

PRELIMINARY

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TRANSCRIPT

HOUSE OF ASSEMBLY

FOR THE PERIOD:

10:00 a.m. - 1:00 p.m.

THURSDAY, MAY 26, 1977.

The House met at 10:00 A.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

ORAL QUESTIONS

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I knew I would end up  
Leader of the Opposition some day.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: Now I am calling for volunteers. Now  
is your chance on the other side! Now come on over!

Mr. Speaker, I want to put a question  
to the Minister of Highways. Now in view of the fact that the hon.  
Otto Lang has made his announcement in connection with financial  
assistance to the Atlantic Provinces to upgrade the Trans-Canada  
Highway and so on, would the minister now tell the House when work  
will actually get underway on our own Trans-Canada Highway, how  
much we are entitled to, give us a few more details about the  
agreement, and indicate to the House where the work is going to  
be done in the current year?

MR. SPEAKER: The hon. Minister of Transportation.

MR. MORGAN: Well, Mr. Speaker, the announcement  
yesterday by the federal minister is one we have been awaiting  
for quite some time, and when I say 'we' I mean the ministers  
in the Atlantic region and the provinces of the Atlantic region.  
The indication we received from the federal minister and from the  
federal government is along the lines that \$100 million has been  
approved to be spent within a three year period on upgrading the  
Trans-Canada Highway in the region, and that will be divided along  
the lines of our submission made in March, 1976 and along the  
discussions and negotiations we have had to date - thirty per cent  
to the province of Nova Scotia, thirty per cent to the province of  
New Brunswick and thirty per cent to the province of Newfoundland

MR. MORGAN:

and Labrador -

MR. NEARY:

How much in dollars and cents -

MR. MORGAN:

- and ten per cent to P.E.I. which we -

MR. NEARY:

How much in dollars and cents will that be?

MR. MORGAN:

Well, we are looking at \$100 million - about \$30 million from the federal government; but now, of course, Mr. Lang in his statement yesterday and in his correspondence to us has requested that we commence negotiations immediately to reach agreements between the provinces. What it now means is that we will be sitting down with the federal minister. This morning I was in contact with my counterparts and we have now arranged a meeting for next Wednesday morning in Halifax - the ministers responsible for Transportation and for Highways, the different ministers in the region - and we will then be finalizing our position as a region

Mr. Morgan.

and going to Ottawa with one position. That is the plan now. And our position so far has not changed from our initial position and our initial submission and brief. It was along the lines of a ninety per cent, ten per cent cost-sharing agreement. This is what - we are adamant - we want, and we are still adamant. We were then and we are now. And we feel this should be the agreement. We have received no indication from Mr. Lang as to what his position is. Of course, this is now a subject for intense negotiations and discussions. And after the meeting in Halifax of the ministers of the region, I am hoping then that if at all possible we can arrange a meeting next week with Mr. Lang as well to commence these negotiations.

But looking at it from an overall point of view, it means that Newfoundland will be looking at it around a figure of \$35 million to \$40 million over a three year period. So it is important now in my view to have negotiations conclude an agreement, an agreement reached some time in June, so we can arrange to get the tenders called for these projects on our Trans-Canada Highway. There was some confusion this morning, I think, from at least some of the media in the region along the lines that this would mean road work in the Province. I would like to clarify that point. This money is strictly for the Trans-Canada Highway and not for any secondary roads. I mentioned earlier in the House of Assembly that once the agreements are reached that we will be zeroing in and laying emphasis on the worse sections of the Trans-Canada Highway. And two of these worse sections I am referring to with regards to -

MR. NEARY: Crabbes River.

MR. MORGAN: - immediate work required is in the Western part of the Province, over in the Crabbes River, George's Lake area, and another one on the Eastern part of the Province, West of the National Park boundary or the Western boundary of the National Park towards Gander, in fact, on to Glenwood. And then, of course, looking at the Eastern section here as well, there is a definite need to upgrade or widen the Kenmount Road towards the

Mr. Morgan.

Argentina access. So we are hoping that we can get these tenders called and possibly get two or three tenders called at one time, sometime in June.

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

MR. SPEAKER: A supplementary.

MR. NEARY: I understand or do I understand correctly from the minister's answer that the minister is not in a position at this moment to state whether or not it will be a ninety/ten deal, a seventy-five/twenty-five deal or a fifty/fifty deal? Or if in actual fact the \$35 million will be an outright grant to the Province? Now let us assume that it is not a ninety/ten deal, that it is a seventy-five/twenty-five or fifty/fifty, will the Province then be able to participate and enter into an agreement with the Government of Canada on a fifty/fifty basis if that is the way the Government of Canada wants it?

MR. SPEAKER: The hon. minister.

MR. MORGAN: Well, Mr. Speaker, as much as I would like to answer the questions of that nature, I, because of the nature of the upcoming negotiations, which I am sure my hon. friend will agree are very important discussions and negotiations, I would not like to disclose any position that this Province would take or possibly would take other than the position we have now taken to date, which is a joint position of the region, that we want a ninety per cent/ten per cent cost-sharing formula which indicates quite clearly that the provinces concerned are willing to put forward their ten per cent or they would not have indicated any initial application or submission. But any other position other than that I think it is quite unfair. In fact I cannot be in a position to do that to indicate what we will be discussing or negotiating if it comes to a point of the federal government not accepting the submission we have now made calling for ninety per cent/ten per cent.

MR. NEARY: A supplementary question, Sir.

MR. SPEAKER: A supplementary by the original questioner.

MR. NEARY: Would the minister tell the House what the other \$25 million will mean for Newfoundland, you know, in assisting the buses and that sort of thing? You know, what about the remaining \$25 million? What will that involve as far as Newfoundland is concerned? Does the minister have any facts on that?

MR. SPEAKER: The hon. minister.

MR. MORGAN: No, Mr. Speaker. This will be also, I understand, according to Mr. Lang's correspondence and announcement, subject to further discussion. And his announced \$25 million will be available

MR. MORGAN:

for airport development, infrastructure for the development of airports etc. and for bus services. Now at the meeting in Charlottetown on February 7, when the other provinces, in fact it was the Maritime Premiers Conference at the time, and I was there at the meeting on behalf of our Premier who unfortunately could not attend, and at that meeting it was agreed between the federal level of government and the provinces in the regions that there is a need to review and to revise the freight rate subsidies now being paid by the Federal Government under the Maritime Freight Rate Assistance Act whereby the Federal Government subsidizes the movement of goods within the region. And we agreed with the Federal Government at that meeting on February 7 of this year that there is a need to revise these subsidies and make it more selective to help the economy of the area by means of promoting and manufacturing and producers of goods in the area, and to make these subsidies more selective.

Now Mr. Lang in his announcement said that there could be some realignment of these subsidies talking about modes of transport. At that same meeting it was agreed then that by the Atlantic region with the Federal Government that the subsidies paid for rail passenger operations could also be diverted to other more efficient modes of transport, and they referred to here, and roads. Now, of course, at that meeting the two Provinces of P.E.I. and Newfoundland and Labrador, we did not oppose that kind of an agreement based on the fact that we have already lost our rail passenger operations, since 1978 in fact, in this Province, so the two provinces concerned who do have rail passenger operations they saw fit to agree at that time with the federal minister to the possibility of reallocating the subsidies now going into rail passenger operations, to take these subsidies and to put them to a more efficient mode of transport in this case the bus mode and the air mode.

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

MR. SPEAKER: I will recognize the hon. member for Bellevue for a supplementary.

MR. CALLAN: Mr. Speaker, also to the Minister of Transportation.

When the minister refers to upgrading the Trans-Canada does he mean that in some areas of the Province there will be, say, a four-lane highway or is it just upgrading where the bad spots are, patching up, and adding slow lanes on the existing highway?

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

MR. MORGAN: Mr. Speaker, that question is a very important one because, to clarify any misunderstanding, we are not talking about maintenance of the Trans-Canada Highway. The Federal Government would not look at it, even consider maintenance of the existing highway; we are talking about a major reconstruction of the existing highway which would mean widening out four lanes in some sections, and to tearing up some sections completely, like the bad sections, and putting down actually a new highway in these certain areas. We are not talking about patch up jobs of the existing Trans-Canada Highway because the Feds would not go along with maintenance. So it means that in some areas a redesign of the existing highway and a complete reconstruction job of the highway as we now see it, which in fact is in our submission.

I would like to point out, Mr. Speaker, as well for the benefit of the House of Assembly that Mr. Lang yesterday in his announcement clearly pointed out some open ended agreements that we are looking at. He said that this money now is for a three year period, but after three years there is a possibility of Federal Government further assistance. Now this is along the lines of our submission which was asking for a ten year programme - we know that we cannot upgrade the TCH over a short period of time, and we know that to carry out the necessary work it will take a number of years - so the application was for a ten year programme and asking for approximately \$1 billion, that was the initial application and submission. So Mr. Lang yesterday said that after the three years there is a possibility that further funds would be available.



MR. MORGAN: So this now, Mr. Speaker, in my view, and I said so this morning, is a good beginning if we can get the programme moving within three years, and we will carry on with further discussions and negotiations to get additional funds beyond the three year period, and in the meantime we can zero in and lay emphasis on in our Province the worst sections of our Trans-Canada Highway.

MR. CALLAN: A supplementary, Mr. Speaker.

MR. SPEAKER: A final supplementary, the hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I would like for the minister to tell the House why it is that the minister has not placed any great emphasis on a visit next week of the Standing Committee of the House of Commons on Transportations and Communications? Does the minister not think that the elected representatives of the people are a pretty important group, especially a Standing Committee on Transportation and Communications visiting this Province where everything here depends on transportation on this Island?

MR. NEARY: Is the minister going to make a formal presentation to the committee, or will the minister be meeting with the committee at all, or just ignoring the committee when they arrive?

MR. SPEAKER: The hon. minister.

MR. MORGAN: Mr. Speaker, no, we will not be ignoring the committee. Last week I received the - No, that is not correct, it was not myself, it was my colleague in Governmental Affairs initially received the first correspondence from Ottawa indicating that this House of Commons Committee on Transportation and Communications would be in the Province for a hearing to be held in St. John's. We will not be ignoring the committee, but I said recently, and I again say this morning, that we will not be making any major submission to that committee. I do not know if I will be in a position myself to appear before that committee, but if not I will have a delegate there from the department, maybe from both divisions, Transport and Communications. But we are going to be putting forward our brief of any major or any consequence to the Commission of Inquiry. There seems to be -

MR. NEARY: When will they be coming?

MR. MORGAN: There seems to be some confusion, Mr. Speaker, with regard to these hearings because I have received numerous inquiries in my office from different parts of the Province as to why is the committee - the Commission of Inquiry meeting in St. John's on Monday? And Monday the committee is coming in from the House of Commons so it is important not to get confused. The committee coming in Monday to the Province is a committee of the House of Commons from both sides of the House, in fact all parties, and they will be looking at transportation all over the Province.

MR. NEARY: A very significant committee as far as Newfoundland is concerned, very important.

MR. MORGAN: Mr. Speaker, we do not -

MR. NEARY: I am going to go down and give some evidence.

MR. MORGAN: Mr. Speaker, the hon. gentleman is welcome to. In fact, I would like to see everybody who is concerned with Transportation to put forward their views at any of these hearings. What I said, and the position of government is that we will be putting forward our major brief with regard to Transportation to the Commission of Inquiry, which we agreed upon and which is now being appointed by the federal government and which will be holding public hearings this summer throughout the Province. We could very well maybe make an appearance as well before the committee from the House of Commons, but our major concern is our brief going in to the Commission of Inquiry in the Province.

MR. SPEAKER: The hon. member for Conception Bay South.

MR. NOLAN: A question for the Minister of Municipal Affairs, Mr. Speaker. What representation has the Minister of Municipal Affairs received if any from the residents of Bell Island who seem to be very disturbed about the property tax that is about to be imposed over there? And in addition to that what are the minister's plans for the imposition of property taxes within the urban region?

MR. SPEAKER: The hon. Minister of Municipal Affairs and Housing.

MR. DINN: Yes, Mr. Speaker, with respect to Bell Island, obviously when a municipality imposes a property tax there are people who become upset; however, I feel that the Council on Bell Island indicated to me last year that they were going to do this. They justified why they needed to do it to maintain their service and it is, as far as I am concerned, a just tax and it is an indication that councils are becoming a little more responsible in trying to meet the services that they provide to the citizens of their communities. With respect to the St. John's urban region, that will be decided when we get a regional government if you are talking about a regional tax. They will be charged a tax based on services with respect to residents. The business people in the

MR. DINN: region will be charged a business tax as has been done by the Metro Board to date, and they will be assessed over the coming years or the coming months, and that tax will be imposed and has been approved and so on.

MR. SPEAKER: The hon. member for Bellevue.

MR. CALLAN: Mr. Speaker, my question I think is probably for the Minister of Justice in his capacity as House Leader. I refer to the Ombudsman's report which we received yesterday. And on page three we notice that of the 363 written inquiries to the Ombudsman over the past year, 168 of these - about 40 per cent, almost half of these - were not in his jurisdiction. And of the 478 telephone calls or consultations again a large number of them were just not within his jurisdiction, and of course the same thing with the interviews. People said, 'I want to see the Ombudsman; there will probably be nothing he can do to help me, but I want to talk to him.'

MR. CALLAN: Now I am wondering does government have any intentions of bringing in amendments to the Ombudsman Act during this session of the House of Assembly?

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: Now, Mr. Speaker, I have to confess I have not had the opportunity to read the entire report that was tabled here yesterday by the Ombudsman. But looking through the report, a very cursory examination indicated that a very high percentage of the cases that were referred to him where he found that he did not have jurisdiction was because it was a matter coming under the exclusive jurisdiction of the Parliament of Canada, for instance, Unemployment Insurance complaints he would not, or anything doing with the Ministry of Transport. So no legislation that could be introduced into this Legislature could cure that defect. We cannot confer jurisdiction on the Ombudsman if we ourselves do not have the jurisdiction to pass the laws. Secondly, the act which was brought in here but a few years ago is a good piece of legislation in my opinion. And I am sure the father of that piece of legislation will concur when I say that it is probably the most all-embracing -

MR. NEARY: You mean the Only Living Father.

MR. HICKMAN: - the most all-embracing - well, he is still alive. He looks alive to me right at this moment.

MR. NEARY: Yes - the Only Living Father of Confederation.

MR. HICKMAN: No, no!

MR. NEARY: Yes, yes!

MR. HICKMAN: No, no!

MR. NEARY: The only thing you did was appoint an Ombudsman.

MR. HICKMAN: I was not talking about myself. The hon. gentleman should pay very careful attention. And I have reason to believe that the father of the Ombuddy -

MR. NEARY: - is not here.

MR. HICKMAN: - is still alive.

MR. NEARY: - He is not in his seat.

MR. HICKMAN: I know he is alive.

MR. NEARY: He is not in his seat, Sir.

MR. HICKMAN: I cannot guarantee you that his heart is beating, but his colour is coming and going as I look at the hon. gentleman across the House at this time. If the hon. gentleman is dead, if he is dead will he please stand up and confirm this dreadful and tragic news.

But as I was saying -

I most stop this!

SOME HON. MEMBERS: Oh, oh!

MR. HICKMAN: I am getting like 'Luke'.

AN HON. MEMBER: This early in the morning too.

MR. HICKMAN: It is much too early in the morning,

Mr. Speaker, for -

MR. SPEAKER: An hon. gentleman has arisen on a point of order.

MR. CALLAN: I think that the hon. minister is wasting the Question Period and I think he should get on with his answer and clown around some other time, outside probably.

MR. HICKMAN: Mr. Speaker, to that point of order I will assiduously refrain from commenting on the accomplishments of hon. gentleman opposite again if the member for Bellevue (Mr. Callan) takes offence to it.

MR. CALLAN: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. CALLAN: Mr. Speaker, on page twelve of that same report which I referred to a moment ago, the Ombudsman here points out that there is a need for amendments. He says it himself. He has asked government, and he says here, "To this date there has been no response to my recommendation" - recommendation that amendments be brought in to the Parliamentary Commissioner - the Ombudsman Act. So the Ombudsman himself sees the need for amendments to the Act even though it may be

MR. CALLAN: a good Act and all that sort of thing.  
But I am wondering if legislation cannot be brought in to amend the Act. You know, we have heard over the past several months of an awful lot of sad bills - it was quite common to hear Mr. Speaker say, 'When shall a sad bill -' I wonder could we have a happy bill brought in to change this Act?

SOME HON. MEMBERS: Hear, hear!

MR. HICKMAN: Mr. Speaker, we have to change the Question Period! We cannot allow Question Period so early in the morning. A sad bill! There has never been a bill introduced by the Moores administration that was not a happy one! And that is why all bills have been so enthusiastically accepted by hon. gentlemen opposite. Mr. Speaker, the hon. gentleman from Bellevue (Mr. Callan) is referring to a recommendation, or a request rather, in the Ombudsman's Report with respect to a decision of the Supreme Court of Newfoundland approximately a year ago. Mr. Justice Nathaniel S. Noel

Mr. Hickman.

held that the Ombudsman did not have jurisdiction over the Waterford Hospital under the provisions of their act. My understanding is that the -

MR. NOLAN: This House can change it.

MR. HICKMAN: This House can change it, but that is not a simple amendment. The amendment itself is simple. Bringing the amendment into the House is easy, no problem at all. But the question as to whether or not a hospital of that kind should come under the jurisdiction of an Ombudsman is not that simple and not that easy to resolve, and that is why -

MR. NOLAN: Is the minister saying that the Ombudsman does not agree to another provision.

MR. HICKMAN: - and that is why when the framers of this legislation, when the framers of this legislation drafted the act, I assume that is why they specifically excluded it.

MR. SIMMONS: It is a real sign -

MR. HICKMAN: What is a real - ?

MR. SIMMONS: You gave him no power to do the job.

MR. PECKFORD: How would you know anything about that?

MR. HICKMAN: I am sure that the hon. gentleman from Conception Bay South (Mr. Nolan) would take very strong exception to the comment that just arose from his colleague, the hon. member for Burgeo - Bay d'Espoir (Mr. Simmons). He would have to, because I know what strong feeling and affection he has for that particular bill.

SOME HON. MEMBERS: Hear, hear!

MR. HICKMAN: And I am sure that he can explain to this House if he was asked, if we could ask questions of the hon. gentlemen opposite, which unfortunately we cannot, that he would explain to the House why at the time of the framing of the act, having looked very carefully at existing legislation, the Waterford Hospital, or Hospital for Mental and Nervous Diseases were excluded; and they were excluded for a very good reason,



Mr. Hickman.

Mr. Speaker. They were excluded because on the best advice of the government of the day and on the best advice that this government has been able to receive, it has been deemed not appropriate at this time to bring in an amendment to the act as it relates to the Waterford Hospital. But that does not say that, you know, professional advice may not change and circumstances may change. And I am sure that this House is open to that amendment if it would appear appropriate so to do.

AN HON. MEMBER: It appears appropriate so to do.

MR. HICKMAN: It would appear not.

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

MR. SPEAKER: A supplementary, then the hon. member for Terra Nova.

MR. NEARY: Mr. Speaker, I do not know whether I understood the hon. gentleman correctly or not when the hon. gentleman said that the Waterford Hospital was excluded from the act. My understanding, Sir, of the Supreme Court decision is that they used a technicality to bar the Ombudsman from getting at the records of the patients at the Waterford Hospital. And the way they did it was that because it was under a board. All other jurisdictions, all other Crown corporations -

AN HON. MEMBER: (Inaudible).

MR. NEARY: No, hold on now.

- all other Crown corporations, the Ombudsman has access to the records, but in the case of the Waterford Hospital it is under a board and not considered to be a government agency. And that is why the Supreme Court made the decision. Is the minister aware that it will only take a minor amendment to change that to give the Ombudsman the access that he should have to the files at the Waterford Hospital, an access that Ombudsmen in other jurisdictions have?

MR. COLLINS: That is not right.

MR. NEARY: That is right, Sir.

Well, the Ombudsman must not know what he was talking about, because I discussed it with him recently, and he has researched it.

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: Mr. Speaker, the request of the Parliamentary Commissioner was that in view of the decision of Mr. Justice Noel of the Supreme Court of Newfoundland, who held that the Ombudsman had no jurisdiction to investigate complaints of patients at the Waterford Hospital, that in view of that decision that consideration be given to amending the act to designate the Waterford Hospital as an agency for the purposes- that would be an agency of the Crown - for the purposes of the act. What I am saying, Mr. Speaker, that the reason - I suppose you could use it the other way around - the reason I assume that in the definition of agencies provided in the original act did not include the Waterford Hospital -

MR. NEARY: It could be any agency that is under a board.

