future of man and it must be of highest priority, a challenge that will test our intelligence as a species, our decency as human beings and our sense of moral responsibility for generations yet unborn.

We have several other problems in the district. I am not going to bore you with that right now. But I will get along to that a little later. I must say that the fisheries are being given a fair shake in Placentia district now. But I am not getting all the money that the hon. member over there says the members on this side are getting.

MR. RIDEOUT: You are getting some of it.

MR. PATTERSON: Well a very small share. We are getting some of it. I will grant you we are getting some but we are not getting what we would like to get.

MR. CANNING: Water and sewerage.

MR. PATTERSON: Well no I would not say that. The hon. member for Burin (Mr. Canning) mentioned the water and sewerage in Placentia. Yes that is a problem. There is \$500,000 involved there. The company is up the spout. I do not know if calling their bond would be the thing. Possibly an out of court settlement. But nevertheless while the lawyers are arguing the town is without the water and the sewerage.

MR. NEARY: Where is that?

MR. PATTERSON: That is in Placentia.

MR. NEARY: What about the river in Freshwater? What are they going to do about that?

MR. PATTERSON: The river in Freshwater. That is the river Shannon. I think we will have to give that consideration in the next election. I will change that. Thank you, Mr. Speaker.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Durin-Placentia.

SOME HON. MEMBERS: Hear, hear!

MR. CANNING: Mr. Speaker, this is the first opportunity I have had to speak in the Address in Reply to the Speech from the Throne, and I am going to take advantage of it today to introduce the House to the new part of my district. And I think I will adhere wholly and solely to the district and tell the House what is going on out there, what we expect and so on. Mr. Speaker, this is one of the great privileges of the House where you can

MR. CANNING: speak to the Address in Reply to the Speech from the Throne because you can let your hair down, you can diverse, you can talk on practically anything and get away with it. So I hope during the next forty-five minutes that the spirit of Beauchesne and May will withdraw from this building when I express some of the things that are in my mind. Today is an occasion where you can get things off your chest, tell what you think and get away with it. There on most occasions in the House you have to stick to a principle of a bill or to the issue at hand.

But, Mr. Speaker, if I were to get off what is on my chest at the moment it would take more than forty-five minutes. This forty-five minute business is something I am disappointed with. I understand it was brought in when there were six members of the opposition on this side of the House. When the Tory Party had full sway and they could easily vote down or bring in any measure that they wanted to. I do not think this was a wise one, I think it is interfering with freedom of speech in the House. Both in the case of the Speech in Reply to the Speech from the Throne and to the estimates. Perhaps to the Address in Reply it is not too important because in forty-five minutes anyone who has more notes prepared than I have today can do justice to that for which he stands up, but with the budget I think it is ridiculous in the budget last year we did not even get to debate the Fisheries Department. As a matter of fact we did two or three departments so we went out of this House with a lot of money voted and we did not know what it was all about.

But I hope between now and when the budget comes down that that rule will be changed and we will have an opportunity to debate the budget in detail. There is a lot of money being spent, there is a lot of money being wasted, and there is a lot of money that is not being spent where it should be spent. And I think we should have ample time in the budget, supposing we stay here till next

MR. GANNING: Christmas to debate it in detail.

Mr. Speaker, I have been here for twenty-five years in a month or so from now, almost continuously with the exception of three years. When I speak of Placentia Bay, what is going on in Placentia Bay or what has gone on or what I hope to do, I know whereof I speak. I was brought up in the bay, I can proudly say I did some fishing -three or four years-and when I was at school at the early age of twelve or thirteen, I think at thirteen years old I earned first waterproof coat that ever went on my back. At fifteen again I fished in the summer and on into sixteen. Some years afterwards I went back again- many years afterwards, while I was at Memorial and spent my holidays fishing. I have been born by the sea, I have been with the sea, I have been on the sea practically three parts of the world in various ships, various sizes. I have been in countries where I could have a good look at the conditions of that country and its people. During my tour, under different circumstances if I were to go over it again today, I would notice what is going on in different areas of the fishery - how the people fished, their standard of living enjoyed by the people and in some cases endured by the people, like our own.

So I feel I have quite a lot of knowledge about the one thing, about fish. I do not know farming,

MR. CAMPING: I know how a family farm is run. It was half our - well it may not have been half the living but it was a great part of our living when I grew up, a family of nine. We kept a couple of cows and we grew cabbage, potatoes and turnips, something by the way which has disappeared from Placentia Bay well I suppose since the war, gradually, with just a few small areas. I think it was a mistake or it was an error for the people to turn away from the land completely and perhaps the day will come when they will return or they will have to return to it.

Mr. Speaker, when I went back to Placentia Bay, I will say, and when I went out in Placentia Bay representing my native district - it would take me too long to tell you the terrible conditions that existed there. But last night when I heard the hon. member for Maskauni (Mr. Goudie) talking of Labrador, the way of life, what the people had to do, how they lived, how they struggled, I began to compare, and there is no exaggeration I can assure the members of this House, when I say that the conditions in parts of Placentia Bay and most of Placentia Bay when I went there in 1949 was just as serious as they are on the Labrador today, or perhaps worse.

I had the privilege of staying there for twenty-three years and when I say staying there I mean there because that is where I spent most of my time in the twenty-three years previous to my returning to the House, or previous to my defeat I spent it with those people. I had the satisfaction, and I had the privilege of trying, trying hard, and I had the satisfaction of seeing my own native district rising from the depths of poverty. I can give you examples of what I ran up against in my first tour of that district that would - I do not know if the young generation today even would believe it could exist, but I had the satisfaction of helping out my own people, people I lived with, as a matter of fact probably helping the people who brought me up.

MR. CANNING: Every year I saw an improvement. In the first three years I was out there, I represented it, we relieved at least five or six or perhaps seven settlements from isolation. The youngsters got up to a highway to see a car for the first time. I had the privilege of taking youngsters, after a road was open in a car to drive them for the first time ever they saw a car. I will always remember the first time I did it, I think it was at Roat Har'our. We had cut a ribbon - there was a barrier across the road before that - and some youngsters came out and I took them in my car, The highway was already completed, the Surin Peninsula, and I had a car. I took three or four of them, I took two in the front seat, I think, and I put three in the back, I went along the road, not too fast in those days because you only drove within - my average speed on the road going to and from St. John's was about thirty-three miles per hour - anyway I took them down to the scenic valley of Bay de Lou. Not having gone very far I came to a sharp turn and a fellow about eleven or twelve years old in the front seat, I was coming this way and of course the embankment was there but I was going to turn down there but he thought I was going to go on so he turned white and put his two hands over his eyes and waited ever so long before he took them down. So I told him, look not to worry about it I was not going to kill him, this was what the road was like and this is how cars maneuvered around turns.

MR. CANNING:

Anyway, Mr. Speaker, it used to be a wonderful experience when you would open officially sometimes - I would be there when it was open, a road-to see the people getting out and seeing the world. Of course we have gone a long way since then. We have a paved highway, some partially paved by-roads. Mr. Speaker, I saw the district improve to a point and the day I was defeated, on the morning that I drove out of the district I was not too unhappy. We had to change and what I gave to the radio that day I meant. When they asked me what happened, I just said, "I guess the time has come for a change. The people want it. They have it and I hope things will go well."

But, Mr. Speaker, I stand here today disappointed, sometimes frustrated a bit at the way this House is run, number one. I see people roaming around, the seats empty and sometimes even without a quorum. Last night I heard the member - I was here sitting listening to the member for Fortune Bay (Mr. J. Winsor) who has twenty-five years in the fisheries giving a most interesting speech and there was no quorum in the House. I never saw it happen before. Down through the years, the Opposition sometimes small, down to five or I think less when there was an interesting topic, an important topic concerning Newfoundland they sat in their seats. They listened and the government of the day and the private members kept the seats practically full. The Leader of the Government for twenty-three years was hardly ever out of his seat and now of course it is the opposite. I have had a question to ask the Leader of our government today or to ask two or three weeks, a couple of weeks, and I have not yet had the opportunity. Every day when I come in I look over and the seat is empty. Not only when he is away when there is an excuse for it perhaps. Perhaps there is. Sometimes there is. More times there is not. Not only when he is away but when he is in the House. He comes in for five minutes, ten minutes. He sits there and by the time we get the Oral Questions half through and jumping up and down over here trying to get a question in, he is gone out through the door. He is gone for about twenty minutes. He comes back for another ten and then

MR. CANNING:

he is gone again. And I am afraid that the House is following suit because since I came back yesterday from visiting the district this House has been practically empty every time anybody is speaking.