MR. HICKMAN: - it was on very -

MR. NEARY: It could be the College of Trades next.

MR. HICKMAN: I repeat, Mr. Speaker, and my colleague, the Minister of Health I am sure would concur in this, that the advice that has been received so far has not been of the sort to warrant that particular change at this time.

MR. NEARY: Why the discrimination?

MR. SPEAKER: A supplementary.

MR. NOLAN: Would the Minister of Justice be good enough?

He has now referred on a number of occasions to the advice that they have received thus far. We would like to know what advice, from whom and when and will he table it? It is as simple as that.

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: The advice - this came up in the last session of the House, I am sure, Mr. Speaker. Following the receipt of last year's report by the Ombudsman, my colleague, the Minister of Health sought professional advice with respect to the desirability of amending the act, and my recollection is -

MR. NEARY: Surely, you are not a psychiatrist .

Mr. Neary:

read the article in The Weekend, of The Evening Telegram.

MR. HICKMAN: I am being harassed.

MR. NEARY: No, you are just being stunned, that is all, not being harassed.

MR. HICKMAN: I am being harassed.

MR. NEARY: Stunned. You are just as stunned on this as you on the park and vandalism and crime.

MR. SPEAKER: Order, please!

MR. HICKMAN: I cannot take this. Then stop. I refuse to answer it.

MR. SPEAKER: The hon. member for Terra Nova.

MR. LUSH: Mr. Speaker, probably the question is more appropriately directed to the Minister of Tourism, but since he is not here I will direct the question to the Minister of Justice, the House Leader.

MR. SIMMONS: We have a real Sesame Street over there.

MR. LUSH: I wonder what action, what additional action the government have taken with respect to the allegations, certainly the most recent ones again made by the NDP member, John Rodriguez, with respect to land ownership in the Terra Nova National Park? And members will recall that a couple of weeks ago he said the land was being built on, land owned by ministers. And I do not think that the government made this clear certainly to the people of Newfoundland whether this was accurate, He named the Minister of Health as owning land,

MR. HICKEY: He named me.

MR. LUSH: Yes. He named the Minister of Tourism, Mr. Hickey, And then yesterday it is changed; it is not Provincial Cabinet ministers, what he said previously, now it is politicians. And I am sure that most people, a lot of people throughout Newfoundland and indeed a lot of people throughout Canada think the only people living on the Eastport Peninsulâ are politicians. And again he named yesterday the Leader of the Opposition as owning a Summer home out in the area. And I have wondered whether the minister or whether the government have checked into this? And he named the hon. Mr. Morgan as well as owning land out there.

MR. ROWE: Does he own a Summer home out there?

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: Mr. Speaker, yesterday in response to a question from the hon. the member for LaPoile (Mr. Neary), the hon. Minister of Transportation and Communications advised this House that he does not own any property in the Eastport Peninsula. He is not in a position obviously to answer for the hon. Jack Pickersgill or the hon. the Leader of the Opposition.

MR. H. COLLINS: I do not own any.

MR. NEARY: You were not mentioned yesterday. You did not even rate -

MR. H. COLLINS: Who is -

MR. NEARY: - you did not even rate with Mr. Rodriguez yesterday.

MR. H. COLLINS: Who was working with Rodriguez?

MR. NEARY: You did not rate with him at all. You did not even -

MR. SPEAKER: Order, please!

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Order, please! Hon. gentlemen should not interrupt when the hon. minister is answering.

MR. HICKMAN: Yes. In any event, Mr. Speaker, if this House -

AN HON. MEMBER: A point of order has been raised.

MR. SPEAKER: If you wish to raise a point of order, you may.

MR. NOLAN: This is what we are trying to do, Mr. Speaker.

MR. SPEAKER: Order, please! Which hon. gentleman intends to raise a point of order?

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Only one will have the floor at a time, The hon. member for Conception Bay South.

MR. NOLAN: The hon. gentleman opposite quite clearly has indicated to our friend opposite that there is someone over here in cahoots with Mr. Rodriguez. We do not even know him. Who is working with Mr. Rodriguez? Now I mean we have already had a resolution in this House concerning Mr. Rodriguez and his statements. We would like a

Mr. Nolan:

withdrawal, Mr. Speaker.

AN HON. MEMBER: Inaudible.

MR. NOLAN: Let the hon. Galoot withdraw, Mr. Speaker, he is in need of psychiatric care.

MR. SPEAKER: Order, please!

MR. LUNDRIGAN: Mr. Speaker, on the point of order.

SOME HON. MEMBERS: Oh, oh!

MR. LUNDRIGAN: Mr. Speaker, the comments of the hon. gentleman are derogatory to the individual involved and they are derogatory to the House, and the member certainly who is a distinguished member of this Legislature will not be required by Your Honour to withdraw the remarks; he will do it voluntary I am sure.

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Order, please! If one hon. member said of another that he was working in cahoots with or in association with Mr. Rodriguez that is not an unparliamentary expression; it might be a difference of opinion, the hon. gentleman might deny it. He might say it has nothing to do with the NDP, he is not working with Mr. Rodriguez. He might say he does not agree with Mr. Rodriguez. I could hardly say to the allegation that one is associated with Mr. Rodriguez is an unparliamentary association, it is an unparliamentary allegation. There might be a difference of opinion, hon. gentlemen could deny it. The term "galoot" which has been used on more than one occasion has been decided to be unparliamentary. I am sure the hon. gentleman would want to withdraw it.

MR. SIMMONS: It is very apt.

SOME HON. MEMBERS: Oh, oh!

o o o

MR. HICKMAN: Mr. Speaker, I have one notice of motion.

Things went so quickly this morning that I did not catch up.

May I have leave to revert to Notice of Motion?

MR. SPEAKER: Leave to revert to Notice of Motion?

SOME HON. MEMBERS: Agreed.

MR. SPEAKER: Agreed.

MR. HICKMAN: Mr. Speaker, on behalf of the hon. Minister of Finance, I give notice that I will on tomorrow ask leave to introduce a bill, "An Act To Amend The Education (Teachers' Pension) Act", (Bill No. 41).

ORDERS OF THE DAY:

MR. HICKMAN: We have got two or three first readings.  
Motion 8.

MR. SPEAKER: Motion 8.  
Motion, the hon. the Minister of Municipal Affairs and Housing to introduce a bill, "An Act To Amend The City Of Corner Brook Act," carried. (Bill No. 68).

On motion, Bill No. 68 read a first time, ordered read a second time on tomorrow.

MR. HICKMAN: Motion 9

MR. SPEAKER: Motion 9.

Motion, the hon. Minister of Mines and Energy to introduce a bill, "An Act To Act The Labrador Lands (Reservation) Act," carried. (Bill No. 66).

On motion, Bill No. 66 read a first time, ordered read a second time on tomorrow.

MR. HICKMAN: Motion 10.

MR. SPEAKER: Motion 10.

Motion, the hon. Minister of Tourism to introduce a bill, "An Act To Amend The Tourist Establishments Act," carried. (Bill No. 64).

On motion, Bill No. 64 read a first time, ordered read a second time on tomorrow.

MR. HICKMAN: Motion 11.

MR. SPEAKER: Motion 11.

Motion, the hon. Minister of Health to introduce a bill, "An Act To Amend The Solemnization Of Marriage Act, 1974," carried. (Bill No. 65).

On motion. Bill No. 65 read a first time, ordered read a second time on tomorrow.

MR. HICKMAN: Committee of Supply.

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

COMMITTEE OF SUPPLY:

MR. CHAIRMAN: Order, please!

MR. HICKMAN: Head XVII - Transportation and Communications, page 107.

MR. CHAIRMAN: Page 107, Item XVII - Transportation and Communications, Head 701-01.

The hon. Minister of Transportation and Communications.

SOME HON. MEMBERS: Hear, hear!

MR. MORGAN: Well, Mr. Chairman, in introducing the estimates for the Department of Transportation and Communications, first of all I will say that this has been my second year as the minister responsible for this department. Unfortunately last year we did not get the estimates before the House of Assembly. And this being my second year I am pleased that we now get them before the House and have a five hour debate on the estimates. I do not want to take up too much time, but I would like to, in my introduction of the estimates, talk about the department, what we have been doing over the past year and outline some of the things that we expect to be doing and hope to be doing in 1977, and in fact in the future.

I am sure that all hon. gentlemen are aware that the department is in this Province responsible for almost all modes of transport, and also for communications, which is becoming a very important aspect of any department today anywhere in the country. The Transportation Division is not as active or as mundane, if you wish, as the Highways and Bridges Division, which is responsible for the building of roads and to maintain these roads after they are built, but it is a very, very active department over the last number of years in particular. Since I became minister I know we have been involved in numerous meetings and discussions with not only the federal level of government but also our counterparts and colleagues, if you wish, in the Atlantic region. And we continuously monitor the services provided, whether it be air services or rail services or water services or road. That is the main function of that division. And over the past year, I think the transportation



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problems in our Province were brought forward to the federal level of government, in fact in some cases across the nation, the problems we have been experiencing in Newfoundland with regards to transportation which seems to have been accumulating over the years, building up worse and worse each year. It finally came to a head when it was brought to the forefront in Ottawa that Ottawa agreed to appoint a Commission of Enquiry to look at all aspects of transportation in the Province. And I am sure that all hon. gentlemen will agree that we are looking forward to that commission getting the views of as many concerned Newfoundlanders as possible so that they can make a good report to Ottawa and look forward to

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action from that enquiry. But I must say in my view the appointment of that Commission of Enquiry is a major step forward. I have expressed a view to my counterpart in Ottawa, and in fact so has the Premier, along the lines that we do not want this study to be another study to be made and filed away and forgotten about or an excuse to do nothing about transportation problems. I must say that the co-operation received as of recent months from the federal level of government, I have to commend them for their co-operation. There seems to be a change of attitude on the part of the officials, number one, and the politicians, number two. Mr. Lang, for example when I first became minister I know I was quite critical many times, outspoken many other times against the federal minister in talking about his programmes and policies in transportation, particularly his 'user pay' concept. And being outspoken sometimes, the federal government looked upon us as radicals in the region, and we are not going to discuss the important problems. But it finally came down to a point that what we were saying was recognized by Ottawa to be true. We did have some very major problems, and the attitude of Ottawa has now changed. Mr. Lang, for example, at a meeting no longer than a few months ago conceded to the region that the user pay concept must not apply to the Atlantic region and to Newfoundland and Labrador, and changed legislation accordingly in Ottawa. And this, I think, is significant that the attitude now towards our Province and in fact the whole region is changing and is a major step forward.

The department, of course, is divided into divisions. The Air Services Division is sometimes very seldom mentioned - except if there is some controversy, the use of a helicopter or something of that nature - it is very seldom mentioned the important significance of that division. For example, the Air Services Division last year, by use of helicopters, which we have chartered on a contract from Universal Helicopters, during the past year, for example, airlifted 189 patients to the hospitals and clinics around the Province. And our King Air aircraft,

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which is not a jet aircraft - it is often referred to by some critics as saying, the government's jet is going from here to there - it is a turbo prop King Air aircraft, and it is used almost exclusively for air ambulance service. And last year, over the past year 1976 that aircraft airlifted 118 patients to hospitals and sometimes in the middle of the night, all hours of the night, twenty-four hour service, a very important service provided by the Air Services Division. And, of course, that division as well is actively engaged in the development of the St. John's Airport. You very seldom hear the minister responsible - this case, myself - talking about or indicating what is going to be done at St. John's Airport or Gander Airport. It is usually said by the City Council of St. John's or said by the Member of Parliament for the Gander area, and rightly so. But we are actively and very closely involved. In fact we have delegations from the Department of Air Services Division, from the department, on these committees working actively to obtain the necessary improvements to airports throughout the Province.

In our Air Services Division, of course, we do have seven aircraft now. We have the one King Air, which I just mentioned, which is used for air ambulance services and used by the ministers and the Premier to travel to various parts of the Province and in fact in many cases outside the Province to important meetings. And we have now a new addition to our Air Services Division, which was outlined by my colleague, the Minister of Forestry and Agriculture a few days ago, by means of a purchase of a Cessna aircraft which will be under the Air Services Division but used exclusively by the Forestry Division. And we have five Canso water bombers in the Air Services Division. These also are used primarily by the Forestry Division in forest fire fighting and last year these five Cansos fought ninety-eight fires. I would like to commend, by the way, in my opening statement today on the estimates that these men who operate these water Canso bombers, these men are very seldom mentioned in the public, and they do a commendable

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job. There is no question about that. And I would like to commend them for their work last year in fighting ninety-eight fires, and I would like to see all of them remain with the department and carry on their good work in the coming year.

Mr. Chairman, the Communications Division, last year I would say has been a very, very active year. We were successful in getting the federal minister to come to our Province and to again realize that we have problems not only in transportation - that was put forward quite forcibly to Ottawa - but also in communications. And when the federal minister came in with, I think, sixteen or seventeen of his officials and sat down with us here in the Province for a two-day meeting, it was agreed that the federal government would pay for most of the cost of very intensive studies into two major aspects of communications, one being the telephone service throughout the Province, particularly in Labrador where there are many,

MR. MORGAN: many problems regarding communications, and the federal government agreed to carry out a very intensive study jointly, a federal/provincial study into telephone services throughout the Province, primarily in the rural areas. Also they agreed at the same time between two levels of government that a study would be made of the broadcasting signals in the different parts of the Province. Now these things are not usually mentioned too much in the public and the public is not aware of these things. But I am convinced that Madame Sauve - the hon. Madame Sauve in Ottawa who has been connected with the communications world for so long - is genuinely concerned over the problems we have in communications. I commend, therefore, her efforts in the Atlantic region in particular. She seems to be very sensitive to our needs and I am convinced it was she a minister who was the major factor in us making any progress the past year with regard to these studies. She has now agreed that as soon as the studies are completed - and I would like to indicate to the House that the study on broadcasting was completed just a few days ago. It is now being compiled, and then we are going to sit down with the federal minister and determine what can be done to overcome these broadcasting signal problems and reception throughout the Province. And in many cases they are minor things, but we need some guidelines and some assistance, I would say also, with regard to steps to be taken to overcome these problems.

The most talked about division of the Department of Transportation is the Highways Division, and every person in this House of Assembly is concerned because most of us have gravel roads and some of them are very bad gravel roads. And then we are concerned not only with the conditions of the roads in the Summertime, we are concerned in the Wintertime with the maintenance operations. So that is the most talked about and most heard of division, I guess. And we have in that division a very competent group of engineers. And of course I would like to say before I listen to Opposition spokesmen with their comments that I feel the staff of the Department of Transportation and Communications - you will not find a better staff

MR. MORGAN: anywhere in any government department.

I am fortunate to have as my deputy minister and assistant deputy the top quality engineers. In my travels throughout the Province with these gentlemen their knowledge of roads in fact is tremendous because they were involved in building most of these roads around the Province and they know the roads and the road problems first hand. But the situation is that the Highways Division has been very, very active. Last year, for example, the department paved 260 miles of road throughout the Province and reconstructed a further 227,000 - 227, I am sorry - 260 miles of pavement and 227 miles of reconstruction, that was last year in 1976. Now I would like to indicate that considerable progress has been made since 1972 in the paving of roads.

This government, this administration, has paved 1,200 miles of road since taking over administration - 1,200 miles. And prior to 197 -

AN HON. MEMBER: Would the minister -

MR. MORGAN: If the hon. gentleman from - my colleague - would wait until the time for debate I would appreciate it. Mr. Chairman, we have paved 1,200 miles of road and now the previous administration made a substantial effort as well. I mean, for example in 1972 there were 1,600 miles of road paved prior to our coming into power.

Now the paving of roads in this Province is unfortunately quite different from paving of roads in Western Canada where they do not have the same rugged terrain we have here. The cost of our reconstruction and paving of roads is five times as high, for example, as it is in Alberta and Saskatchewan because of the nature of the terrain of the country and this puts us in a very bad condition because the dollars that we have available to us we can get only about one fifth of the road work that can be done with the same amount of funds over in some part of Western Canada where the money is usually available.

So, Mr. Chairman, a number of changes have been made in the Maintenance Division of the Highways and Engineering Division and Bridges Division. Maintenance, of course, is a major concern to all of us who use the highway, and all our districts. Last year, I must say - and I am not blowing my own horn; I am blowing the horn of the

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MR. MORGAN: officials of the department, because we made some significant changes around the Province with regard to maintenance operations - and I am of the opinion that the number of complaints with regard to maintenance of our roads last winter was down considerably over any other year. And we made some significant changes throughout the Province by moving depots and

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reallocating the men in different areas, and using different techniques, and building new depots, and new camps for the men, providing new facilities for the men, and we found that last year in 1976 was the best year ever around the Province with regards to complaints; and it was not because of weather conditions because the Western part of the Province had received the heaviest snowfall in the history of the area last Winter, and on the Eastern part of the Province we had some of the worst freezing rain conditions that we ever had in the Province. But the complaints are down. Now, of course, to keep those complaints down we have to spend money. Last year, for example, the department spent more than \$3 million worth for the purchase of salt. We used 120,000 tons of salt throughout the Province. That averages out to around 40 tons per mile on our highway. Sometimes people are saying we are using too much,

We are using this, but we are trying to keep the complaints down and keep the roads in a safe driving condition in Winter months.

But, Mr. Chairman, we have in our maintenance division last Winter we had 300 pieces of snow plowing equipment in operation, we had 250 pieces of sanding operations in operation, and we had a little more than 3,000 men employed in that division. And I would like to say as well that these employees last Winter, I would like to say that they did a commendable job. They were under sort of pressure for a while whether to go on strike or not. When the vote was taken, they did not vote to go on strike. They voted to stay on at work. And they did a very commendable job. I am not blowing my own horn in saying the complaints were down, I am saying that they did a tremendous job throughout the Province. And I sincerely hope they will continue on doing a good job again in the future years.

Summer maintenance, of course, is not as important because roads are not as dangerous, but the dust problem is a problem which we are all concerned with on roads we cannot find the funds for to pave. And in many cases what we do, we make attempts to control the dust. We started this programme when I became minister in the Fall of



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1976, a programme of dust control using liquid calicum, This is used extensively by other provinces, mostly on farm roads, particularly in the Atlantic region. It is quite harmless to health. There has been numerous research work carried out. It is a good programme. This year we are going to be heavily involved, in fact, we are going to be using liquid calicum on approximately 350 miles of gravel road throughout the Province, primarily in places where people are living, and where people are commuting back and forth to work daily. We are going to use this calicum to control the dust, and the people who have seen this method of dust control in action are quite pleased with this measure, and we are going to continue on to use it.

MR. NEARY: It does a marvelous job.

MR. MORGAN: It does a good job.

But, Mr. Chairman, of course, the obvious thing that people want wherever there is a gravel road, they want it reconstructed and paved, and this of course is rightly so. Everybody deserves to have paved roads. The unfortunate thing is we have limited funds available, and we cannot reconstruct and pave all of the roads in one or two years. However I will refute any charges made by the Opposition that were made in the past, that we are not fair to districts who have representation other than on the government side.

SOME HON. MEMBERS: Oh, oh!

MR. MORGAN: Last year I attempted to travel the Province as much as possible, in fact, I travelled extensively. There are only one or two districts in the Province that I did not visit, and I intend to go these places as soon as the House closes for its Summer recess. I feel that a minister responsible for roads etc. should not be sitting in his office, and this is what I have been doing, getting out and travelling over the roads, not flying over the roads, but travelling over the roads. In some cases during the past two months because of a tight schedule I would use helicopters to get to a point, take a car from there, and drive over the road, and have a

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helicopter pick me up at the far end and carry on to save time. But I travel over the roads, see the conditions, and I am always accompanied by at least one senior official, and these officials are engineers. I am making myself fully aware and knowledgeable of road conditions, and when I get a petition in to table in the House or forwarded to my department or letters etc. at least I know what the people are talking about in most cases.

So I intend to continue on with that kind of policy to travel as much as possible, and see firsthand the road conditions and to get as much work done as possible based on the needs of the area, and I re-emphasize that, the needs of the area, to use the funds for that purpose to reconstruct the roads in preparation for paving.

Now, Mr. Chairman, one other division that I have not mentioned yet and that is the Motor Vehicle Registration, and the Administration Division. That division of course is a very important division as well. We have made some changes there. We, for example, brought in public liability insurance, compulsory insurance that came into effect since I became minister. And we have changed legislation dealing with impaired drivers, making it tougher,

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and we have now made it compulsory to register all vehicles for example, snow<sup>c</sup> vehicles and all-terrain vehicles. We are now planning, and in fact within 1977 will implement a system of classified drivers' licence, and we also intend to establish the point system or merit system, as it is known in many provinces. I think this is long overdue and I now have people working on it. And I am not saying that we are considering it. I am saying that I intend to introduce that system this year, in 1977. And this, of course, is the policy of government and we feel that this should be done.

There was some controversy when I decided as minister - overriding the recommendations of people who were considered to be experts in safety on the highway - when I decided as minister to overrule these recommendations and change the regulations of driving on the highway and the sign changes. We had signs which read, as we all know, Slower Traffic Keep Right. The experts, or people who call themselves experts, were totally opposed to these changes despite the fact that I reviewed the situation thoroughly by travelling the highway, accompanied by the engineers. We did experimental tests using radar. After these tests were carried out, I made the decision to change these signs, and I am convinced that these signs, and the programme we have been using of putting forward the need for extra caution on the highway, that this has reduced substantially the number of accidents on our highways. In fact, the latest figures show that we are the lowest in Canada with regards to accidents on the Trans-Canada Highway since one year ago, a year from this month. And that, I think, is significant. So there have been a number of changes made, and we contemplate further changes in the future.

But, Mr. Chairman, in just basically touching on most of the divisions in the department, rather than to take up the time of the Committee, I will welcome - and, of course, there is always going to be criticism - but I would like for criticism to be constructive. I would like to hear the views of the Opposition members

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on different matters pertaining to transportation and roads.

SOME HON. MEMBERS: Oh, oh!

MR. CHAIRMAN: Order, please!

MR. MORGAN: So, Mr. Chairman, I will listen to the comments, and make note and reply to the comments from the Opposition.

MR. CHAIRMAN: The hon. member for Port au Port.

MR. J. HODDER: Mr. Chairman, just a few words on the transportation situation in this Province. First of all I must say that I am amazed by the minister's speech that he was so gracious to the federal government. I have sat in this Chamber for the last two years, and the answers to questions placed to the minister and the minister's attitude has been totally negative as far as the federal government is concerned, and suddenly today he is full of praise for his federal counterpart. As a matter of fact in listening to the good things that come from his department, most of them came from Ottawa. Mr. Chairman, one of the things that has bothered me from this side of the House is the attitude that this government has had towards Ottawa in the past year. And the types of things that have been said about Ottawa by the minister - of course, the minister has seen the light now, and he has gotten a few things from Ottawa, and he is full of praise for Ottawa and perhaps the political situation somewhat has changed.

But the very fact that the minister has approached Ottawa in the way that he has since he has taken over, I think has been detrimental in us achieving very much with them. I have talked with the people in Ottawa in Mr. Lang's office, and very often relations have been stormy between this Province and Ottawa mainly because - and this is not from the Minister of Transportation only but other ministers as well - we bite the hand that feeds us very often. But there has been in the past a great deal of frustration experienced on the Ottawa side.

Mr. Chairman, we have just recently heard an announcement that there will be some funds made available for the

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Trans-Canada Highway. I just want to say a few words about the Trans-Canada Highway in that in the past couple of years - or in the past five or six years - the Trans-Canada Highway has not really been looked after. And although it was built on a federal/provincial plan, this Province has never held up its end as far as that highway is concerned.

MR. HODDER: Now I look at the Trans-Canada Highway as being Newfoundland's big highway. That is the one that visitors see when they arrive. That is the one which the commerce of the Province, the freight of the Province and everything else passes over. And that is the road I think that we must at all cost keep in good condition. Now granted, I with the minister have looked to every bit of federal help that can be achieved, but I think that it is wrong when we spend half the year or the year talking about the need for federal upgrading, leading the people of the Province to believe that the federal government is in some way totally responsible for that highway. The federal government is not totally responsible for that highway. The provincial government is responsible as well and I think that we have fallen down in great measure on that road.

The minister talked for some time about the highway section of the department and in speaking he mentioned that the people who are employed in his department are good men, and I must echo that. I can only speak for my own district because I deal with those people very closely. And the people in the Department of Transportation and Communications throughout the area, I must say, in the past two or three years they have shown a great dedication. The attitude in the department - the people who work there, from the manager down, it is a well-run department. I do not give this to the minister as a bouquet, but I do know that as far as road reconstruction, and I am just thinking primarily in my own district - road reconstruction, snow clearing and all the problems that are faced in that particular area, with the amount of money that the local men have they have done a great job.

But I would also like to talk about the snow storms. Last winter we had several large snow storms, and the minister did what I thought was a very good thing. He put out a booklet of numbers where people could 'phone to find out what the condition of the highway or the condition of the local area is, and I think that was

MR. HODDER: an excellent idea. We had a couple of severe storms on the West Coast and at one particular point I was leaving Corner Brook at seven o'clock in the morning so I 'phoned the number that was listed in the little book but there was no answer. I 'phoned the RCMP - there was a light snow falling - and they could not tell me what the road was like. They thought that maybe the Trans-Canada was in some bad shape but possibly you could pass over it. So I left on my way to Stephenville. The radio stations were announcing that the road was open between Port-aux-Basques and St. John's. Suddenly we were stuck. After that, that sort of made me wonder just exactly how good those numbers were so after that I checked on some of the numbers that were listed by the minister. And basically what I found out, Mr. Chairman, is that there is no system at all - there is just a list of published numbers. Very often you cannot get answers on those numbers. There is no system by which the media of the Province can get in touch with the situation on those roads, because the only thing on the roads is the snow clearing equipment. If this snow clearing equipment does not call radio communications equipment then - now I know in some places they do, but most of the snow clearing equipment in this Province does not carry communications equipment. Now these are the people who are out on the road. The Mounties are not out there; they only have cars the same as the rest of us, so the only way we can find out is if there are radio systems in those vehicles. Now the use of a number - if the people back in the main office do not know the condition of the road it is useless, and I say, Mr. Chairman, that we must put communications equipment in all snow clearing vehicles. And I think in the long run we would save money and we might even save some lives.

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Mr. Chairman, the Department of Transportation and Communications as far as I can see has been paving roads in a hodgepodge,slap-jack manner in this Province and reconstructing roads in this Province. The minister a few minutes ago said that this administration had paved 1,200 miles of road since they came into office. Some of this paving was done following along with the plans of the former administration where tenders had been called first when this administration came in. But I feel that in this Province, Mr. Chairman, that we have to look at all the unpaved roads in this Province, every one of them and then we have got to look at all those roads that are already paved but must be reconstructed. And we must decide which roads are the most important, because I know there is a list of priorities from year to year, but what we need, Mr. Chairman, is to look at all the roads and let the people know, let the House of Assembly know this is what will happen as regard to new paving, reconstructing or the placing of calcium chloride or whatever might be done. I feel that this is something that must be done, Mr. Chairman, so that people who are sending those petitions to us, we can say to them, Look, this road will be done at a certain time. This is the minister's list.

But, Mr. Chairman, I must say that I do feel that the method of calcium chloride on the roads in the Province that are unpaved is a good one. And I welcome the use of calcium chloride and I hope that the minister will make good his promise and place calcium chloride on the unpaved roads, because it is a problem, Mr. Chairman, particularly in some of the rural areas of the Province with the dust. And speaking of dust, I must add support to my friend and colleague from Baie Verte - White Bay (Mr. Rideout). The road to the Baie Verte Highway is a must. I do not know why the minister has been so stubborn about it. But I feel that he must recapitulate. The studies have been done. And I feel that if there is a health factor in any part of this Province -I would like to see paving in my district, and I am sure other hon. members would as well.- but when it comes to a health problem and when we have expert advice telling us that there is a health problem and



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that there are fibres in the air more than there should be, then I think the minister should not hmm and ha. He should immediately jump and make some sort of a commitment on this particular highway.

MR. CHAIRMAN: The hon. member for Fogo.

CAPT. WINSOR: Mr. Chairman, a few brief remarks on the roads. I think the Minister of Transportation and Communications is deserving of a little credit, and perhaps some credit. And I am a great believer in giving credit where credit is due. And having said that I trust that the minister is not going to accept what I am going to say as all bouquets. However, it was interesting to note, as my colleague, the member for Port au Port (Mr. J. Hodder) stated, the minister stated that since this government have come into power they have paved 1,200 miles compared to the 1,600 miles that the previous administration had paved.

Now, Mr. Chairman, the minister did not tell us that most of those roads, practically all of the roads, all of the roads in this Province, were constructed by the previous administration. And, of course, when the present administration took over, there was very little construction to do. You know, it is very easy to build on after the foundation is there.

MR. MORGAN: That is what I said.

CAPT. WINSOR: That is right.

And, of course, this is where sometimes the previous administration does not get the credit which it deserves. Therefore, I think if there is any credit due to the previous administration, it is the credit that we have the privilege of feeling that it was the previous administration who broke the curse of isolation in this Province, the hundreds of communities that were connected up. And now we find the minister taking great pride in the fact that their administration have paved 1,200 miles. Twelve hundred miles is very impressive. And I sincerely

CAPT. WINSOR: trust that with the cost of paving today compared to what it was even two or three years ago that within the next year or so every inch or every mile of road should be paved in this Province, because, Mr. Chairman, I doubt very much if ever we will see prices of paving comparable to what it is today. So I would urge the minister to try to impress upon his colleagues, and when I say his colleagues, the cabinet ministers, to press for whatever pavement they can get this year. Prices are favourable, unemployment is raging, is rampant all over the Province, so it is a golden opportunity to combine the two and certainly make impressive progress toward paving the roads in this Province.

Now I must come back to my own district and here is where I am going to give the minister a little bouquet - he has done remarkably in road construction and paving in Fogo district. But here again, it is not all provincial funds. Most of the money that is spent on the Loop Road is DREE funds and which is sometimes being overlooked by the present administration. But having all of those funds made available through DREE then what is happening to the provincial share of expenditure? When we have DREE taking the responsibility for a greater part of road construction and paving then surely there must be quite a sizeable sum of money that the provincial government has that they should be able to apply to the gravel roads which DREE do not include.

We have a situation on Fogo Island, Mr. Chairman, which is a deplorable one, and I am sure the minister will agree with me that there is so. On Fogo Island we have ten communities and with the exception of two, they are all connected up by gravel roads. And here, Mr. Chairman, I do not think the minister will boast about his activity or his performance on Fogo Island. There we have an area that was almost doomed to die, but by the initiative, the get-up-and-go of the people of Fogo Island they have made a success of that community. And we have ten communities here which depend wholly and solely on the fishery - nothing else. It is an isolated area and yet we have fish plant - one or two - two - yes, one at Seldom and one at Joe Batt's Arm. And all of

CAPT. WINSOR: the fish which comes to Seldom plant has to be trucked over those gravel roads. And, Mr. Chairman, the condition of those roads, Sir, during the hot weather in Summer, it is nothing less than fog, dense fog really, to get through there. And this must have an effect on the quality of fish and I will have more to say about this when we get into the estimates on fisheries. So if we are going to produce a good quality of fish, Mr. Chairman, on Fogo Island then the Minister of Transportation with the Minister of Fisheries can perhaps use their influence with the Premier and the Cabinet to get something done in that area. I think the concentration should be in areas where we have communities depending wholly and solely on the fishery and have to transport their product over those gravel roads. Sir, there is no way the Co-op or the buyers of Fogo Island fish, buyers on Fogo Island, produce a Grade A quality when they have to truck the fish over that gravel road, that dusty road. So I have discussed this on many occasions with the minister. I find him very sympathetic, but sometimes sympathy must be followed through with action. And I sincerely hope that the minister will be able to do something about that. And I agree with him about this calcium spray:

CAPT. WINSOR: it is next to pavement. I do not see or I cannot see where anything else can take the place of this calcium spray and if the minister cannot find a few extra dollars to do some paving on Fogo Island then I would sincerely hope that he will be able to carry out a spraying programme there this summer. Then of course there is the controversy in two areas of the Fogo district, namely Aspen Cove and Ladle Cove, and I am sure the minister is well aware of the problems which exist there. And a similar case, but not to the same extent, where fishermen have to truck their fish from Ladle Cove and Aspen Cove all the way to Valleyfield. And as I said, Mr. Chairman, you know it is just utterly impossible to provide a good quality of fish when we have to contend with that dusty condition. So here again if the minister cannot find the money to pave that area, then I think he should carry out a spraying programme.

Generally, Mr. Chairman, Fogo Island, and I said this at the beginning - Fogo district, rather has served very well with road and paving construction and I am giving the minister credit on one hand; but of course on the other hand we have to thank our good friends in Ottawa through DREE for providing the necessary funds for him. And I am not going to take any credit away from the minister. He appears to me, Mr. Chairman, to have a keen interest in his portfolio. He is concerned and I am sure he has the desire to do what he thinks is best, but there are occasions and there are areas where I think a little more concentration and a little more action rather than sympathy, especially in the Fogo district, will certainly go a long way to enhancing the minister's reputation and his progressiveness in providing good transportation roads in this Province.

So, Mr. Chairman, that is about all I have to say at this moment. I think we should get down to some of the headings where we can deal with the item by item. I think that is the most effective way

CAPT. WINSOR: in my experience in this House. I think the most effective way to deal with the estimates is to go down item by item because when, for instance, we have five hours for the transportation estimate and if, for instance, there are twenty of us, opposition and private members, who will spend fifteen or twenty minutes speaking on the minister's salary, then we lose the effect and we do not get the information which we should be getting if we followed item by item. However, Mr. Chairman, I look forward to adding more to the debate when we get down item by item.

MR. WHITE: Mr. Chairman.

MR. CHAIRMAN: The hon. member for Lewisporte.

MR. WHITE: Mr. Chairman, I am going to speak in this estimate debate now because there are a couple of things I want to talk about and I am afraid that I will not get the chance to talk about them later in the estimates. I wanted to get a few things in on tourism the other night and I just could not get recognized, so I want to get in early and talk about a couple of points with respect to transportation and communications in the Province generally and more particularly in my own district because there are a couple of matters of grave concern to me, not particularly related to highways but in other areas as well, that I am sure the minister is aware of.

I just want to say a brief thing with respect to the Trans-Canada Highway upgrading programme, Mr. Chairman. I think that the minister has had the legs cut out from under him with respect to his negotiations with Ottawa by the member for St. John's West (Mr. Crosbie, M.P.). We are in a situation now where the federal government says that they have a fifty-fifty programme that they are willing to offer to the Province. That is obviously the negotiating point and the starting point for the federal government in terms of working out an agreed to formula for Trans-Canada upgrading in Newfoundland and in the other Atlantic provinces. The minister says that this Province is

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prepared to go something along the order of ninety/ten. Yet this morning, early this morning on CBC, the member for St. John's West, Mr. Crosbie, was saying that the Province should agree to a seventy-five/twenty-five programme. So right of the bat he is almost cutting the legs out from under the minister in telling Ottawa that, you know, if they come up a bit, then we should expect the Province to come down a bit, and so we should expect the Province to come down a bit. But I think that Mr. Crosbie would be well-advised to keep in closer contact with his former colleagues if he is going to start negotiating and making points on behalf of the Province and on behalf of the people who live here because maybe we could get a good deal with Ottawa.

MR. MORGAN: Through negotiations.

MR. WHITE: Yes, right.

Mr. Chairman, the Trans-Canada Highway, and the condition of the Trans-Canada Highway in recent weeks has improved somewhat, and I think one of the big reasons why the Trans-Canada Highway got in the mess that it got in is because insufficient maintenance has been done over the years. And I think this is a major criticism of the Department of Transportation and Communications that during the past number of years, the past four or five years, that insufficient maintenance has been done on the Trans-Canada Highway. And I have driven over the Trans-Canada Highway as much or more than anybody in this Chamber, and I know what the Trans-Canada Highway is like Winter and Summer, Fall and Spring. There are a few bad places, Mr. Chairman, that could have been fixed up earlier. Well, now it is a bit too late to talk about it because we are into a stage where we might get some money from Ottawa or we will get some money from Ottawa to upgrade that. And I say to the minister that in the same context he should bear in mind some of the secondary roads in this Province and the condition that some of those secondary roads

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are getting into at the moment. I refer, Mr. Chairman, to the Notre Dame Junction Road that goes from the Trans-Canada Highway to Lewisporte, seven or eight miles of paved highway. It was built and finished paving in 1961. It has been there for sixteen years, and I do not think, Mr. Chairman, there has been a dollar spent on that road other than the installation of warning lights on the railway crossing on that particular road.

MR. MORGAN: Since it was paved?

MR. WHITE: Since it was paved. There has not been anything done since it was paved, and that is sixteen years ago. That road, Mr. Chairman, is one of the busiest highways in this Province, bar none, one of the busiest. The largest wholesale firm in Newfoundland is located in Lewisporte. It has a fleet of - oh, I do not know - dozens and dozens of heavy trucks going over that road continuously. There are two more wholesale firms located in Lewisporte with heavy trucks. All the trucks that come down from the mainland, the big tractor trailers that come across the Trans-Canada Highway, with groceries and other products for Labrador, go into Lewisporte. Every single stain of gasoline that is used at Gander International Airport comes in through Lewisporte and is trucked into Gander. It is a ridiculous state of affairs, Mr. Chairman, because that road is being torn to bits. And I am not sure - and I just had a letter from the minister this morning with respect to that - I am not sure that that road can stand another season without some major improvements being carried out. It is in a state of disrepair, and I hope that the minister will come and take a look at it because it is getting worse and worse all the time. Normally, a paved highway in the Wintertime gets out of shape with frost, and then in the Spring and Summer comes back into place. It is not so with the Junction road. At the moment it is deteriorating faster and faster. Those huge oil tankers that did not use to operate out of Lewisporte - the gas for Gander used to go by train, but because of the increase in freight rates, the oil companies have now started to truck all their oil or all their fuel to Gander for use there. And I am told by Mr. Lewington that the Gander

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Development Corporation, that the amount of fuel being used at Gander International Airport has doubled in the past year. It is expected to triple in the next couple of years, and that puts an extra burden on the Junction Road because all those oil tankers will be coming over that road. Now, Mr. Chairman, I am not complaining about the business for Lewisporte. I am not complaining about the oil business for Lewisporte or the gas business for Lewisporte. I am just complaining about the condition of the Trans-Canada Highway, and I want to point out to the minister and to hon. members the importance of Lewisporte as a port, and the importance of that seven or eight miles of paved highway, because it is my feeling that it is one of the most



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important in the Province, and I do not know of another single secondary road in this Province that is used as much as the Junction Road going down to Lewisporte. The one going down to Botwood and that area is not used as extensively by such heavy traffic as the Junction Road, and I plead with the minister to take a serious look at that because it is not just making a decision on the basis of passenger cars or anything else. It is making a decision on the basis of industry because Canadian National operating out of Lewisporte, Lewisporte Wholesalers, Steers Limited, Blue Buoy Foods, Imperial Oil and Shell Oil all have their major bases in Lewisporte, and they are all of such a nature that they use trucks and tractor-trailers in their operations. So I would like to see something done about that.

Mr. Chairman, there is another matter that I want to raise and I hope I get an answer from the minister, and that is the condition of the Change Islands ferry terminals. Now it may not seem a very big issue to some hon. members that I am standing here talking about the Change Islands ferry terminal when only one or two of the people in this House has ever been to Change Islands, but it is a major issue, and, Mr. Chairman, I want to bring it to the floor because I feel that there is going to be a tragic accident sooner or later on Change Islands if something is not done. There is a new ferry operating between Change Islands and Cobb's Arm at the moment, and it is subsidized by the federal government, almost \$100,000 a year, being subsidized by the federal government. But there are no landing facilities, Mr. Chairman, for the ferry on Change Islands and no landing facilities, Mr. Chairman, for the ferry at Cobb's Arm. Now that might be hard to believe, but it is true, there are no landing facilities. It got so bad on Change Islands last year that the operator, Mr. Chappy, built his own dock spent his own money to build his own ferry dock. At Cobb's Arm on the other end of the tickle there is an old limestone quarry wharf there owned by the Department of Transportation and Communications

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that is falling down. The minister saw it. He knows what I am talking about. It is absolutely ridiculous. I have seen film of it on the air, and I have seen pictures being taken, and I have been there a dozen times to look at it myself, and it is falling down. Some days the boat cannot even get in there at all, and unless something is done, and I mean done quickly, like within weeks, there is likely to be a tragic accident there. And it is a problem that I would say is the most important one now in relation to the other matters that I am dealing with. This certainly, Mr. Chairman, is the most important matter. I am on the phone daily with the people on Change Islands, the people in Ottawa, the people in the Confederation Building in trying to get this matter straightened up.