When I came in the first session of this House I watched the session and I listened here. I did not have too much to say. I just waited, sized up things, sized up the government and sized up the Opposition we had. And one of my first words, I think, when I spoke up were, "Where is this House going?". Mr. Speaker, two years later I stand up and say, "Where is it gone?". What is going on in this House I assure you is no credit to a government or to the members in the House. It is just terrible. Last night there was a chit-chat in one corner, a chit-chat in another of the few were left. Nobody seemed interested except those who were speaking. To try and get their points across and their voice heard, it must have been frustrating. Because I have never stood up in the House for the sake of standing up, or the sake of being heard or for the headlines I would get which we do not get anymore. But sometimes you would get a good headline. If you were putting up something that was constructive for your district, you would like to see it in the paper the next morning. I made a lot of headlines earlier on, earlier in my career here. I remember a lot of them.

I remember one morning seeing The Daily News with a big headline, "Grandmothers and School Boys - I just forget how it went - Having Shares In Plants" or something and a lot of others that I still keep. But at the moment this House is not going out to the people.

MR. CANNING: I was in my district for nine days since Easter, I visited every part of it and I talked to I do not know how many hundred, several hundred people, fishermen, and people from all ranks of life, all walks of life and they would ask me what is going on in here, they do not hear anything. Mr. Speaker,

Mr. Speaker, I could give the reason why we are not heard. It would be a good political speech. But I have not got time because I have to concentrate on a district that I think a lot about and people I think a lot about, and if I may say perhaps, people who think a lot about me. But the news media and the paper have not been treating this House very well since I came back anyway. I do not think they treated it too well during the term that I was out when the Liberals were in Opposition. We did not hear much about it. I did not come here very much and I really lost track of it. But there is a reason for it. I think the news is controlled - not only the local news here but most of the news, the CBC, definitely controlled by Tories. Historically CBC is Tory.

MR. LUNDRIKAN: CBC.

MR. CANNING: That Crown Corporation is absolutely Tory. I had an experience the other day. I was with a certain committee who visited the building - and like I said earlier I am not one who looks for headlines or praise or anything like that, I am satisfied with my own satisfaction and my own conscience and satisfied with the reaction of the people I represent. I am not worrying about what anybody reads in St. John's about it - but I had a case of meeting with a committee, it was a rather childish move I think but nevertheless it is an example of what they do, so the CBC came in with their cameras and they

MR. CANNING: went around the committee and by some trick or other when they arrived where the member for Burin-Placentia West was it blacked out and it went on to the next fellow. But anyway I do not think I am very poor looking or anything but I am not so vain as to think that I am so good looking that I should have been there but this is just an example of -

Now they made certain that night that the member who had defeated their Tory lawyer in St. John's, they think hard of it, they made sure that he would not get even that much publicity. But I tell you, Mr. Speaker, it is not worrying me in the least, not in the least. If I give an item to the paper and they refuse to print it or if I phone them up and they will not print it I do not give a darn. Because I will be judged by the people that I serve, and all the propoganda that the hon. Minister of Justice put out the other morning in connection with this committee--and perhaps I will pass a few remarks on that. We will concentrate on that issue for a while because at the moment in Burin-Placentia West - I am sorry I say Placentia West, but I was a long time saying it and I can assure you that I am proud to have Burin added to it.

But the main topic while I was up there, the main one was, Are we going to get our hospital? Mr. Speaker, if there was ever an example of stupid politics, of useless politics ever carried out in this Province it was carried out in connection with that hospital. It is almost too ridiculous to waste the time of the House on. You know I am talking about a hospital and the Minister of Finance at the moment and the Minister of Economic Development are smiling, are beaming all over. And I believe, I believe that the government of this Province, the people on that side of the House, not all of them, there are some good, serious men over there, young men who would not smile when you talk about a hospital on the

MR. CANNING: Buriu Peninsula. I can assure you that. But the Minister of Finance can smile because the Minister of Finance lives here in St. John's where he always had a hospital, where he can get into a hospital in two minutes from now.

MR. NEARY: He cannot get into Waterford.

MR. CANNING: Or five minutes.

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

MR. CANNING: Do not be trying to put things in my mouth to come out because I am not that type.

Mr. Canning:

I would never want to be, and I hope I never will be. But knowing the circumstances on the Peninsula, knowing what is happening up there, and what has happened, I cannot smile at it. It is pretty serious. But I will tell the House this. I believe I said this before - Mr. Speaker, after the counts were finished in the last election I was a very proud man for a lot of reasons, one was perhaps personal, I was glad that I made a comeback, but I was very proud when I looked at the count and I found that the people of my district, despite the fact that they had scratch ground, despite the fact that they had put up a billboard, were not fooled.

MR. NEARY: They put up a grandstand.