Mr. Chairman, some years ago, just to put the whole situation in context, a road was built from Change Islands to the South end of the Island, a distance of nine miles. The plan at the time was to build a new ferry terminal at the South end of Change Islands, as Mr. Chairman knows full well, and build another one at Farewell which is away from Cobb's Arm, near Port Albert and Stoneville in my district, which would cut the ferry run in half. Now the Provincial Government built the nine miles of road across to the Island, and then they went and asked the federal government to put some terminals at the end of that road, and put another over at Farewell.

Mr. Chairman, I am told that Ottawa are prepared to build the new ferry terminal that we have been looking for, and they have been prepared to do this for two years, but they are refusing to build the terminal because the Province would not negotiate with Ottawa with respect to ferry operations. Now let me say, Mr. Chairman, I fully agree that ferry operations are the responsibility of the federal government. But that does not mean that the Province cannot enter in to some form of negotiations with Ottawa. All Ottawa are saying, at least from what I get from it, and I talked to the minister

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myself on two occasions about this problem, all Ottawa are saying is if the Provincial Government are going to build roads and expect us to put ferry terminals on the end of those roads, then at least they should tell us in advance and negotiate with us, and sit down and talk about it. And I say that part of the reason, and part of the blame, not all of the blame, but part of the blame for no ferry terminals on Change Islands at the moment, Mr. Chairman, is because

MR. WHITE: the provincial government has dug in its heels on this matter for two or three years and now they are finally, finally - I had a letter yesterday from the minister - indicating that they are now prepared to enter into some form of negotiations with Ottawa. So I hope that this matter is straightened up quickly because it is a matter of growing concern in the district that I represent and in other districts as well because there are a total of four or five ferry operations in this Province. It is a very important issue, Mr. Chairman, and I want to emphasize it as much as possible.

Mr. Chairman, there is only one other point that I want to make on this matter in this particular debate with respect to Transportation and Communications and it is a matter that I brought up before in the House and I will bring it up again, and I want the minister to talk about it and that is with respect to the use of helicopters by government ministers and other people associated with the administration. It is an abuse, Mr. Chairman, it is an abuse of public funds, in my opinion, and I do not think the Minister of Transportation and Communications can do anything about it because he does not have the authority. He does not have the authority to instruct other ministers not to use helicopters at will and other officials within the government not to operate helicopters at will.

In the budget there is an expenditure allocated of \$1.5 million for helicopter use this year from one company and another expenditure allocated for \$390,000 this year for expenditure on helicopters. Now, Mr. Chairman, I fully agree that ministers when they have to go to meetings fast should use an helicopter. Why not? If there is an emergency and they have to go somewhere, fine. But taking helicopters to visit offices that are within fifty or sixty miles of driving distance from the place they take the helicopter to

MR. WHITE: go to taking helicopters to Grand Falls from Gander to do open line programmes, Mr. Chairman, I think it is a scandal and I think the Minister of Transportation and Communications should do something about it and should put a halt to it because people are talking about it and people see it happening and people are getting really fed up and sick over the whole situation. It is only a matter of, as I heard one Cabinet minister say to me the other day, "Helicopters are being used like taxi cabs!" And I bring that to the attention of the minister and I would like for him to tell us what the almost \$2 million allocated in the budget this year for helicopter use, what it is for. Now I know that in some cases there will be emergencies and I would like to thank the minister now for sending helicopters down to Change Islands on a number of occasions to bring across people who have been stranded there. But, Mr. Chairman, surely we do not have to see the kind of misuse of government aircraft in the future that we have seen in the last three or four or five years. And I hope the minister deals with this point.

SOME HON MEMBERS: Hear, hear!

MR. CHAIRMAN: The hon member for Burin-Placentia West.

MR. CANNING: A great district represented by a great man.

AN HON MEMBER: Right.

MR. CANNING: Mr. Chairman, since the minister rose in his seat I have been reminiscing quite looking back over the years. I remember when I came into this House first there was one big demand. The greatest demand, the thing that was most discussed in my first campaign in my isolated district was roads. Mr. Chairman, I heard the word roads so often the first ten years representing my district that I was dreaming about roads, I had nightmares about roads. But anyway I was trying to open my few remarks paying tribute to the people of the past and a tribute even to the minister of today who is not listening to me, he is talking to his friends behind him.

AN HON MEMBER: That is an advisor.

MR. CANNING: He is going to hear some awful things said to him perhaps before this debate is over but if he wants to hear something nice that I am going to say about him he should listen in the next few minutes. I have my words written, I do not know if some parts of it are blasphemy but I copied from the words of one of our greatest statesmen that ever lived and he was referring to a handful of men who served in the Airforce, who saved London, saved England and probably saved the world. A handful of men.

Now I will say this with my experience and with what I can see today and what I have witnessed and what I have helped to do, I hope,

MR. CANNING: in some part is that never before in the history of road construction in North America did so few men, with so little equipment, with so little money, confronted with what appeared to be insurmountable terrain - cliffs, mountains, rivers, bogs; you name it, we have it - do so much to relieve so many from isolation is so short a time and give so many the convenience of paved and fairly good non-paved roads. That is my tribute to the men right up until today, and I am including the last five years in that.

Mr. Chairman, it was the foremost thing ever! A little village I went in on the mainland part of my district - it has been in the forefront ever since - I got more pleasure out of cutting a ribbon or watching someone cut a ribbon relieving forty families or twenty families or thirty families of isolation than I think I got in any accomplishment of the government of today.

Above the Department of Highways - again down through the years we have had a good department, good men, and we have today. One thing I did notice about the department that I am finding as I go along, go through the different departments and deal with the different departments, is this; that in the department those who have been the ministers - I think there are two or three of them - they have kept the experienced men, the good men, they have kept them in the top positions and they have not brought in any greenhorns off the street whose contribution to the public of Newfoundland was knocking at doors and telling them how to vote. It is like the minister said, he has good men, they know Newfoundland, they have travelled, and one thing I could vouch for is that if the men who occupied that position before, if they were here today I think they would go further in the department and go in the field. And down through the years in my section of the Province anyway, we have had some of the finest men that could be placed in a job looking after roads - trying to build roads, out all hours in the night under the worst of conditions, receiving the most criticism, I suppose, whatever criticism could be piled on by people who just did not understand the situation, the circumstances under which we were working and the great responsibility that

MR. CANNING: those men carried. From the minister to the deputy minister on to the foremen - the superintendents in the main areas of Newfoundland on to the foremen in particular areas, I think they carry the greatest responsibility perhaps of any men in this Province other than those who man ships and have crews, where they have to be pretty careful. They have lots of worries,- but I think they carry worry well, they put up with more abuse sometimes, more complaints. And there is one thing about it, most places you go nearly everybody in the area, in the settlements or in the towns, is an authority on building roads, an authority on how they should be salted, how they should be looked after and what-not. So with me I am sure the minister has found, and he is going to find as long as I am here, that I will co-operate with him, I will be reasonable with him. I am sure he knows that.

I can give some examples, One example of a case I have had already - I hope I do not have any others. It was an unfortunate one - but in any case, one morning after I was elected - it was a winter morning. I forget the time of the year, but anyway, there was sleet and the roads were frozen - a large trailer truck had an accident in a particular area in my district. It was five o'clock in the morning. The truck was manoeuvring a curved road,



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and that could not be helped, for the people who built that road there was no other way for them to go only around high cliffs, 700 or 800 feet high-as she was making a turn in the curve, unfortunately she skidded and death took place. It was five o'clock in the morning. I would say at three o'clock that morning the road was not slippery, but by five o'clock it had quickly frozen - a little sleet perhaps, or even the damp air, because my experience on the highway, and I have had as much as anybody, I think; I have passed my half million miles driving too and from my district from St. John's, I have had twenty-two cars in twenty-seven years, I can assure you I wore them all out, I travelled all hours of the night and day, in all seasons, so I think in that respect, in that regard I spoke as one with experience of driving over high roads and difficult roads.

But, Mr. Chairman, those men had worked the day before, they probably had worked in the night on the highway; five o'clock in the morning, all of a sudden - it can happen in ten minutes on the highway; you can be driving along on even a starry night, a fine night over the Burin Highway or up the Trans-Canada Highway, the road can be good, it can be dry, and within ten minutes you do not need any rain, just a change in the atmosphere and the paved road suddenly is covered with ice that you cannot even see. You have been going your own direction, you will not cast a reflection on the road, but you will realize it is slippery when somebody coming towards you, you can see the lights on the road. Anyway that accident could not be avoided, it was not the fault of the Highways; and it is one of the things we have to deal with, people have to use their own common sense, and if a trailer truck or a car with private citizens or anybody else who is going to the Burin Peninsula or going to Port aux Basques, and he gets out in the middle of the night, goes over the road, well we just could not have salt trucks and salt spread instantaneously, in one moment, over the whole highway. But when I hear those criticisms - you will read them in the papers, you hear them on the air, sometimes coming from politicians - my sympathy is with those people who are responsible.

Mr. Canning:

Mr. Chairman, I would like to be able to say that I had something done to the roads in the past year or year and a half, or however long I am back representing the district, but I had next to nothing. But I have not lost hope. I have travelled with the minister over the highways, over most of them, I did not travel with him owing to the circumstances of the day that he knows of, he is familiar with. I have not made on pressure on him, just telling him the situation. I realize the financial situation of the Province, and I know what can be done in a year. But this year I am looking forward to at least some improvement, when I get that nice bridge I have joined up to the road, and a little pavement perhaps.

But, Mr. Chairman, there is one other thing. Last year I had the pleasure of driving in England, I possibly covered a thousand miles or more in England, the South of England, Central, and in a part of Scotland, and I could not help in comparing the roads, and the situation, and the attitude of the people with ourselves.

Mr. Chairman, one of the first bits of pavement in my district was between Marystown and the hospital in Burin. And there was a fairly good road built, of fairly good standard, twelve miles of road. There were very few curves in it, a job well done. But before the road had been built I would say about six weeks or eight weeks, two months, we had three accidents on a curve. Of course, when you get three or you get four and you get complaints, well you wonder what is wrong. So I went to that particular area, I drove perhaps a half a dozen times up and down the road to see why would I have an accident, I came to the conclusion that if I drove the speed limit, and kept my eyes open, kept hold of the wheel, knew how to drive, I could not have an accident, it was impossible to have an accident unless something mechanical happens to the car.

Mr. Chairman, in England you have fairly good highways, what you would call your main highway, then you have country roads and you have farm roads. Going down to the farming section it is a winding, narrow road - they use small cars, of course - but anyway

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it is very difficult to navigate, to maneuver. But when the people come to a road like that, they realize it is a farm road with curves in it and the sign says, Twenty miles an hour, so they drive twenty miles an hour. And people have tried that out, I guess, engineers, or drivers and says, Well, this is the speed you can drive at.

Mr. Chairman, we have places like Monkstown where we are going into now. If we have a road down there, and the minister came to me tomorrow and said, Look, there are only twenty families down there; we are not certain that they are going to stay there; they have been leaving slowly, I am going to complete that road, that last five miles of that road or the whole twelve or fourteen miles of that road. We have to put an awful lot of curves in it, because it is going to cost millions. There are only twenty-five families there. And he says to me, Look, sections of that I will build for your people, I will build for your constituents there, but I have to put a sign up on it, fifteen miles in certain areas, perhaps thirty miles, perhaps forty miles is the only sign he can put on it. By the way, what he has built now he would be able to put sixty miles on it. I think they did wrong. They started off with a high standard road. If it is ever finished, it is going to cost \$3 million or \$4 million for twenty-five families. Well, that is just out of all proportions to our economics.

And then after he put the fifteen miles up, it was up to the people - fifteen miles an hour. If they do not obey, they are going to kill themselves. They are just breaking the law and disobeying it, and in the circumstances it cannot be avoided by the government. And it is the only settlement that it is possible to get into in my district now, the only one left. It was the only one left when I was defeated. All of thirteen, fourteen or fifteen branch roads that I had built at my request were built to relieve isolation. And I am hoping that the - I do not know. I think that the minister has already said this year that he does not expect to get on with it. But what I am hoping now with the attitude of the government is this when they condemn our relocation that we should build roads. It was cheaper to build

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roads to them than move them. I do not agree with that. It is wrong. It is definitely wrong from many aspects. But now that they are there, and it is the policy of the government not to move people, I think those people have got every right to demand - and I have the right here as a representative - to demand that that road will be completed especially when there has been so much money spent on it. So I am hoping that even if it is only twelve miles, and if you got to slow down for a half a dozen minutes, what of it? If we can relieve isolation, if you do have to go twenty miles an hour that is far better than waiting a week for a boat to get into that settlement.

So my remarks would be: The people should be more reasonable, their attitude towards the people who work on the road, what we can do, because I really think that everything possible has been done. I think practically everything possible has been done in my district in the last five years. I have no complaint except that I think that some that were started, they were started too big, they were started in a hurry. Some pavement was done during the wrong time. I would rather get it the first year after I am elected, I would like to see some pavement in mine, not the last year, because sometimes the pressure is brought on the politician who wants to get in. The pressure is brought on the party of the day. And being human beings, human nature being what it is, we are compelled sometimes to throw pavement at a road a few weeks before the election. And then, of course, for the next three or four years, the people are down your back when that pavement starts to fly up in your face, and you really get nowhere only those few votes you think you got by paving a road.

Mr. Chairman, I look forward to improvements of the roads in my district. We owe a great deal of credit to the federal member of our district for having the Burin Peninsula paved in the first place. It would never have been paved without the help from Ottawa, and we surely appreciate it. And I think that minister has certainly

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helped a lot of Newfoundland. I know his influence, his reasoning, and I imagine he is something like myself. He has sense enough to know that only so much money can go so far. And I think that all Newfoundland owes Don Jamieson a good thank you for the way he is representing us in Ottawa, and I hope that those who are on the opposite side do not carry on like they say the member for St. John's West is carrying on today,

MR. CANNING: But I hope we are all reasonable and of a proper approach. And that is the feeling that I have here now as I conclude my remarks, that I am going to co-operate with the department in every possible way. I am not going to look for anything unreasonable. If there is something - somebody blames a person for something, somebody's death or something in the district, that I know well, that people caused by their own carelessness, I am not going to come down on the department. I do not think you make any politics by doing that anyway. I think if you take the right stand most people are reasonable, and people will understand. I look forward to some improvement this year with a few small items I have asked for and I think we will get along well enough for that, but if there is any neglect I will be the first to criticize, but I guarantee the House, I guarantee the minister it will not be unreasonable when I do criticize.

MR. STRACHAN: Mr. Chairman -

MR. CHAIRMAN: The hon. member for Eagle River.

MR. STRACHAN: - of the two major problems that I would like to get into, the first one is, of course, the problem that we have no highways at all on the Labrador coast and never could expect, in many cases, highways on the Labrador coast. And so we use the airways which virtually are our highways and as such. As the minister well knows, our major problem on the Labrador coast as far as transportation is concerned is the building of airstrips on the coast. This must be one of the few provinces which does not have an agreement with the federal government on a cost sharing arrangement for the building of airstrips in remote areas, especially in northern areas. There are quite a lot of studies out now with airport plans for the Northwest Territories and arctic Quebec and northern areas of Manitoba and Alberta, and yet there is no formal agreement. And by stating this I am certainly not laying that blame at the minister's feet whatsoever. I think it is in the recent year, year and a half the minister has been doing a considerable amount of work trying to get Ottawa to come around to formulating an agreement on airstrips with this Province. I think probably, previous to that,

MR. STRACHAN: previous to the minister's work on this there was very little attempt, really, I think by any previous ministers in the department to really formalize this kind of thing. And so I commend the minister a great deal for the attempt to try and formalize a programme for airstrip construction. It astonishes me that the airstrips which were built in this Province were often built in areas which were connected by road. But as the real needs of the people who could not -

MR. PECKFORD: They were built along the highway.

MR. STRACHAN: Pardon?

MR. PECKFORD: They were built along the highway.

MR. STRACHAN: Yes. And the real needs of people who wanted airstrips, people who could not travel whatsoever, were never looked after in that case because they were either very isolated, geographically isolated or very far removed from any political centre, so therefore they could not apply any pressure and assess their priorities.

The airstrips that we are talking about are absolutely essential, as one realizes. In the last year or so Labrador Airways, who fly us all the time, after many years and many, many miles of carrying passengers without any accident whatsoever - and by accident I mean fatality, because in bush planes there are continual accidents all the time: the gear gives way and the skis during the winter, bad ice or ballycaters, or during the summer the floats often give trouble. And as long as you are flying in single engine planes there is nothing else you can do. In summer they overheat and one has to cut back on the load and you run into a great deal of problems. I should commend here very much, because they are much maligned. I should commend here the bush pilots in Labrador such as Ian Massey and Joe Gibbons and Mike Burns who are tremendous bush pilots, some of the best bush pilots in Canada. And I think the member from Naskaupi would agree with me here. When you are flying single engine planes at 500 feet and thick fog with low cloud, trying to find a community a hundred miles away, and one has to dodge over Eskers and try to recognize Eskers for a hundred miles and so on, they

MR. STRACHAN: are extremely courageous and extremely capable pilots. And I would fly, as the minister knows - he spent some time last year, that time with a young pilot and a Beaver - and as he knows it is a big country and a long country and a country in which if anything happens is up to the pilot's resource. So I commend them tremendously. I think they are much maligned and pressed. I think there has been a fair criticism of them, some of it rightly so and some of it justified, but I think that often in a case some of the criticism has been levied at them - people who are doing an excellent job - it has been totally wrong.

The problem is that as long as we have to go by single engine 'plane - that is float 'plane or ski 'plane - we cannot do any better than the present service that we have. If you are flying bush 'planes there is no high-grade luxury bush 'plane. The Otter aircraft, the Otter DeHavilland aircraft, many of which we fly, are over twenty years old, thirty years old. In fact, one of them is a 1948 Otter which we are still flying on the coast. And as long as we have to rely on this kind of single engine bush 'plane, the Otter is the best bush 'plane, the most economical in the world. It has been proven. It is a design which came from the 1930's. But what is happening there now is that the number of passengers travelling, the amount of people travelling are quite considerable, quite amazingly so, and now we are needing to get into more comfortable 'planes, safer 'planes, because the single engine 'plane only allows you, of course, one failure, one blown cylinder, whatever it is, and we are supposed to have a mile gliding for every thousand feet if the engine goes. And I have been down three times now, totally. In the time that I have been flying - seven years - I have been down three times with loss of engine.



Mr. Strachan:

And it is not exactly a pleasant experience for people who are not custom to flying, it is not a pleasant experience to be flying along and all of a sudden there is no sound, and one has no engine left, and you start looking for a pond or a flat piece of ice or snow on which to land.

But I state that unless we have these airstrips, and these airstrips can give us then our twin-engine planes, the twin Otter for instance, which has opened up the North, opened up the Northwest Territories, and the whole North has been opened up with this one plane, this twin-engine Otter, and unless we have airstrips we cannot handle the twin engine Otter. The twin engine Otter by the time it puts floats on—the floats cost about \$135,000 to prepare a float for them—by the time you put the floats on you cut your pay load right back down by five people, And you also run into real problems in the Winter with skies, because they have a nose ski, and often the nose ski takes such a beating on landing that the nose ski damages, and of course the plane is out of order.