MR. CANNING: There were not fooled. The people of Burin, the historical town of Burin, and Epworth and Marystown, I could go on naming, and Lewin's Cove, and the beautiful little settlement even of Beaubois were not fooled. They just did not believe it no more than I did, and I was as proud of that as I was of anything that I had accomplished or I had accomplished in the district, the fact that the peoples eyes were opened and I can assure you and I will assure that government that they are wide open. They have no notion of ever again voting for a promise, They will never be fooled again in that area. And, Mr. Speaker, we all know what happened to my predecessor who spent three years here, I do not remember anything he accomplished except he, I think, drove the oil rigs off the Grand Banks, he talked oil, and our rights out there, and what not for three years. He very seldom mentioned the district. I never heard him mention the fishery. And then of course one of his successors, finally I believe, have succeeded in drilling off the Coast of Labrador. So both those ministers in their capacity they have done a good job, their talk and their carrying on have an effect, and I do not think we have any drilling today.

But, Mr. Speaker, I want to let the government know this, I do not know if I will go back to the district again, I probably will, but I can assure them this that whoever goes back there, or the

MR. CANNING:

man who goes into Grand Bank in the next election is going to win the election.

SOME HON. MEMBERS: Hear, hear!

MR. CANNING: They are going to win the election because they have spent - what is it now? five years - they have been under the Tories for five years, and the way the district is being treated and neglected, they are not going to vote Tory, they are going to exercise their right, and they got nothing to vote for. Nothing has happened up in that area since I left it in 1971, 1972 to make anybody vote for the government, but there has been a lot happened which prevent them from voting for a Tory Government.

Now, Mr. Speaker, I can go now from settlement to settlement, I just said a few minutes ago that - I do not know if I said it or I diverted - but when I left my district or when I was put out by the voice of the people, by a few votes, there was no unemployment whatsoever. The fishery was fairly good. The plants were working well. The shipyard was working well. There were still orders coming up for the shipyard. Things were not working as well as I wanted them to, but I am saying overall for the fact that there was nobody unemployed, you could not get in Marystown area or I do not think in any area of the Peninsula, in that part of the Peninsula that year you would get anybody to come for a day to paint a house, They were just working in industry or construction or in stores or what have you. But today we have unemployment. It is disappointing to me to now get phone calls from fellows with trades, fellows without trades, for labour, for carpenters and what not, trying to get work.

MR. CANNING: It is a disappointment to me the way the district was handled and what has happened in the district since 1972. As I go through the settlements now I will touch on it, and I think I will put my point across to those who are satisfied to stay in the House and listen.

My new district - new part of the district, begins at Corbin Head, which takes in the little village of Corbin, the fishing village of Corbin which has had a history but it is down to four or five families now and I do not think it will be too long before the place will meet the same fate that a lot of others met in that general area from the bottom of the bay to Corbin Head. The young crowd are not staying at the fishery, perhaps it is not attractive enough for them, and of course if they are not staying at the fishery in a place like that they have to get out and go elsewhere if they want to work.

Mr. Speaker, there is a road leading out to that that was constructed years ago, a zig-zag road up and down, I guess it is the worst one in the Province. But since I went up there in the last couple of years absolutely nothing has been done on it. No effort has been made to take off the dangerous curves and you go up and down. I do not think they have had any serious accidents on it. But anyway that is the situation there. I do not know why the member before me, or the members before me did not see that there was at least a safe road to prevent accidents built there long ago. It is only four or five miles and just a matter of heavy equipment getting in and at least widening it out even if it was not any pavement put over the road. Mr. Speaker, the next larger settlement coming down the Burin area, I come to Edworth. It is a fairly large settlement, seventy or eighty families, I guess. Independent people, some of the finest people in this Province live in Edworth. I think if the - no, the minister

MR. CANNING: is not in the House, There is one minister who has been up and met them and I think he would back me up on that statement today. They are independent, they have a beautiful settlement, they keep it clean and tidy, they keep their houses painted and practically, I think almost to a man everyone there is working, and that is the story of Epworth, since I would say 1940 when the first fishplant was built at Burin.