So the only way that we can do it is to go through the airstrip programme. Now there has been a lot of talk and a lot of announcements about airstrip programmes, and of course as the minister knows the airstrip programme is not a definite announcement made by Ottawa, and all they did was a study by MOT to decide on the areas where the airstrips should be built. I think there are some things wrong with that study. I think the study requires thirteen airstrips on the Labrador Coast. But I think the assessment of priority is wrong, because I feel that in some of the communities it is virtually impossible to build airstrips, and the cost to build an airstrip in some of the communities, for instance, would cost many millions of dollars. As the minister knows, he flew over a great deal of communities last Summer, and as he knows in some of these communities it would cost something like \$3 million or \$4 million or \$5 million to build an airstrip in some of these, often very far removed

Mr. Strachan:

from a community for a community of one hundred people. Now as much as one hundred people require an airstrip, I think that is something that should be done in line, there should be a first tier of airstrips, and then a second tier. And my suggestion has always been that Nain, Makkovik, Cartwright and Mary's Harbour should be selected immediately as a crash programme to give us these airstrips so we can have twin-engine planes, and a feeder service onto places like Fox Harbour, for Mary's Harbour for instance, to Henley Harbour, all around to Cape Charles and Large Bay, that one could use our feeder system because these communities are far easier reached and far easier to handle by bush plane. So with the result that your twin Otter would take passengers from Goose Bay, for instance, or St. Anthony into Mary's Harbour, and if they were going on to Henley Harbour or across the, nine miles to Fox Harbour, then they would transfer onto a feeder plane or on a bush and travel the nine miles which is virtually only ten minutes away. But to spend \$2 million or \$3 million, which it would probably cost in Fox Harbour to build an airstrip there -

MR. PECKFORD: I do not see that either. I agree with that.

I do not see some of those airstrip locations either.

MR. STRACHAN: That is right. You agree with my point. Well I think if you spent - Fox Harbour is nine miles or ten miles, a few miles across from Mary's Harbour, to go and spend \$3 million or \$4 million or \$5 million in Fox Harbour for virtually 300 people or 200 people, who could be fed from an excellent airstrip, an excellent airport at Mary's Harbour, one in which you could have beacons, proper service, a very safe IFR landing, because it is very seldom you can come in to Mary's Harbour and land by IFR and you can not get across to Fox Harbour by a bush plane.

So I think there should be these four airstrips set as a priority, and then the other ones fed by these feeder planes I am talking about, and then later on as we progress we get into other airstrips. But to come up with this glorious plan of thirteen

Mr. Strachan:

airstrips is wonderful. We want it tomorrow. We wanted it last year. But I know full well that there is no money going to come for thirteen airstrips all in one bang like that. And to try and dilute the programme will cost I think many years waiting for these airstrips to come about.

So I feel very strongly on this, that there should be a push on. I also feel strongly that we need these airstrips now. I think safety is important. We need these airstrips now, and I think it is important that these airstrips need not be paved initially. Now I realize the problems that we run into in Cartwright, but I think in some other ones they need not be paved initially. Now I hate suggesting that, because sometimes it means that you get an airstrip which is a gravel airstrip, and you will never get it paved. But I think initially a twin Otter with ballon tires can land in many of these gravel strips very easily, and I think the paving of them should be a programme put off down to the next year of the year after that on this programme, but not to take \$4 million or \$3 million and put it all into

MR. STRACHAN: one airstrip and pave it I think is totally wrong. I think that it should be the gravel airstrips in these four key centers and then slowly improve the service as it goes along.

MR. SMALLWOOD: That is how most of them were done on this Island. Deer Lake, Frenchmans Harbour -

MR. STRACHAN: Yes, yes absolutely.

MR. SMALLWOOD: All of these.

MR. STRACHAN: But the programme that they have is affecting airstrips and I think is a very wrong way of doing it. It might be interesting to know that the airstrips in Springdale and various other places - we are still looking for some. But I hope that the minister will tell me - he mentioned something about \$24 million for airport construction or airport capital works and so on and I hope that he can, in standing up in response to me, make a reasonable announcement if he is going to start some work in these three communities which are left, Nain, Makkovik and Marys Harbour so that we can have that. Secondly, it is important because the air carrier cannot on a twin engine Otter, he cannot make it pay unless he has these airstrips, these four strips at least. He cannot make it pay. There is no way in the world that he can fund an operation like that, be it Gander Aviation or Labrador Airways or wherever it is. They cannot make it pay unless they have these airstrips. A twin-engine Otter, we are going to try it this year on floats, but a twin engine Otter on floats and on skis will never make a successful run and we require these strips immediately.

The other point I would like to raise to the minister - it is off from airstrips - is the fact that the communities on the coast and isolated areas, many of them have roads around the communities, but some of them do not have roads. In the case of Fox Harbour, it does not have a road around the community, and I have mentioned this a number of times that children being taken to school in the Fall wearing life jackets over the top of oilskins and so on,

MR. STRACHAN: taken by boat to school and in this day and age

I feel that that should be done and I think that the minister has made a commitment to that effect and as soon as the equipment is finished in Rigolet it will go to Fox Harbour. However, I am concerned that the equipment may be too small to build a road around Fox Harbour because there is that hill at the other side and it may require fairly heavy equipment. The minister is familiar with it. We went in there last year and had a look at it so I expect that maybe he might mention one or two things on that.

The real problem is that the communities have no tax base. The communities have no industry as such to tax and with the result that the amount of money, the grants and so on that they get from Municipal Affairs does not help them greatly to upgrade their roads and to work on their roads. It is an assistance, it is a help. There is the agreement, the sixty-forty agreement that we talked about, in which there will be assistance given if the community can raise the forty per cent, but then in the Labrador coastal communities very, very few of them, I do not think any of them, could ever raise that forty per cent. And so with the result I think that we have been talking about this, both the Minister of Municipal Affairs and the Minister of Transportation, and I hope that over the next couple of weeks we can try to come up with some settlement on that when we get together and get a settlement on this so that the communities can upgrade their roads and can have decent roads. The road in Cartwright is abominable, it is shocking. The people there are almost refusing to licence their vehicles and so on because they feel they do not want to pay for the licencing when they have a road over which they cannot travel. And they feel that money should be spent to upgrade these roads and I think that

MR. STRACHAN: this should be taken in a programme. I think that in some cases the communities are little - on the Labrador coast at the moment and it has been for some years now, it is a very emotional place and people jump on the bandwagon and people get very loud and often criticize without even, for instance, writing letters or asking, and I am sure that many of the communities who have taken a slice off the minister's back are communities who when you look at the records have not produced one letter or one request in the minister's files asking him for money.

Mr. Strachan.

And I agree with the minister and I would state that quite bluntly that many of the communities that are shouting the loudest are the communities that will not do their homework as councils and will not sit down and even prepare a simple letter asking or requesting funds. And I have been as equally voiceferous in my statements to them in defense of this kind of action of the minister as other people have. So I understand the pressures and so on that are placed. For instance, last year we had a problem with Cartwright and national radio. And I feel very strongly that Cartwright was talking about the problems on national radio without even talking to the minister about it or without even sending a letter asking for funds, even waiting for a refusal to come from the minister. They started shouting about the refusal to spend money without even asking for the money in the first place. And I think that somehow or other people have got to be told bluntly and straightforwardly that this kind of attitude and so on will get them nowhere, that they have got to cooperate to a certain extent. And if they feel after they have tried their part that they are getting nowhere, then, fine, open up if you wish to. But you have got to go through channels first and attempt it first.

I would think that these are the two main points. I certainly feel strongly about the airstrip business that I mentioned. I hope that the minister can make some reasonable announcement. It is disastrous. It is terrible. I, for instance, have been in this House since Easter. I have not seen my wife or my daughter since Easter. And the pure problem is that I can get to Goose Bay on a Friday, but I cannot promise to get into Nain on a Saturday or a Sunday or a Monday or a Tuesday or a Wednesday. And even if I did get in, I could be stuck there and not get out again. I have missed many meetings. For instance, if I am coming to a meeting, I have got to leave three or four or five days ahead of time to be sure to get to a meeting. And so with the result that this type of activity is not good. We dislike it intensely. It creates this isolation that we are living in, and it makes it very hard on people living there. And I feel very strongly about it that if we had this programme of airstrips then - not for my convenience, but I would like to

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get home, too - the general public travelling and so on could travel safely, comfortably in getting to these communities. And these communities would start to feel a part of the Province if they could manage to travel more and travel more in safety and reliability . So I state these two things to the minister.

In communications, I will not go into it. I think we have dealt with that very well, the telephone company and the PU Board, and I do not see any point in raising that here. There have been tremendous advances in communications. But in the transportation field, I would like to see a real big push put on an airstrip programme for the Labrador Coast.

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

MR. MORGAN: Mr. Chairman, to respond to five or six members of the Opposition and their comments, I made notes of their comments and listened attentively to what they had to say. So I will comment briefly for maybe fifteen minutes or so on the comments made. Then I would like to take the suggestion that was made by my friend from Fogo that maybe we could go through the estimates item by item and we could have questions on the various headings and comments.

Mr. Chairman, my hon. friend from Port au Port (Mr. J. Hodder) made some comments to the fact that it seemed that I finally have seen the light with regards to recognizing what Ottawa is contributing to this Province with regards to overcoming our transportation needs. I would like to review that in the other direction. I think that Ottawa is finally recognizing our needs, and not that I am finally seeing the light. I mentioned when I introduced the estimates that I was outspoken for awhile as minister condemning the - even to a point of condemning sometimes the policies - not the individual - the policies of the federal government and the federal minister with regards to transportation. But I think it was justified at that time. And over the last six, seven months we have seen substantial changes in attitude and I am pleased



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with the changes, especially with regards to the transportation policies outlined by my counterpart in Ottawa, the Honourable Otto Lang.

MR. SMALLWOOD: Are we to take this as a hint that the hon. minister might be moving to Ottawa following Jack Horner.

SOME HON. MEMBERS: Oh, oh!

MR. MORGAN: No, Mr. Chairman.

MR. SMALLWOOD: No?

MR. MORGAN: No, no! I am quite contented where I am.

Mr. Chairman, I feel we are making substantial progress, in reply to the hon. gentleman from Port au Port, with regards to Ottawa. For example, last year, we assigned a two year agreement for secondary roads in the Province amounting to

MR. MORGAN: \$38 million. Now I am not going to say that credit should not go to certain ministers in particular. I want to point out that I feel the hon. Don Jamieson, Newfoundland's representative in the federal Cabinet, has been very influential and I am sure all Newfoundlanders recognize that he is a very influential minister on the federal scene and he is doing his best for this Province. And he was influential in assisting this Province and it has to be said. And I think it reflects on the present administration as well that we can work in co-ordination with the present government in Ottawa, with a different political stripe, and get the things done that we have been getting done for the past couple or three years.

I can refer to a \$38 million DREE agreement which was signed last year, and fortunately it means lots of employment in regards to the road building industry and a large number of miles of road reconstructed and paved last year and this year under the DREE agreement. The Transportation Commission of Inquiry is again an example of co-operation between two levels of government. The studies carried out by Communications is an example of federal/provincial co-operation between two levels of government.

I agree that the Trans-Canada Highway, as mentioned by the hon. member from Port-au-Port (Mr. Hodder), is the responsibility of the Newfoundland government with regards to maintenance of the highway, but I am sure he recognizes as all of us do that with the limited revenues we have and the limited tax base that we have in the Province we simply cannot afford to carry out the necessary upgrading required on that major network in our Province, that major transportation system, the Trans-Canada Highway. And that is the reason why we were depending, and we did not - patience, I guess, is a virtue and we have been patient over the past number of months awaiting a decision from Ottawa on this matter, but it took considerable work. We carried out studies with regard to the tractor-trailer movements and the trucking activities across the Province and we had the officials down - the senior engineers came down and travelled the Trans-Canada Highway at my request -

MR. MORGAN: and numerous meetings between the officials and the ministers concerned on this matter. But finally, we are making progress.

One point which is very well taken with me, made by my friend from Port au Port (Mr. Hodder) and that is the need for - he talked about maintenance - our maintenance operations. He mentioned he felt the need for some communications systems to be established in our vehicles used on the highways. And I am inclined to agree with him, and this is something we are looking at for the future, the possibility of establishing radio-telephone systems or some kind of communication system between the depots and the equipment out in the field. Last winter, in fact, for the first time ever we established this kind of a system on the Northern Peninsula, where we experience severe winter weather conditions, and we established radio-telephone systems between the vehicles and the depots. So this point is well taken and I am hoping that in the future we can obtain the necessary funds to have this programme brought into effect in the Province.

My friend from Fogo (Capt. Winsor) mentioned a number of matters primarily with regards to the Highways and Bridges Division. He mentioned in particular the use of this liquid calcium dust control measure and he mentioned that he is quite pleased with the results of this kind of action taken by the department. And he mentioned as well that he felt that this should be emphasized on roads where fish is produced and where the raw product or the manufactured product is trucked over these roads. And that, Mr. Chairman, has been put forward to me by my colleague, the Minister of Fisheries and we have discussed this considerably. And in fact, this year we intend to emphasize - I mentioned earlier, we have now got tenders called to use this dust control measure on approximately 350 miles of road throughout the Province. And we will be giving emphasis to those roads where fish plants are operating and where fish is being trucked daily. But of course, we will also be giving emphasis to roads - the main roads through communities

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MR. MORGAN:                                where people are residing. So this  
recommendation of my friend from Fogo (Capt. Winsor) is a good point  
and also agreed to \_\_\_\_\_

Mr. Morgan:

by the administration, and particularly my colleague, the Minister of Fisheries.

The member for Lewisporte (Mr. White) mentioned statements this morning made by my former colleague in the House of Assembly here, and now the member of Parliament, Mr. Crosbie, for the St. John's West Riding, I would like to indicate to the House that what Mr. Crosbie has to say is his own view; he is not speaking on behalf of the Department of Transportation and Communications, he is not speaking on behalf of the Newfoundland Administration -

MR. SMALLWOOD: Show a little more -

MR. MORGAN: He is expressing his own views.

MR. SMALLWOOD: Show a little more respect when using his name.

MR. MORGAN: He is expressing his own views, Mr. Chairman, and the hon. gentleman for Twillingate (Mr. Smallwood) will have his chance to take part in the debate.

MR. SMALLWOOD: Sure.

MR. MORGAN: I am replying to statements made, I do not know whether the hon. gentleman was in the House at the time or not, by the member for Lewisporte. He said that the fact that we are commencing negotiations, and I would refer to them as very, very crucial negotiations on a cost-sharing form for the upgrading of the Trans-Canada Highway, that Mr. Crosbie indicated publicly that he felt the Province of Newfoundland would accept the 75-25. Well again, all I am saying is that Mr. Crosbie was not speaking for the Department of Transportation and Communications, and was not speaking for the government, but speaking his own views. But I am sure Mr. Crosbie's contribution to Newfoundland politics, and Newfoundland public life is well appreciated by all of us in the House of Assembly, and we know -

MR. SMALLWOOD: Not all. Not all.

MR. MORGAN: Most of us.

MR. SMALLWOOD: It is not unanimous.

MR. MORGAN: Most member of the House of Assembly, we know we are going to hear lots of them in the future.

MR. SMALLWOOD: Yes. That part is right. We will hear a lot.

MR. MORGAN: Mr. Chairman, one point as well which was put forward by my friend from Lewisporte, which has been a concern of mine, and I am sure now the concern of - it has been for the last while - the officials in the department, and that is that of paved roads. For example we seem to emphasize and have been emphasizing over the years the maintenance of gravel roads, where we have potholes and rough driving conditions and we very seldom lay emphasis on paved roads, roads which have been paved over the years, and sometimes that that road deteriorates to a point where it does need maintenance, and the hon. gentleman for Lewisporte (Mr. White) mentioned Junction Road where substantial amounts of gas and oil are trucked from Lewisporte now into Gander, and this increased trucking activity is causing deterioration of that paved road.

It is our plan in the department, in fact commencing this year, to emphasize more on pavement maintenance. I have looked at operations in the Province of Nova Scotia, and also I talked to my counterpart and his officials in New Brunswick, and they have a substantial programme there of asphalt maintenance or pavement maintenance, recapping etc. and resurfacing of paved roads. And I think now with the fact that we have 2,800 miles of paved road in our Province that it is time for us to start emphasizing on the maintenance of these roads we have already paved, and to make sure that they stay in good condition. So that point, Mr. Chairman, made by the member for Lewisporte is a point well taken.

The same gentleman brought forward the view, his view on matters pertaining to the ferry services, and one of them being in his own riding, the ferry service to Change Islands. That has been a point of some controversy over the past number of months and he has laid some of the blame with us here in the Province, the

Mr. Morgan:

fact that we have not commenced negotiations. Well I would like to point out him that and to the House the reason why we have not commenced negotiations. We have been adamant that these ferry services have been the responsibility of the federal government since Confederation, and we feel that the services should continue to be subsidized by the federal government, in fact, the facilities improved and upgraded by the federal government. But their attitude has been-- and when I say they, the federal minister and the federal government - clearly pointed out towards this matter in the Province of British Columbia where they removed all of the subsidies on these operations of these kind of ferry services to isolated or semi-isolated communities, and said to the Province here, Take it over. So this matter has not been negotiated with the federal level of government.

However, based on the fact that the hon. Otto Lang is continuing the subsidization of these ferries, and has told us this for one year more only, and this was told to us shortly before five of the contracts for the ferry services operators expired, the end of March of this year, just before that, two days prior to that we received a telegram from the Federal Minister, Mr. Lang, saying: that he will continue to subsidize for one more year, but he wanted to commence negotiations to, in his terms, have the Province of Newfoundland have some financial input into the operations of these ferries. I have not announced this before but I am saying it today for the benefit of my friend from Lewisporte (Mr. White) who is concerned over the

Mr. Morgan.

service to Change Islands that we will be starting discussions and negotiations with the federal government, because they seem to be adamant. They do want to get out of these services, and they want to have the Province involved financially, and I feel that we have no choice. But we are going to get involved with discussions and negotiations in the immediate future with the federal government with regards to these ferry services and with regards to the need for upgrading of the facilities. I understand that the federal cabinet has approved \$3.7 million to improve marine ferry landings and terminals in the Province, and I am hoping that one of these projects out of that amount of funds will be the Changs Islands ferry terminal, both on the South end of Change Islands, at the end of a new road built by the taxpayers of the Province here, and at the end of a new road to be constructed to a place known as Farewell on the mainland side, if you wish, on this side of that operation.

So I am hoping that in co-operation with the MP for the area and with my friend from Lewisporte (Mr. White) that we can get these terminals built this year out to Change Islands and get an adequate ferry service established. But it is, I am sure, a major concern to all the residents of Change Islands and indeed to the member concerned.

The same hon. gentleman mentioned the use of helicopters, and he felt that the helicopters used by the department were being abused. I would like to say that the helicopters are under contract with Universal Helicopters. We have seven of them, and these are used by the various departments. They come under Air Services in the Department of Transportation and Communications. However, authorization to use any of these aircraft, whether it be the King Air or a helicopter, can be authorized by any minister, and he can authorize the use of that for himself or for any of his officials in the department. And that, of course, also includes



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in this case in our Province - we felt that the Leader of the Opposition was entitled to this same right. So he can use the King Air aircraft. He can receive authorization. Just make the request to the department concerned - in this case to me the minister - and request the use of the plane. And he has never been refused use of the plane for any reason that he feels is necessary to carry out his duties as Leader of the Opposition.

But I would like to outline to the hon. gentleman who made that charge that with regards to the helicopter contract, that we have seven helicopters. They are Bell type helicopters on a contract with Universal. And he mentioned why the amount. Well, we have a contract for 5,600 hours for seven helicopters, and the amount of the low bid was \$247 per hour. That is what they cost to operate. And we have a contract with them for 5,600 hours and seven helicopters comes to a total of \$1.3 million for that contract. And the helicopters we have are not just for the use of ministers. In fact ministers, as far as I know, Mr. Chairman, especially when the House of Assembly is in session, there is only one helicopter available to ministers and that is the one in St. John's, and that is used on many occasions when the minister is in the House of Assembly, and his time is limited. He has to get out to a meeting and get back in fast time, and he used a helicopter for transportation.

Regarding the helicopter, there is one based at St. John's which is year round for use of various departments of government with priority given to air ambulance service. And I mentioned in my opening remarks this morning that last year the helicopters airlifted 189 patients to the hospitals throughout the Province, and I think this is a very worth-while service indeed.

MR. WHITE: Would the hon. minister permit a question, Mr. Chairman?

MR. MORGAN: Yes, sure.

MR. WHITE: He outlined the expenditure there for helicopter use, \$1.5 million, but just below that there is another heading for \$290,000 which is for helicopters as well. I wonder if he could tell us what that is all about?

MR. MORGAN: Helicopter charter.

MR. WHITE: Yes.

Mr. Chairman, at the same time maybe the minister could tell us whether or not any other companies besides Universal is used at all by the government?