When I went up on my campaign I went in there for the first time - I mean the first time in politics, I had been in there before. I had a meeting, a rather nice meeting in the hall with probably forty or fifty people there and when I was finished speaking I asked if there were any questions or if anybody had any suggestions or what-not. One man stood up and said "Well, Mr. Canning, Sir, all we got done in the last three years was we had two loads of gravel brought to the settlement, thrown on the road." I told him I would take note of it and if there were any bad places in the road that I would do what I could to have them corrected. So of course what happened was that somewhere along the way before an election the main road was paved up through, pretty well over the same old road that was there before, it is breaking up and cracking up now, I call it election roads, where the roads were not brought up to standard. It is ridiculous, they are dangerous and the pavement is breaking, the ditches are full of water, the culverts are clogged up and the ditches are full of water, the water is going in under the road in the winter, it comes to freeze overnight, and freeze one week and thaw the next and the ice of course, water under the pavement, is throwing it up. And that is the mess that we have from one end of my district to the other. Anybody who has gone in there

MR. CANNING:

will, I am sure, verify that.

AN HON. MEMBER: How old is the road, how old is the pavement?

MR. CANNING: It is probably - it was there when I went back there, I guess it is three probably - yes, I think it did go in there after the Tories went in power. If I had it it would not have been there, there would be either new pavement there or they would be still upgrading the road. But it was thrown in there to gain votes when the member of that district stopped from going down.

The next settlement is Lewins Cove, I can say the same for Lewins Cove.

MR. GANNING:

Even today practically everybody there is working. That is all they know about. They have a lovely town there. But before I leave Epworth I have to go back there again. Last year the only complaint they had at that time - they really had two - the one was they had applied to form a community council and it had been denied them up until then. I even did not criticize. I wondered what happened and I told them I would look into it, which I did. The second thing they wanted was a by-road of about 400 or 500 feet with about five or six families on it. They wanted that. They did not ask for pavement. They wanted the road made in driving condition. I went to the Department of Highways, to the Highways depot at Burin. I always did that and I thought, well this is far enough to go. I did not think there was any need of coming in to the minister to try to get 400 or 500 feet of road maintained or brought up to half decent standards, driving standards, in front of five houses in Epworth. I went to him in perhaps August and I went again in October. It had not been done. And he said, 'Well, if I get time I will do it.' But it has not been done since.

So as far as Epworth is concerned that is what has happened there. They have one small bit of pavement by a by-road, short, narrow over the old road was there I suppose 100 years ago. Up until now luckily it is holding up but it will not be there long. Most of those roads one day and before very long when we get money enough to do them, will have to be just dozed out, ballasted, built-up and paved, put pavement down that will probably last twenty or thirty years because there is not very much traffic on those by-roads. But as it is now it is just going - the people refer to it as going to rot.

Now, Mr. Speaker, again this year they will apply for permission to go ahead with a community council. If I were to recommend any settlement in Newfoundland, the first one I would recommend, knowing the people there, knowing that they are going to make a good job of it, knowing the people are going to back their council, I would recommend

MR. CANNING:

Epworth. It would be at the top of the list.

Then to Lewin's Cove I come to again. They are a victim of political promise. Their main gripe there today is of course the water and sewer. Just before the election, sometimes during that year, they were told that planning will go ahead, all the drawings will be done and we are going to give you \$1 million for your water and sewer. Mr. Speaker, there was no planning done. There was no plan in this building or in whatever buildings the government is in today. They have not received a cent, a dollar and I do not know what will be done this year. We will have to wait until the estimates come down to see what is happening. They have a pollution problem there.

Could the promise, when the \$1 million, over \$1 million was made - a big figure - the direct promise then was made this year, the year of the election, we will spend \$200,000. Now they were told that. They believed it. But the people who told them knew well that that could not be done the way the civil service works, the way the engineers and the consultant and what-not works. You were just lying to the people, telling them that we were going to spend \$200,000 here for you this year, telling the people of Lewin's Cove, you know, the fine, intelligent, hard working people who knew better. They did not vote Tory. They did not fall for it. They did not believe it.

They have a pollution problem there where the people, without knowing, I suppose the results, have sewer lines going into a brook, coming down by some fine houses, passing houses of people who go to work every morning at daylight and are working until five or six o'clock in the evening, mostly in the fish plant in Burin or Marystown, people who work hard - again some of the best in this Province. I can assure you this that if they were given what is their due, if they were given the help that is their due or the help that is just,

MR. CANNING: I tell you the people of Lewin's Cove and Foworth would be among the finest this Province has.

Mr. Speaker, I will touch briefly - this forty-five minutes thing is getting me because I have going nowhere. I think at one - I believe I have how many minutes I wonder? Does anybody look at the clock?

MR. SPEAKER: I am informed the hon. gentleman has ten minutes to go.

MR. WHITE: Keep going, boy.

MR. CANNING: Ten minutes. I wish I had ten hours.

AN HON. MEMBER: Move an amendment then.

MR. CANNING: To tell you about Placentia Bay, not to rant and roar or anything like that but I would like to have a few hours to -

MR. ROBERTS: Do you want to call it one o'clock 'Pat' and carry on on Tuesday when we come back?

MR. CANNING: Yes, I will stop at Burin and continue right on.

MR. ROBERTS: You want to take the ten minutes and we will sit a few minutes beyond one to allow you to finish.

MR. CANNING: No, I will adjourn.

MR. ROBERTS: Move the adjournment of the debate.

MR. CANNING: No is there anything to be done to meet a few minutes after this, I mean - But if it is not I, Mr. Speaker, the town of Burin today it is a fairly large area. In recent years they have taken in right out to - they have taken in Black Duck Cove, a place that was acutally built up since the plant and the shipyard went to Marystown. All new houses there, it is a new area. Maybe two or three people lived there before. You take Salmonier and Burin Bay Arm and Salt Pond is under one council, Burin Town Council. The town council are doing a good job. They have a fine town council there.

But in the year 1974-75, a year before the election and the year of the election, they had extension of water and sewer. It was a good job done. It was a Cadillac job. It is

MR. CANNING: one of the finest systems I suppose in all Newfoundland. There is even an area that was serviced, a new housing area, where owing to the cost of water and sewer the cost of building lots were beyond the capacity of the people to buy and I will tell you why in one moment, why they are so high. But anyway to give credit where credit is due, those who worked in there made a pretty good job but the only fault with it was that even up until today, I think today, I have never been able to get figures from the department as to the cost.

Now there is no reflection on the present Minister of Municipal Affairs, anything I am going to say, because up until now I believe in him. Perhaps this time next year I may not, but I hope I will. I think that -

AN HON. MEMBER: He is saying good things about you.

MR. CANNING: So, I believe in him up until now. I believe in a man until he gives me reason not to believe in him, or why I should not be believing in him. He has not anything to do with what I am going to say now, or very little to do with it except up until three weeks ago I could not find out the figures for the cost of that water and sewer.

MR. DOODY: Will the hon. member adjourn the debate?

MR. CANNING: I have another few minutes according to the clock. For the interruptor, Mr. Speaker, I would like to get another minute.

Mr. Speaker, I was saying that I could not get the figures. Two weeks ago I contacted the hon. minister's department and I said, Have you got the figures on Burin? He said, No, we have not got them yet but I think they are about finalized. There was an overexpenditure of \$100,000 that I was watching because I never wanted it charged to the taxpayer of Burin. Now I do not know if that is correct or not because I have got to see the figures. How much over - what do they call it? I just mentioned it. Anyway overexpenditure or -

AN HON. MEMBER: Overdraft.

MR. CANNING: Not overdraft, no there is another word for it.

MR. NEARY: Overrun.

MR. CANNING: Overruns, in overruns, an overrun of \$100,000.

Now, Mr. Speaker, it did not surprise me when I saw the overrun because on that job in an election year you had a company called Adams of Grand Falls, I do not know who they are, I have not got a clue. I never saw them, I never heard of them before, and I have not heard of them since. Aylwards Construction, I know of those. Babbs Construction, I know that one. Simms Construction, I do not know that one. Viking Construction, I know that one. Ken White Limited, I do not know that one. Bells Construction -

Mr. Speaker, I will adjourn the debate.

MR. SPEAKER: The hon. gentleman has moved the adjournment of the debate.

SOME HON. MEMBERS: Hear! Hear!

MR. DOODY: Mr. Speaker, I move that the House adjourn until Tuesday next at 3:00 P.M. provided that if it appears to the satisfaction of the Speaker, after consultation with the government, that the public interest requires that the House should meet at an earlier time, the Speaker may give notice that he is so satisfied and the House shall meet at the time stated in the notice and shall transact its business as if it had been duly adjourned at that time.

MR. SPEAKER: It has been moved that the House adjourn until Tuesday next, provided that if it appears to the satisfaction of the Speaker, after consultation with the government that the public interest requires that the House should meet at an earlier time the Speaker may give notice that he is so satisfied and the House shall meet at the time stated in the notice and shall transact its business as if it had been duly adjourned at that time. Those in favour "Aye", contrary "Nay", carried.

April 22, 1977

Tape No. 1853

MI - 4

On motion the House at its rising  
adjourned until tomorrow Tuesday, April 26, 1977 at 3:00  
p.m., or to the call of the Chair.