MR. MORGAN: Mr Chairman, I was hoping we would get down to asking specific questions on the different headings but I will answer this question now. The other heading, which is 1708-03-04 Special Helicopter Charters, that is a contract mainly in connection with the budworm spraying this year, the budworm spray programme, and we have a contract there for 667 hours. When I say we, I mean the government, and it is operated mainly for forestry and wildlife reasons and this here is what we call additional to the contract and the rate is \$300 per hour. Now that is with Universal. Now this year - we called tenders recently for - we called tenders just recently, in fact about two months ago, for a helicopter to be stationed and used exclusively by the Department of Forestry in the Goose Bay-Happy Valley area, or for the Labrador area, if you wish, but based in Happy Valley. We called tenders and there were two bids received, one from Universal Helicopters and one from Sealand Helicopters, a locally based firm here in Newfoundland.

MR. WHITE: Mr. Dobbin's firm is it?

MR. MORGAN: Well, Mr. Dobbin, I understand, is a shareholder of the company.

MR. WHITE: With a major share.

MR. MORGAN: Who the company is is not my concern. They are a reputable company, they have men with them who have experience in the operation of helicopters, etc., and they are a locally established firm and they bid and their bid was the lowest and was accepted by government and they were awarded the contract. But that helicopter will be used exclusively for the Department of Forestry in the Happy Valley-Labrador area.

MR. WHITE: How much is that one for?

MR. MORGAN: The amount of the contract I have not - I will get the information for the hon. gentleman. But on the helicopters, Sir, we have one based in St. John's - this is the seven on the contract from Universal - we have one based in St. John's, two based at Gander, one based at St. Alban's, two based at Pasadena,

MR. MORGAN: -the one based at Pasadena, by the way, is also primarily for the use by Air Ambulance Service in the western part of the Province - one based at Bishop Falls, which is used exclusively by the Newfoundland and Labrador Hydro Corporation, and one based at Goose Bay which is used by all departments in the Labrador region. So that is the distribution of our seven helicopters under charter, which means when the House of Assembly is in session there is only one helicopter in town that ministers can use anyway and the rest of them are used throughout the Province.

I do agree, and in fact I not only agree but I say that these helicopters should not be abused by means of individual use by ministers and I am convinced that they are not abused. The hon. gentleman referred to one case where the Minister of Social Services travelled to Central Newfoundland -

MR. WHITE: I could name a dozen.

MR. MORGAN: - and used a helicopter.

MR. WHITE: I can name a dozen.

MR. MORGAN: Well if there are complaints of that nature - but I checked into it when the question was asked in the House at that time about the use of the helicopter into Central Newfoundland to appear on an Open Line show. And the minister did in fact travel to Central Newfoundland by helicopter, but he did meet with the senior staff of his department in Central Newfoundland the same day, and that was a very worthwhile reason to use a helicopter. He had to get back to the House shortly after and I see no reason why the minister could not take a helicopter, fly into Central Newfoundland, sit down to meetings with his senior staff in that region - no reason whatsoever why he should not use a helicopter. Now if it happened to be a coincidence that he appeared on an Open Line show while in Central Newfoundland to talk to the general public, there is nothing wrong with that, nothing whatsoever in my view. But if there are abuses of the helicopters by the

MR. MORGAN: ministers I am sure that the opposition people who are aware of these, or anybody else - I am not aware of any abuses -but if there are abuses I will be only too pleased to discuss these abuses with the individual people who have these complaints.

MR. SIMMONS: Would the minister yield?

MR. CHAIRMAN: Order, please!

MR. SIMMONS: Could I just get a -

MR. CHAIRMAN: Order, please! I recognize the hon. member for Trinity-Bay de Verde.

MR. ROWE: Mr. Chairman, I shall be very brief. A number of members in committee stage have brought to the attention of the Minister of Transportation and Communications some of the problems with respect to transportation in their districts. I know my friend and colleague from Eagle River certainly has a terrific and a tremendous problem with respect to transportation in his particular district, and the same goes for other members such as the member for Lewisporte. And indeed the district that I had the honour representing, St. Barbe North, had and still has and the Northern Peninsula in general has a lot of work to be done to bring certain roads and highways up to the level compared to other parts of the Province. And when you compare a lot of the paving that exist in Trinity-Bay de Verde

Mr. F. Rowe.

you may not feel that there is any great need for road work in that particular district. But on a relative basis the needs for upgrading and paving of roads in Trinity - Bay de Verde on a relative basis are not quite as high on the priority list obviously as some other districts on the South Coast, Northern Newfoundland and in Labrador. None the less, Sir, certain commitments have been made by the administration and by ministers over the last few years that I should bring to the attention of the Minister of Transportation and Communications .

One, Sir, is the fact that several weeks ago I presented a petition to the House of Assembly on behalf of the residents of New Harbour, Hopeall, Greens Harbour and Whiteway, and that petition called for the upgrading and paving of the road from New Harbour to Spaniard's Bay. And the prayer of the petition, Sir, contained this phrase, that if paving cannot be achieved this year or in the foreseeable future that the people in the Southern part of Trinity - Bay de Verde would certainly appreciate the upgrading of the road from New Harbour to Spaniard's Bay. And the reason is this, Sir. It is only a short distance, about twelve miles across the Peninsula, and the people obviously want a two way street, a two way highway, they want to get back and forth from Conception Bay, Trinity Bay, both ways. But the real and most important reason, Sir, is this, that at the time that the administration - I think this goes back to the previous administration - at the time that they were trying to decide the location for the hospital in that area, which turned out to be Carbonear, the people of Trinity South, that district then, now Trinity - Bay de Verde, the people in the Southern part of Trinity Bay agreed with and supported the concept of having the hospital built in Carbonear with one provision, and that provision was that the road from New Harbour to Spaniards Bay would be upgraded and paved. Because now the situation is this; if the people in the Southern part of Trinity South, Trinity Bay South, if the people in the Southern part of Trinity Bay want to get to the

Mr. Rowe.

Carbonear Hospital they have to drive North through heavily populated areas - the highway runs through every community on the South part of Trinity Bay, through ten or fifteen communities.- the people have to drive North to Heart's Content, over the Heart's Content barrens and then down South to the Carbonear Hospital on the Conception Bay side, which is again heavily populated and a distance of some forty or fifty miles.

Now I would submit, Sir, that although the minister has a priority list and there are many areas of the Province that badly need upgrading and paving of the highways, that the minister should honour the commitment. And I believe, Mr. Chairman, himself would agree with me when the people of Trinity South agreed with the concept of the hospital going to Carbonear it was on the basis that that road would indeed be upgraded and paved. And in fact when I presented the petition to the House of Assembly the minister did not reply to it. He did not support it nor did he speak against it, of course. But I have since received correspondence from the minister in which he states that that particular road, which is one of the oldest unpaved roads, by the way, on the Avalon Peninsula, if not the oldest, indicated to me that that road is not on the priority list. But I would just like to remind the minister that when the hospital was built in Carbonear the people were given the definite impression - I have not been able to find anything in writing - but it is widespread knowledge throughout Trinity South area that once the Carbonear Hospital was built that that road would be upgraded and paved. And I would like to indicate to the minister, Mr. Chairman, that if the minister cannot pave that road this year or

Mr. F. Rowe:

next year or the following year that the people understand the economic situation of the Province, and would be willing to go along with some upgrading of that road so that they can get across very quickly to the Carbonear Hospital, and probably some calicum chloride, I think, it is commonly referred to as liquid calicum, but it is calicum chloride which is a chemical which attracts water and consequently a dust problem is cut out on a road. But if that road was upgraded and some calicum chloride put on it would satisfy the people of the Trinity South area.

So I would like to remind the minister, Mr. Chairman, that this was a commitment, and although it may not be on the top of the minister priority list we must remember that commitments are commitments, and they should be followed up and dealt with along these lines.

The second point that I would like to mention to the minister, Mr. Chairman, is a promise that was made to upgrade and pave what is commonly called the Custer's Head Road in Hant's Harbour, and this road is under the jurisdiction of the Department of Highways. And I would just like to mention that a former minister of the Crown, the minister who represented Rural Development, and the minister who represented Trinity South, and it was Trinity South, did have in black and white in his election pamphlet, stated in black and white, Mr. Jim Reid, did have in black and white, it is here in my drawer now, that the Custer's Head Road would be upgraded and paved by September 30, 1975. The Custer's Head Road is one side the - okay Hant's Harbour is like any typical harbour. It is on the Northeastern side of Hant's Harbour. And it was an election promise in print delivered to every household not only in Hant's Harbour but throughout the district that this road would be upgraded and paved before September 30, 1975, and, of course, not only has the road not been paved, but it has not been sufficiently upgraded. And I would just like to bring this very briefly to the attention of the minister, and I am sure he is



Mr. Rowe:

aware of it, that although there are probably heavier priorities throughout the Province that when a commitment is made it should be followed up with action. And these two matters that I have brought to the attention of the minister would not be a significant cost to the Department of Transportation and Communications because I will indicate once again to the minister in case he misunderstood me that the people of Trinity South would be more than happy to see the upgrading of that road from New Harbour to Spandiard's Bay if they cannot indeed get the paving, and I know the paving project would obviously cost a great deal of money, but while we are waiting for the economy to pick up a bit, I would submit to the minister that he would honour a commitment if that road was upgraded, which is not a very great request, but as has been made by a number of communities in Trinity South area, and also the commitment made in an election brochure to have about a mile or so of pavement in the Custer's Head Road, in Hant's Harbour, that commitment should as well be kept.

MR. CHAIRMAN (MR. YOUNG): The hon. member for the Bay of Islands.

MR. L. WOODROW: Mr. Chairman, I would like to have a few words on this very important portfolio, namely the Department of Transportation and Communications. I would like to say on the outset that there always seems to be more friendly and informal atmosphere when we are talking in Committee stage. It seems to be altogether different from talking as it were when the House is in full regalia, as the saying goes.

So I would like, and I do this not because I am sitting on the government side, but I do it because I am convinced that the Minister of Transportation and Communications is a very hard working minister. And I feel that I should at the outset congratulate him and his staff

MR. WOODROW: on the excellent work that they have done in this department. And there is one thing that I can say about the minister and that is that he replies, and replies promptly, to his correspondence. This is no reflection, by the way, on any other minister. I am speaking about this hon. minister now and I am giving credit now where credit is due.

MR. COLLINS: Why does not the hon. member say that all the ministers are a good bunch?

MR. WOODROW: Well, in fact, I can add that also. However, I will be speaking about the Minister of Health on some other occasion and I certainly will then have the privilege of congratulating him.

It is not only one district that the minister has to deal with, but there are fifty-one districts in the Province of Newfoundland and Labrador and I heard somebody refer to the district of Eagle River. No doubt there are many major problems in this district and perhaps because of the vastness of the district, so I am sure that the minister is giving this district even more consideration and more thought than maybe other districts in the Province.

Now, I should as a member from the Western team perhaps confine my remarks to the West Coast of the Province and, of course, a few remarks about my own district as well. Maybe again speaking about the hon. minister, a little more I think than a year ago he made a trip to my district and went over both sides of the Bay of Islands with me.

DR. FARRELL: We paved all that the year before.

MR. WOODROW: Yes, right. And I notice he has been out in the district -

DR. FARRELL: Do not give him too much credit.

MR. WOODROW: - in the district of Humber East and Humber West and in the Bay of Islands -

DR. FARRELL: We paved it all the year before.

MR. WOODROW: - several times since and there was a

MR. WOODROW: great rapport with him, and the various - what is the word? - depots, as you say - I think depot is the word - in the districts of the West Coast. In fact, I have yet to hear anybody say anything detrimental about him. All I hear is that the minister is a very, very hard-working individual.

And I have here - I am not going to just bore the House with statistics, because I think action speaks louder than words - but I have here some of the work that was done. In fact, in 1975 on both sides of the Bay of Islands in the Bay of Islands district - and in fact, really, the work, to say the least, is remarkable.

I perhaps may be a bit more fortunate than maybe some other members, and of course, members in urban districts - not probably as fortunate as the member for Gander (Mr. Collins), you know. I do not know whether he has all the roads paved in his district or not.

MR. COLLINS: All paved without a hitch.

MR. MORGAN: He has them all paved.

MR. WOODROW: Yes, right.

SOME HON. MEMBERS: Oh, oh!

MR. WOODROW: Yes. In any case, I am very fortunate in saying that the road from one end of the district to the other is paved - that is the main highway - and we were fortunate last year in receiving \$210,000 for a recapping job on the north shore of the Bay of Islands from Ballam bridge down to Cox's Cove. And on the south shore - I do not want to forget the hon. member from Twillingate (Mr. Smallwood). he probably thinks I am forgetting him sometimes, but I am not.

MR. SMALLWOOD: No, no.

MR. WOODROW: In fact, I remember 1966 how that grand bit of pavement - ten miles of pavement from Cooks Brook to Frenchman's Cove was paved. It was really a marvellous job, I must say, and I have to give credit where credit is due. I have mentioned it many times and I am going to keep on mentioning it.

Now, also last year - last summer - we had

Mr. Woodrow:

a road called the Shoreline Road in Halfway Point, this road was paved also at a cost of \$35,000. And I am very grateful in fact to the minister - very grateful to the administration for having this work done. And I want to say that I have approached him, I have approached, in fact, the minister many times about the needs of my district, and I hope to keep on doing it in the future.

MR. SMALLWOOD: Would the hon. member -

MR. WOODROW: Yes.

MR. SMALLWOOD: - excuse me. I wanted to hear his speech, but I have just been called out, and I have to go.

MR. WOODROW: Yes, fine. Thank you very much, hon. member.

MR. SMALLWOOD: Thank you.

MR. WOODROW: I would like especially to say a word about the district director, Mr. Wes Roberts over in Deer Lake, a good man. I must say I found him and all his staff over there to be very co-operative.

AN HON. MEMBER: Tell us about him.

MR. WOODROW: Yes, indeed I am going to sort of come to that when I mention snow clearing. I even have a copy of the equipment here as well.

MR. RIDEOUT: Press on.

MR. WOODROW: Well the hon. member should realize that snow clearing over on the West Coast of the Province, I do not know about his area in Baie Verte, but it is no easy job from Deer Lake over to Port aux Basques.

MR. RIDEOUT: Or on the Northern Peninsula.

MR. WOODROW: Well yes. Right. But in any case that is something I want to speak about is snow clearing. The minister was mentioning earlier in the beginning of his speech about new depots, and relocations and so on of other depots, and I feel, and really I say this very sincerely, that the minister and his staff are not, will we say, moving a depot or building a depot just because they had a dream about it. I think they are doing it after giving a lot of consideration. And I have to offer him congratulations for the new

Mr. Woodrow:

depot that was built in Wild Cove last Winter, last Summer, I suppose, or last year, at a cost of \$85,000, and this is employing sixty-five people, and this obviously includes four mechanics. And it is naturally putting a lot of dollars into the hands of the people not only in the Bay of Islands district, but in fact in the districts of Humber East, Humber West and Humber Valley as well.

Now snow clearing on the West Coast, especially in the Corner Brook - Bay of Islands area, I will guarantee you it is not any easy task. I was only talking recently with the city manager of Corner Brook and he advised me that they had something like \$250,000 allocated for snow clearing in the Corner Brook area as well, and in fact they had gone away beyond this. In fact, I suppose, to give Corner Brook City, and of course when I speak of Corner Brook City. I am speaking about a part of my district, because the urban part of my district is in the City of Corner Brook, to give them proper snow clearing like you have here in the City of St. John's, for example, to remove the snow from the sidewalks and so on, and have the snow trucked away, and believe it or not people are asking for those things, I suppose it would cost well over \$500,000 or \$600,000 for the year. Of course this does not directly have anything to do with the Department of Transportation and Communications.

But we had a very hard year, a hard winter, I should say, in the Bay of Islands district last year; in fact, I kept in close contact with both foremen, the foreman on the North Shore of the Bay of Islands district, and on the South Shore of the Bay of Islands district,

MR. L. WOODROW:

and I know some of the problems, and not only the problems but I know some of the dangers that they expose themselves to, not only the foremen but the crews as well, and they worked admirably on the snow clearing last year. Now we get complaints naturally - in fact people want instant action - but what in the name of God can you do about it. And if an emergency comes there is always we say some piece of equipment sent right away. It could be to get a person to a hospital or something. And I must congratulate the minister on this because when I mention this I am speaking of the many trips made by helicopters taking patients to and from various parts of the Province, sick people. So it is nice to know that there is such compassion and mercy and understanding in this department.

I recall - some people in fact like to recall things that have happened - but I recall in 1960 there was a patient to be taken to the hospital in Corner Brook, in Benoit's Cove, and it took seven pieces of equipment. It was called the Department of Highways then. It took equipment from Murphy's; it took equipment from Lundrigan's, equipment from the City of Corner Brook. In fact there was a fierce storm on down there but thank God we got the patient to the hospital. When they got to my house in Corner Brook I started dishing out the coffee to them.

AN HON. MEMBER: What else?

MR. WOODROW: There would not be anything else at the time. You would not offer them anything else. It would be unfair.

MR. ROWE: Coffee to the patient.

MR. WOODROW: Coffee to the patient and coffee to the drivers as well, eh?

Now in the field of maintenance as well, I realize how much it takes today in fact in operating hospitals. The hon. Minister of Health realizes today that it is not the building of the hospital so much as the maintenance of it.

MR. COLLINS: The operation of it.

MR. WOODROW: Yes, the operation of it. And I am sure that this applies to the Department of Transportation and Communications as well, and, of course, bridges and the like. I got to admit that if anything happened in the district - in fact I have seen bridges broken down through storms and the like - there is always a Bailey bridge or something on hand to replace the damaged one until a new is able to be constructed. And in general I have to thank the minister and his staff for matters of this nature, and I am speaking especially now of my own district.

To say that we have 2,800 miles of paved road now in the Province of Newfoundland and Labrador is indeed something to be really proud of. And I understand that last year \$4 million was spent on equipment, and I believe that \$5 million will be spent on it this year. And I am sure that the minister has been happy with this. In fact he probably would love to have twice as much money to spend on it. But I certainly would like in fact to emphasize that Corner Brook - and I am speaking about Corner Brook, Bay of Islands and for that matter perhaps I could include the districts further West, like Stephenville, Port au Port and St. George's - that we are really over there living in a snow belt. In fact the past couple of years it has been terrible. But there were years in Corner Brook when there was hardly any snow at all. But the last couple of years it has been terrible, and I understand the forecasters to say that we are still going to have a few more hard years as far as snow is concerned. So I would like to emphasize -

MR. MORGAN: I checked with the weatherman and he does not agree with you.

MR. WOODROW: I hope he does not, the hon. minister.

However, I would like to emphasize this to the minister, that sometimes if we are bothering him about snow clearing we are not bothering him because we want to, but we are bothering him because there is really a need. So anything done by way of getting more snow clearing equipment for the Western part of the Province

MR. WOODROW: would certainly be appreciated by me and I feel all the members involved. I am sure the member from St. Barbe can speak for the needs - I do not know what - if there is much snow down there or what but I think it is equally as bad as in the Corner Brook area, I understand. So that is really one of the things I want to emphasize. I am certainly glad, I am glad that Ottawa has come along with \$100 million, I believe it is. I heard the remarks made this morning by the member from St. John's West, is it? And I think the intent of his remarks that he hoped it would be seventy-five/twenty-five and I feel sure he would like for it to be ninety/ten if at all possible of course and I think that is the way it should be. And I raise my hands and say thanks be to God for this bit of money, in fact I think we are a Province of Canada now. Many of our hon. gentlemen have travelled in the province of Quebec and Ontario and their roads and bridges are certainly a lot better than ours so I think as a sister province we are certainly entitled to it. And I hope that we will get more - not saying well "Oh the liberals in Ottawa have done this." I do not care what party, whether it be NDP or PC or anything, I do not care who is up there. I think that we as a province of Canada, as one of the ten provinces we are certainly entitled to what we are getting from Ottawa and for that matter we are entitled to more.

So I would like therefore to re-emphasize again my congratulations to the minister and I hope that he will keep up the good work and I realize once again that it is the place of the opposition -

MR. CHAIRMAN: Order please!

MR. WOODROW: Thank you very much, Mr. Chairman.

MR. CHAIRMAN: The hon. member for Port de Grave.

MR. DAWE: It is one o'clock now. Could be call it one o'clock and we start again at two. I have a few remarks to say for my district but I will not have time now.

MR. CHAIRMAN: It being one o'clock I leave the Chair until three o'clock.



PRELIMINARY  
UNEDITED  
TRANSCRIPT

HOUSE OF ASSEMBLY  
FOR THE PERIOD:  
3:00 p.m. - 6:00 p.m.  
THURSDAY, MAY 26, 1977

The Committee resumed at 3:00 p.m.

MR. CHAIRMAN:

Order, please!

If hon. members will permit me a moment: On behalf of other members of the Committee I would like to welcome to the public galleries thirty-two students from Grade XI in Twillingate Central High in the charge of their teacher, Mr. Colbourne.

Perhaps I could point out to the students that although the House is sitting in Committee now, it is essentially the same as the House of Assembly, so we certainly welcome them here and hope that they will benefit from their experience.

SOME HON. MEMBERS:

Hear, hear!

MR. CHAIRMAN:

The hon. the member for Twillingate.

MR. SMALLWOOD:

Mr. Chairman, if you will allow me I would like with great sorrow to announce to the Committee the passing of a very great son of Newfoundland, not only a great son, but a member of a very great Newfoundland family. This morning, at Grand Falls, Ken Goodyear died. I think he was in his 83rd year. He was a native, as the Committee may know, of Ladle Cove, where that family originated. He was one of seven brothers, I believe it was, seven brothers who served in World War I.

I do not know how many of them were killed in that war. He was in the 1st. of July Drive, and he was one of the group of Newfoundland veterans of that July Drive that I led to France on the 50th. Anniversary of that immortal action in World War I.

Ken Goodyear was once the champion boxer, amateur boxer, of the British Empire. As a member of the Royal Newfoundland Regiment in England, he was a famous boxer and he won the belt as the champion amateur heavyweight boxer of the British Empire.

He was, you might almost say, one of the founders of Grand Falls, the whole of the Goodyear family. He was the last of the family, I believe, to survive. Roland died about a year ago in his eighties. Josiah died, if I remember rightly, six or eight or ten years ago sitting in his chair: Having heard the radio and reading the evening newspaper just quietly died, sitting in the chair in his living room. They were all in their eighties, close to their nineties. They were all huge men, big men. They were, all of the family, engaged in the logging industry. They were all connected with the pulp and paper industry. Most of them were soldiers. They were great Newfoundlanders, they were a great family.

Mr. Smallwood.

Ken Goodyear was a dear friend of mine, a personal friend, and it was a proud privilege to know him. I know that the Minister of Industrial Development and Rural Development, who is the member for Grand Falls, will hear this news with great sorrow, because he could only be proud to represent such a man as Ken Goodyear. And I know that the Province, this Committee and outside the walls of this building, the people of Newfoundland, will hear and especially, of course, the veterans, those that are left of World War I, will hear with real sorrow the death of a great Newfoundlander.

MR. CHAIRMAN: The hon. minister.

MR. LUNDRIGAN: Mr. Chairman, it is with a great deal of sympathy and regret and feeling of sorrow that we on this side of the House and in government associate ourselves with the sentiments, the heart-felt sentiments and personal sentiments expressed by the member for Twillingate (Mr. Smallwood). I was not aware of the unfortunate passing of Mr. Ken Goodyear until moments ago, when the hon. member for Twillingate mentioned the fact on the way up on the elevator. I did not know Mr. Goodyear like the hon. member for Twillingate, who was a very close personal friend, and maybe almost not exactly in the same age group but certainly Newfoundlanders with great experience, but I did have the privilege for many years to know him. And I can recall quite a number of experiences, but the one that stands out in my mind was, on one occasion when I was in federal politics having returned from the House of Commons, he wanted to give me a little pat on the back, as it were, in the Newfoundland Hotel one day for some stand I was taking - and I was telling the member for Twillingate - he just gave me a tap on the shoulder, and I do not believe I have ever gotten the better of it since.

Mr. Lundrigan.

Anybody who knew Mr. Ken Goodyear would have known him as a tremendously strong and capable and determined leader, a person with a great deal of courage, very much of an ordinary human being in every sense of the word, no put on, no great airs of phony sophistication about him despite the fact that he ended up being one of the great founders of Grand Falls and one of its leaders in the business sense, in the community sense, and his sons and family of today follow in his footsteps. He was still a Ladle Cove man. He never lost his identification with the Notre Dame Bay community, Musgrave Harbour, Ladle Cove, all of the small communities along the coast where people always had a great deal of admiration for Ken Goodyear and, of course, he, too, for them. And today the people along the whole coast and throughout the whole Province mourn his passing. It is unfortunate that we have to find ourselves in this kind of a situation on numerous cases like we did last week with another great son. And it is very regrettable, because the generation of Newfoundlanders like Ken Goodyear were almost a unique breed of Newfoundlanders. They had a metal, a fabric, a kind of character which is maybe somewhat lost in today's generation. They had different kinds of struggles. They adhered to the disciplines of the day and age which allowed them to survive and prosper in very, very difficult times. And the people of Grand Falls today, every last person, feels regret at the passing of Ken Goodyear, and his age of eighty-three makes the passing no less mournful and sad.

MR. CHAIRMAN: The hon. member for Port de Grave.

MR. DAWE: Mr. Chairman, in discussing the Minister of Transportation and Communication's estimates, I would first like to go on record and record my personal thanks for the co-operation I have received from Mr. Gordon Barrett and his officials at the Birch Hills at Bay Roberts. I know the minister himself

MR. DAWE:

is very familiar with this depot, and from my general observation in travelling around the country, I think you will find that it is one of the best depots

MR. DAWE: well-kept and efficient as you will find. The employees have been most co-operative with me. All during the winter months I had very little complaints with the problem of snow clearing in my district, and at all times when I called on the various officials and the employees there they were most happy to render what assistance possible. And I would like just to take these few minutes to record my thanks to them.

And my reason, actually, in speaking in this estimate debate this afternoon, is to bring to the attention of the minister the need of my district. And in particular, I am going to spend some little time on stressing the need that I consider to have the Hodge Water Line section that is now not paved, to be paved and this would connect with the Trans-Canada Highway. The section left actually to be paved is about five and four-tenths of a mile. In this work very little real expensive work will be involved because most of the widening and straightening can be done with a bulldozer, as there is ready material available to fill in and to widen the road there. And we have, as you know, Pennecon Construction Company located right in the immediate area and could provide paving, and the highway themselves have their own asphalt plant located at Springfield which is a distance of five miles away.

But I would say, Mr. Chairman, if this road was once completed it would greatly relieve the traffic on the Roaches Line access road. It will be used not only by the people of Port de Grave district - it will be used by the travelling public from the lower section of Trinity South, Bay de Verde district, from the district of Carbonear and from the district of Harbour Grace.

MR. MORGAN: It is more than five miles.

MR. DAWE: Five and four-tenths.

MR. MORGAN: Yes.

MR. DAWE: And I would like at some time if the minister could arrange a count to be taken on Roache's Line, and subsequently, when the Hodgewater Line was completed a recount would





Mr. Dawe:

at Harbour Grace, Bay Roberts Fisheries at Bay Roberts, George Dawe at Port de Grave, H. B. Dawe and Son at Cupids, and J. W. Hiscock at Brigus. And for the information of the Committee, probably people do not realize this, 70 per cent of all salt fish produced and made for export in Newfoundland today is done through these plants.

MR. SMALLWOOD: Through what?

MR. DAWE: Through these plants in Conception Bay.

MR. SMALLWOOD: That is Brigus, Cupids, Bay Roberts -

MR. DAWE: Bay Roberts, Carbonear, and Quinlan's. It is collected from the North East Coast, the South Coast, the West Coast, and all brought to these plants in salt bulk form, and this is where it is dried, and packaged, boxed, and made ready for market, 70 per cent -

MR. SMALLWOOD: Would the hon. member yield for a moment?

When he says salt bulk fish, by that term salt bulk; does he mean cod fish which has been put in salt and not washed out, not washed out and not dried but brought to be washed out and then dried because there must be an awful lot of salt cod fish made around the Province that does not go to those plants. Would the hon. gentleman explain?

MR. DAWE: Well there is a certain amount in salt bulk, and there is a certain amount of different process, semi-dried, and dried to various stages, I do not know exactly to what extent, but they do bring in salt bulk fish right to these plants. They bring the fish to various stages of drying. But it all ends up in that part of Conception Bay where it is further processed, further dried, packaged and made ready for market, and it is all shipped out of that part of Conception Bay.

MR. SMALLWOOD: Again would the hon. member allow me? Would he put it this way, that regardless of the state of the cod as it arrives in those five plants in Conception Bay, all salt dried cod fish going out of the Province has gone through those plants?

MR. DAWE: Yes, that would be correct, Mr. Chairman.

MR. W. CARTER: No.

MR. DAWE: About 70 per cent.

MR. SMALLWOOD: No?

MR. W. CARTER: About 70 or 80 per cent, not all of it.

MR. DAWE: I say about 70 per cent.

MR. W. CARTER: They are drying it at Englee also.

MR. DAWE: I said about 70 per cent of all the fish is done at these five plants. They do -

MR. SMALLWOOD: How about Port Union? What happens there?

MR. DAWE: Actually, as you know, Fishermen Union Trading are no longer in business. Actually we have loaded ourselves various shipment for export.

MR. SMALLWOOD: What about Mifflins at Catalina?

MR. DAWE: The only ports of call that I know that the foreign ships make is Mifflins at Catalina, Coley's Point and Bay Roberts, and St. John's.

AN HON. MEMBER: Three.

MR. DAWE: Three.

MR. SMALLWOOD: The rest will be Pratt's in St. John's.

MR. DAWE: Pratt's here in St. John's and it is trucked to these three centres. Seventy per cent of all the salt fish -

MR. SMALLWOOD: That is history. That is real Newfoundland history.

MR. DAWE: - it is produced in this part of Conception Bay, as I say, then all this fish then is trucked over this part of the Trans-Canada, and it is actually four miles longer to go, say, from the Roaches Line access into the Trans-Canada than to go in through the Fodegewater Line, and this would greatly facilitate the moving of this fish, and then as well we have located over there as I mentioned some of the -

MR. SMALLWOOD: I am sure the hon. member will not mind again. It just occurs to me, the whole of the Southwest Coast, is there no longer any salted, dried cod made on the Southwest Coast? And if so, where is that made? And from what export points is it exported to the markets?

MR. DAWE: As I mentioned, from the Southwest Coast to the plant at Lawn, the people at Lawn. This is operated by H. B. Dawe of Cupids.

MR. SMALLWOOD: Yes.

MR. DAWE: And that fish is brought from Lawn to Cupids to be further processed for export.

As I say, we have in

Mr. Dawe.

Conception Bay. some of the largest building supplying firms, and they are trucking lumber in from Trinity Bay, Bonavista Bay. They have Gyproc coming in by these tractor trailers from Corner Brook, and I am just going to mention a few, as you know, Saunders and Howell in Carbonear, which is one of the largest in the Province, W. G. Garland at Carbonear, W. G. Garland at Harbour Grace, and then you have Mr. Josiah Lundrigan in Upper Island, Mark Gosse and Son at Spaniard's Bay, John Bishop Limited at Bay Roberts, Robert Churchill and Son at Bay Roberts, William R. Parsons at Bay Roberts, and we have our friend, George Wilson, in Clarke's Beach.

MR. NOLAN: What about Spencer.

MR. DAWE: That is John Bishop Limited.

And there is such a concentration of these building supplies that I would say it is the largest per capita of any in the Province, and they would be bringing in millions and millions of feet of lumber and hundreds and hundreds of loads of Gyproc and other building materials which comes West on the Trans-Canada. Then we have at Mackinsons, Dawe's Concrete. They have nine mixing trucks. They supply ready mixed concrete to parts of Trinity Bay and parts of St. Mary's Bay, and then they have a new plant, Finn's, open at Carbonear. And all the cement today is trucked from Corner Brook to these locations in bulk form. It is trucked in bulk and comes into these places, and they have vacuum pumps that pump them out in big silos. There is no more bagging. It is carried in big, large container trucks and all of this tonnage is coming over this part of the Trans-Canada Highway. And if this road were paved they would use this rather than the Roaches Line. And I know one firm alone itself used about 10,000 tons of cement last year.

MR. SMALLWOOD: Would the hon. member make the bold claim that Conception Bay now has become Newfoundland's salt cod fish capital and Newfoundland's construction material capital?

MR. ROWE: I do not know about the capital. But I can say that seventy per cent of all the salt fish -

MR. SMALLWOOD: Well, that is capital.

MR. DAWE: And they have a business firm, as I have already mentioned, for the ready mixed - I think they have the largest. I do not think Lundrigan's East or Concrete Products in St. John's has as many local mixing trucks as they have in Conception Bay.

MR. SMALLWOOD: Ten thousand tons of cement is about ten per cent of the production of the cement mill in Humber Mouth.

MR. DAWE: They have a tremendous - they have nine trucks, continuous mixing trucks. And in the Summertime you have to wait two or three weeks to get your order of concrete.

MR. SMALLWOOD: They are only one.

MR. DAWE: And Finn's opened up in Carbonear last year. And then you have over in Placentia, Bill Hynes who has three trucks in Placentia. And I think Lundrigan's now have got a small branch at Clarenville. The amount of traffic over this road would just amaze you.

And then speaking for our own firm, we are actually in the salt business, we will be shipping out ourselves, going to the West Coast and Northeast Coast, the South Coast of Newfoundland, about 300,000 bags of fisheries salt. This will be taken by tractor trailer. They will be using this -

MR. SMALLWOOD: All of it from Bay Robert's?

MR. DAWE: All from Bay Robert's.

MR. SMALLWOOD: Three hundred thousand bags, plastic bags.

MR. DAWE: Plastic bags.

MR. SMALLWOOD: Fisheries salt.

It is the fisheries salt capital, the salt cod fish capital, the construction material capital.

MR. PECKFORD: Roaches Line?

MR. SMALLWOOD: No, Conception Bay.

MR. PECKFORD: Oh! I see.

MR. DAWE: And if this were built up we would prefer to use the Hodgewater Line. People would rather travel this than the treacherous Roaches Line.

MR. SMALLWOOD: Roaches Line is another kind of capital altogether.

MR. DAWE: I mean, this is a statement of fact. People do not realize actually the activities going on in Conception Bay today.

MR. SMALLWOOD: I did not realize it.

MR. DAWE: They are household names. And this is the reason - and all this traffic, Sir, will go through Hodgewater Line once it is paved, coming in and going out. It is shorter. And in the Wintertime the

MR. DAWE: Roaches Line, I suppose, is the most hazardous road that you will find anywhere in the country. In Wintertime it has very short curves and you meet these large tractor-trailers. And another point I would like to make, Mr. Chairman, is that in future all the oil consumed in Conception Bay will now be delivered from St. John's by truck. We did have unloading facilities ourselves at Bay Roberts for tanker service, oil tanker service by sea, and you are all familiar with the oil tanker set up in Harbour Grace. But this is being discontinued and all the oil that will be consumed in Trinity-Conception Bay area will now be trucked from St. John's by these large tanker trucks.

MR. SMALLWOOD: From where?

MR. DAWE: From St. John's.

MR. SMALLWOOD: Where in St. John's?

MR. DAWE: From Imperial Oil, from Irving Oil or from Gulf Oil.

MR. STRACHAN: What about Holyrood?

MR. DAWE: Well, they may do their own from Holyrood whoever their dealers are in that part of Conception Bay - the regular oil dealers. All this oil is trucked - 50,000 tons or more will be trucked over this road in the Wintertime if this road were paved.

MR. SMALLWOOD: What road is the hon. member talking about?

MR. DAWE: The Hodgewater Line section because it would not be so treacherous in the Wintertime. The hon. member for Twillingate is familiar with the traffic flow you see over that road on weekends is amazing - that is over that Roaches Line, and this would relieve it. And I would like for the minister to give his most earnest consideration to this road and, as I said, it would not only supply the needs of my district but it will as well supply the needs for Harbour Grace, Carbonear and part of Bay de Verde.

I would like to just refer rather briefly - I should just probably add, by the way, to the hon. minister in allocating this money

MR. DAWE: for this road, I do not think that if he should have an allocation - I want to get his attention to what I am going to say, please. I say when the hon. minister is allocating some of this money for this work I do not think it all should be charged for the district of Port de Grave, if he has a few extra dollars, because this will be used extensively for other districts that I have mentioned and I can assure you, Sir, it will be one of the most travelled access roads in this Province.

And in passing I will just probably briefly refer to another need in my district and that is the upgrading of the old Conception Bay Highway. It has been completed - the minister I know is familiar with from St. John's to Colliers in the district of Harbour Main, as we have known it. And there is four tenths of a mile not completed in the district of Harbour Main. And to complete the old Conception Bay Highway in the district of Port de Grace is about five miles. But I would like to point out to the minister if any work could be at all done this year I would prefer that we would start at the southern end of this section, that is the Roaches Line intersection, and work towards Georgetown because the biggest and heaviest traffic flow is from the communities of Cupids and Brigus, if any funds could be allocated for that purpose. So I do not want to delay the committee but I would like, because I think it is so important, to take a little time to stress the importance of this access road of the Hodgewater line, and I am sure that I can speak for all the truckers and all the business people in area if the minister could find some funds to start work this year it would be most appreciated by all those concerned. And I do wish that the minister will find time to come out and I will be glad to take him over and show him what is involved, and hopefully at least a start will be made this year. Thank you very much.

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



MR. RIDEOUT: Mr. Chairman, I cannot let this moment pass without having a few words to say to the minister. The minister has been having a pretty smooth morning of it, but the morning is over now and we will get into the dandies this afternoon.

AN HON. MEMBER: And give him a dart.

MR. RIDEOUT: And give him a dart. Mr. Chairman, I suppose any member in this House of Assembly could take the whole five hours that is allotted to the Department of Transportation and Communications and spend it very well talking about his own particular district and problems related to transportation in that district

MR. RIDEOUT:

and still not do a good job at it because of the time-limitation. Transportation and Communications is certainly one of the departments that means so much to the everyday way of life and to every individual in this Province in all parts of the Province, and those of us representing rural districts probably find it more so than those people representing urban centres.

Mr. Chairman, since I have been in this House of Assembly I have on a half dozen occasions brought to the attention of the minister the fact that the only community in my district today without a road connection is the community of Harbour Deep. Every time I have risen in the House to make a district speech I do believe I have always referred to that. And I believe that the department should give some consideration to begin to construct a road into Harbour Deep so as to break the isolation of that community. Mr. Chairman, Harbour Deep is a community that has about 400 people in it - one of the most viciously independent communities that I know of anywhere in this Province. But the sad reality of the situation is that the young people are not staying in that community because of the isolation barrier and because of the isolation factor. I believe that every effort should be made by the minister's department to begin as soon as possible. I had hoped that there may be some start on it last year, but nothing materialized and I do not know if anything will materialize this year. There are about thirty-five miles of road involved, Sir, and you would have to go across country from Hawkes Bay and the economic impact of doing that I think would be great for the area. One of the last reserves of untouched timber stands in this Province, Mr. Chairman, lies in behind the Harbour Deep area and if a road were built into that area then the pulp and paper mills in the Province as well as the Linerboard mill in Stephenville and probably the forest products mill in Hawkes Bay would be able to utilize that vast resource that at this particular time is of no use to anybody. It is impossible to get in there and harvest timber, but a road into the area would serve two purposes - it would break the isolation barrier of the community once and for all, and it would also open up one of the last

MR. RIDEOUT: untouched reserves of timber in this Province for utilization commercially by the paper mills and the forest mills in the Province. I know it will cost a lot of money to put a road in there, Sir, but there will also be a lot of money made if that particular area is opened up for commercial timber cutting. I think the government should give every consideration to it. We do not expect to have thirty-five miles of road built in one particular year. If there were five miles done this year then we would know that in six or seven years time the end of that isolation would be broken, but no move has been made in that direction. And I have not seen any evidence that it will, but I hope the minister will give it his careful consideration and let us know where it stands on the priority scale of new road construction in the Province.

MR. MORGAN: How many miles to Harbour Deep?

MR. RIDEOUT: I think it is thirty-five miles across country from Hawkes Bay.

Certainly, Mr. Chairman, there cannot be very many communities left in this Province without a road connection today that it is possible to get one to. There are some communities now I know very well that if we spent hundreds of millions of dollars we would not get a road in to them.

MR. SMALLWOOD: You should stop boasting about the Liberal Party.

MR. RIDEOUT: Pardon?

MR. SMALLWOOD: Stop boasting about the Liberal Party.

AN HON. MEMBER: Never cease to boast.

MR. RIDEOUT: Never cease to boast about one's great deeds.

So, Mr. Chairman, I would hope the minister would let us know where Harbour Deep stands on the priority scale. Are we going to see the start of construction this year, next year or a couple of years down the road? Because it is a five or six

MR. RIDEOUT: year job. It will break the isolation of the community finally, once and for all and it will also, as I have indicated, open up one of the last untouched timber reserves in this Province.

MR. MORGAN: The Mooney Block.

MR. RIDEOUT: Pardon?

MR. MORGAN: The Mooney Block.

MR. RIDEOUT: The Mooney Block, yes. I believe there was some reference made to it last year by the then Minister of Forestry and Agriculture, the member for Menihek (Mr. Rousseau) where they were hoping to get in and start harvesting timber from that block, but of course, it cannot be done until there is a road built in there.

MR. SMALLWOOD: Would the Mooney Block be controlled by Grand Falls?

MR. RIDEOUT: I think the Province has some sort of lease on it now.

MR. MAYNARD: We have eight years of control on it.  
In a sense it is Crown timber for the next eight years.

MR. RIDEOUT: - For the next eight years.

MR. SMALLWOOD: Control, not title.

MR. MAYNARD: No, we have not taken back the title, but we have control over rights for eight years.

MR. SMALLWOOD: Control for eight years -

MR. MAYNARD: Yes, for eight years.

MR. SMALLWOOD: - and then we will take the title?

MR. MAYNARD: No. We have an option to renegotiate then at that time.

MR. SMALLWOOD: Very good.

MR. RIDEOUT: So you have an option to renegotiate after eight years? I see. And my sources have told me that there is a tremendous timber reserve in that area if it could be utilized. And of course, in order to utilize it you would need a road.

May 26, 1977

Tape No. 3287

EC - 4

MR. MAYNARD:

Approximately a million cords on the  
back of Harbour Deep.

MR. RIDEOUT:

A million cords. Well then  
the economic factor is there, and of course I think that should add to  
the weight of putting a road into that area.

Mr. Rideout:

Mr. Chairman, I could talk about every road in the district of Baie Verte-White Bay, and run out of time and still not tell the whole story as far as transportation is concerned. Mr. Chairman, I have said in this House before, and I will say again, that the Baie Verte Peninsula must be one of the most productive parts of this Province. We have two mining operations down there going full blast every day of the year, plus the fishing and the fish plant and the forest activity; practically everybody on the Baie Verte Peninsula is gainfully employed at something. You have tremendous numbers of people travelling over unbelievable road conditions. I have mentioned in this House before, for example, 200 men alone travelling to permanent jobs out of Seal Cove, as of the 17th. day of April, not one man on able-bodied relief in Seal Cove. The same goes for Fleur de Lys, 150 or so men travelling every day to a permanent job, that is not counting the school children and other people who use those roads.

But the point I am trying to make, Mr. Chairman, is that the Baie Verte Peninsula is one of the most productive areas of the Province. Probably next to Labrador West people are earning more money and paying more taxes in that part of the Province than any other part. Productivity is very high. The money earned by the people is very high in comparison to other parts of the Province. But the return on the tax dollar, Mr. Chairman, unfortunately is very low. In the last five or six years with the exception of the 10 per cent that went into the LaScie Highway under a DREE agreement there have not been one inch of pavement laid anywhere on the Baie Verte Peninsula. Now, Mr. Chairman, with a part of the Province -

MR. SMALLWOOD: How long? How long?

MR. RIDEOUT: In the last five or six years, since this Administration took over, and I must say there was none laid before that either.

SOME HON. MEMBERS: Oh, oh!

MR. RIDEOUT: But we built the roads, now it is up to this Administration to pave them, you see,

MR. SMALLWOOD: That is right.

MR. RIDEOUT: - that is the difference.

MR. SMALLWOOD: At least we put the roads there.

MR. RIDEOUT: That is right. Now we have to get them paved.

And the point I am trying to make, Mr. Chairman, certainly goodness with the millions of dollars that is coming into the Treasury of this Province every year, every year from the Baie Verte Peninsula, it would be reasonable to expect that some of those dollars would return in an effort to upgrade transportation services on the Baie Verte Peninsula. I do not believe it is unreasonable to expect that, but it has not happened. Ten per cent of the Provincial money went into upgrading and paving the LaScie Highway. That is every dollar that has been put down there in the last five or six years; previous to that the Baie Verte Peninsula trunk road was done itself under a similar agreement, a 90-10 agreement. But despite the fact that year in and year out there are 200 people driving the Seal Cove Road, not one effort has been made to put an inch of pavement on it. The same story goes for Fleur de Lys, the same story goes for Burlington, not one bit of effort has been made to improve transportation services in that regard on the Baie Verte Peninsula. Mr. Chairman, is there any wonder at all that those people are fed up to the gills with paying taxes? When we recall that Advocate Mines alone has a payroll of \$7 million a year, how much of that was coming into the Provincial coffers? When we remember that Advocate Mines itself pays \$2 million a year in mining taxes, right directly to the Province, there are millions of dollars a year, And hundreds of millions have come in over the past five or six years or ten or fifteen years since that area has been so productive and there has been very little return - in the field of transportation services, nothing.

MR. SMALLWOOD: The hon. member says the payroll is about \$7 million?

MR. RIDEOUT: Yes, Sir.

MR. SMALLWOOD: And he wonders how much of that comes into the Treasury? He can figure at least \$3.5 million.

MR. RIDEOUT: Right.

MR. SMALLWOOD: At least. And then if the hon. member wants to carry it a bit further and figure how much comes in from the people who get that \$7 million, the profits on liquor and beer -

MR. RIDEOUT: Yes.

MR. SMALLWOOD: - and all kinds of other forms of income it is probably from \$3.5 million to \$4 million a year coming into the Treasury.

MR. RIDEOUT: And of course - that is right, and on top of that -

MR. SMALLWOOD: And then on top of that there are the multiplier jobs who also pay taxes. So if \$7 million are paid in wages in a year it is probably well in excess of \$4 millions coming into the Treasury.

MR. RIDEOUT: Right. And on top of that there is the \$2 million mining tax that the company pays directly into the Treasury. So we are talking about \$5 million or \$6 million or \$7 million a year from that Peninsula every year, year after year, coming into the Treasury, and we cannot get a bit of pavement for a community like Seal Cove, we cannot get a bit for a community like Fleur de Lys, or going over the other way to the Burlington area, with so many people driving to those permanent jobs. So I ask the question again, Mr. Chairman, is it any wonder those people are fed up to the gills?

Now we do not expect it all in one year or two or even three years, but



Mr. Rideout.

we expect to know where we are on the priority scale. We expected to see some action that we have not seen. We expect something to be done that has not been done. And I do not think it is unreasonable. I know that every community, every member in this House has all kinds of requests for upgrading and paving and so on, and it all needs to be done. Every request, I am sure, is legitimate and can be easily justified. But certainly there must be some form of equitable sharing of what we are going to do. We cannot do it all in one year. I realize that. The Province could never afford to do it all in one year. But we have been five, six years and have not got a thing. We have not got one sign of an improvement. And I do believe that we have been neglected. And I would hope that the minister would turn his attention to the Baie Verte Peninsula this year and at least make a start. If we know it is coming, although it may take two or three years to finish, at least make a start. The people will be able to see that it is coming and the minister would be doing himself and his administration a great favour in the eyes of those people if he would turn his attention to the Bay Verte Peninsula and stop this foolishness of neglecting us, because that is all that it can be boiled down to, neglect, especially in the light of the productivity of the Baie Verte Peninsula and the millions of dollars that are coming into this treasury every year.

Now, Mr. Chairman, there is another reason to talk about upgrading and paving on the Baie Verte Peninsula and that is the asbestos factor. I do not know what is wrong with the minister, Mr. Chairman, I could not say. But it has been almost a year since Dr. Selikoff and his experts went to Baie Verte and carried out individual tests on the miners and also did environmental tests in environmental sampling. And to relate the events for the Committee, some time last August he indicated preliminarily in a report

Mr. Rideout.

to the union that he was concerned about the amount of asbestos fibres in the road dust in two particular roads that he had tested, the road to Baie Verte, Seal Cove, Wild Cove and the road from Baie Verte to Fleur de Lys-- Coachman's Cove. He indicated that he was concerned. So ever since that time on the average of every two weeks or three weeks, I have been phoning, writing, whatever I could do, to Dr. Selikoff's office down in New York trying to get out of him the statistical analysis, the evidence as it were, of what he found down there. Finally I was able to lay my hands on it. And I say again, Mr. Chairman, every two or three weeks I was in touch with that expert, with that gentleman, that world renowned scientist, trying to get from him the information. And I figured, Mr. Chairman, it was my responsibility.- I represent the people of the Baie Verte Peninsula in this House, not the minister or anybody else, but I do -and I figured it was my responsibility if that doctor was concerned to get that information and to get it in the hands of the people who make the decisions to correct it, who in this particular case is the Minister of Transportation and Communications. And I kept that up for eight or ten months and finally two or three weeks ago I got the information that I was looking for. First I got a letter which I immediately sent to the minister. And, of course, I knew that the letter was not enough. We had to have the statistical back up. So I got in touch with them again, and I asked for that, and I finally got it a week or so ago. And the minister, Mr. Chairman, goes off his head because I got the information. I have been months and months and months looking for that information. In fact, one time I told Dr. Selikoff on the telephone that if I did not get it I was coming down to New York and I was not going to leave until I got it. I have been months and months working to get it. And he sent it to me, because after all I am the representative for that district.

MR. NOLAN: Duly elected.

MR. RIDEOUT: Duly elected by the people to represent them in this House. And he sent me the information. The information

Mr. Rideout.

is addressed to Mr. Tom Rideout, MHA, Baie Verte - White Bay. Why should it not be? Dr. Selikoff did not go in to Baie Verte, Mr. Chairman, and do his study for the government. In fact we had quite a racket in this House last year about trying to get a donation from the government towards the cost of the study, if hon. members will remember. He went in there at the request of the union. He would take no money from the union, no money from the company. He allowed the company to pay for the cost of the X-rays and that was it. And he financed the trip, with the exception of the small grant from the government, by research grants that are given to the Mount Sinai School of Medicine. So he is under no obligation, Mr. Chairman, to go to anybody first or anybody second or anybody third. He will give his information when he is finished, when he analyzes the miners' medicals and finishes putting it altogether. He has told me that he will be sending a copy of his final report to the Minister of Health. But since he had indicated that he was concerned about the road dust, I kept after him to get that part of his report, and I got it. And I presented it to the minister, and I

MR. RIDEOUT: presented the facts to the people that I represent, and I would feel rightly so and I will continue to do it. I am not going to sit on the information. And the minister reacted like a spoiled baby that I got the information first, and that he has never heard tell of Dr. Selikoff or he has not had any information from him. Well I ask the minister has he put as much pressure on Dr. Selikoff to get that information as I have?

AN HON MEMBER: No.

MR. RIDEOUT: Has he been calling him every two weeks on the average, writing him letters, sending him telegrams, threatening to come down to his office and stay there until he got it? I have, Mr. Chairman, and I am not ashamed to admit it. I am concerned about the asbestos fibres in the road dust on the Baie Verte peninsula. I think the minister is concerned, but the minister is going to have to show that concern by some positive action. He came down there last year on one of his personal visits and following that he had calcium chlorite applied to the road. We were very pleased with that, very pleased with the minister's swift action. He tells us that the same thing will be done this year and that is fine. It will have to be done anyway if there is a hazard or whether you start work on the road or not. But, Mr. Chairman, that is not a permanent solution to a very serious situation. And when Dr. Selikoff indicated - and the minister has a copy of the statistical analysis because I sent it to him - when he indicated in that, and that still was not enough for me I had to phone him up again and say "Look, we have to go over this. I want to make sure I understand what you are telling me" that the readings on those roads was three to four times greater than the highest reading ever found in the United States. And when he told me - when I phoned him up and he

MR. RIDEOUT: explained to me the readings in the United States. The reading in the United States, Mr. Chairman, was obtained in a community that had located in it four break-lining manufacturing plants, four break-lining manufacturing plants were located in that community and of course they use asbestos fibers in the manufacturing of break-linings. We have one operation on the Baie Verte peninsula and it came up with readings three to four times greater than the highest reading they got in the United States. And the accepted tolerance level that is legislated in New York is - the readings that we got on the Baie Verte peninsula is 2,000 and in some cases 3,000 per cent greater than the accepted tolerance level in the New York state. :

AN HON MEMBER: 3,000.

MR. RIDEOUT: Yes. Now, Mr. Chairman, would that not send creeps down your spine what we are facing out there? And, Mr. Chairman, no fool would suggest that asbestos fibres are not dangerous to health. I am sure there is not one member here, nobody in the medical profession will. Ten million of those little fibres, Mr. Chairman, weight one millionth of a gram. Can you imagine those floating around in the air? And it is not all the fault of Advocate Mines. The natural rock formations, Mr. Chairman, on the Baie Verte peninsula have contained in them asbestos and that rock has been crushed and put on the roads. Of course it has. If you are going to get crushed rock on the Baie Verte peninsula you are bound to have asbestos fibres in it. You cannot get any rock without having asbestos in it. So it is not all the fault of Advocate Mines, nobody is knocking them.

And, Mr. Chairman, that rock is crushed and put on the road. As the cars go over it they are stirring it up and added to that of course is the emissions that are coming from the stacks that is making it worse. So there it is, it is there. Do I sit on that information as the member representing those people when I

MR. RIDEOUT: know from the research that I have got over here, files and files of it that asbestos is deadly? I know we can never do away with it, Mr. Chairman, we will have it down there for ever. But we can do two things. We can make it as safe as humanly possible and as safe as is technically possible. And one of those solutions, Mr. Chairman, is to upgrade and pave those roads.

Now I have talked about the economic reasons for it—they deserve it to be done anyway whether it was not an ounce of asbestos in the dust down there. They deserve to be done because of the input into the treasury of this Province from the Baie Verte peninsula. But on top of that, Mr. Chairman, you have got this added factor of health hazard. Now the minister has that information and the next question is what the minister is going to do with it. He can be upset all he likes that Dr. Selikoff got it to me but I have told the story of how I got it from Dr. Selikoff and I have no regrets for getting it. The minister can be upset but, Mr. Chairman, that is not going to solve the plight that we face on the Baie Verte peninsula. It is going to take action by the minister, He is going to have to go to his Cabinet colleagues. The proof of the pudding is now before him. All the winter the minister could say "Well, I have not got it, I have not got it!" But now he has it. And Dr. Selikoff is in New York where he has a phone if the minister wants to call him up and verify it because I said to him "You are giving this to me but you will have to be prepared to back up what you are saying." "I am prepared to back it up," he said. And he is recognized as the world's authority and the only reaction we get from the minister is that he is upset that I got the information.

MR. CHAIRMAN: Order please!

MR. RIDEOUT: Mr. Chairman, I will come back to this a little bit later, I hope.

MR. CHAIRMAN: The hon. minister.

MR. MORGAN: Mr. Chairman, we have had one, two, three, four speakers; now I will respond to these briefly and the others can carry on again from there. Just a response so that I will not get lost with all of these speakers. First of all information requested by

Mr. Morgan:

the member for Lewisporte (Mr. White) this morning with regards to a tender that was called in connection with helicopters, and the use of helicopters by government, and the need for helicopters.

Mr. Chairman, for his information - apparently he is not interested in getting the information.

MR. WHITE: Go ahead. I am listening.

MR. MORGAN: The hon. gentleman requested information regarding the tender call for a helicopter service. We called tenders, and the tenders closed with two bids, one from Universal Helicopters, the other one from Sealand Helicopters, S-e-a-l-a-n-d. The bids were received as follows; \$105,080 from Universal; \$103,644 from Sealand, so Sealand was the lower bidder, and the type of helicopter that we have contracted is for a Bell 206L at a rate of \$320 per hour. So that is the information regarding that a straightforward tender call, and a straightforward decision based on the low bid received.

Now, Mr. Chairman, to deal with all of the comments - I hope to deal with them all. The Burin-Placentia West member (Mr. Canning) mentioned this morning that he would like to compliment the staff of the department, and of course, as I earlier said, that I fully agree with that, The staff of the Department over the past year in particular did a tremendous job with regards to maintenance operations throughout the Province. He mentioned the road to Monkstown. Most of the speakers so far have brought to light some parochial matters pertaining to their own districts, and I guess rightly so. The road to Monkstown I am sure is a concern of the hon. gentleman, but the fact is it is a road leading to one community, unfortunately that community is still isolated. As the hon. gentleman is aware we did carry out some work - when I say 'we', the Administration - on that road. We were hoping to continue on with the road this year. In fact, hopefully even last year as well on the same matter, but it ranks low in priority based on the fact that there are so many other roads throughout the Province requiring reconstruction, and based on the fact as well that there is a low population. But I know that does not



Mr. Morgan:

sell with the hon. gentleman.

The main factor in the decision not to go ahead is the cost involved. There is a substantial cost. And all I can say on the matter at this time is that there is no decision of government not to go ahead with the road, in other words to rule out the possibility of going ahead with that road. No, that is not the decision of government. We are going to go ahead with that road when funds become available. And hopefully if we cannot go ahead this year we will again look at the matter next year. But there is no decision not to go ahead, in other words to halt the whole thing.

MR. CANNING: What about the year after?

MR. MORGAN: Well, Mr. Chairman, I cannot give a commitment at this time it will go ahead this year, but we will consider the matter further.

He also commended the minister in the federal Cabinet from this Province, and of course I earlier said the same thing, that Mr. Jamieson has been very influential and very much of assistance to this administration in a number of matters, and we have to give credit where credit is due. And I am hoping and counting on Mr. Jamieson's support in the upcoming crucial negotiations on our Trans-Canada Highway. I am sure he will hopefully come true in flying colours like he has done in many other cases in the past.

Now, Mr. Chairman, on the comments from Eagle River I cannot sympathize with any more of the speakers more than I can with that hon. gentleman because transportation is of a major concern in Labrador, particularly on the Coast. Yesterday's announcement whereby the federal government indicated that \$25 million will be now allocated to the region, the Atlantic region, for the purpose of improving airports and airport developments, we have not got the details of what he meant by that statement- we will have over the next number of days with meetings coming up - but I am hopeful it does include the possibility of including with these airport developments, \$21 million for that purpose, will include

Mr. Morgan:

airstrip development for the Labrador Coast.

MR. STRACHAN: That it is not just St. John's and Gander.

MR. MORGAN: Well that is what I am hoping. If not, Mr. Chairman, I am convinced that we should be giving priority, and when I say 'we', both levels of government. I am a bit - I will put it this way, Mr. Chairman, I am getting distracted by his conversations on the other side of the House -

MR. CHAIRMAN (MR. YOUNG): Order, please! I will ask the hon. gentleman to my right -

MR. MORGAN: - and I am having a difficult time concentrating.

MR. CHAIRMAN (MR. YOUNG): I will ask the hon. gentlemen to my right to keep their voices down, please.

MR. ROBERTS: The hon. member for Twillingate (Mr. Smallwood) is reading a story to the hon. member for Lewisporte (Mr. White).

MR. MORGAN: He is reading a story to the hon. member for

Mr. Morgan.

Lewisporte, and indeed I am losing my concentration.

MR. WHITE: The hon. gentleman -

MR. DOODY: Ba, Ba Black Sheep.

MR. MORGAN: I would love to read the story myself.

But, Mr. Chairman, the Labrador transportation problem is of major concern to the hon. gentlemen from Eagle River and from Naskaupi, and I am sure that they are interested in further discussion. Now if the minister's statement yesterday does not include airstrips - he is talking about \$21 million for this purpose - well it is obvious we are going to have to sit down, and when I say, we, I am again counting on the representations - this is the federal level - from my good friend, Mr. Rompkey, the MP and, of course, with my friends from Naskaupi and Eagle River and all parties concerned to sit down with the MP and Mr. Lang and the federal authorities into getting that programme moving. But I support with qualification the master plan as was I think the views of my friend from Eagle River based on the fact that there seemed to be duplication to put an airstrip, for example, as you mentioned, in Mary's Harbour and then just across the harbour in Fox Harbour a second airstrip. That is duplication, the same as in Cartwright and Paradise River. There is duplication there. So maybe instead of thirteen airstrips we could be looking at possibly seven to nine airstrips along the Labrador Coast which could very well serve the purpose and improve the transportation system.

With regards to roads along the Labrador coast, I have to give credit to my predecessor in this case, because it was he who devised this plan of establishing a special unit of equipment. In this case my friend from Menihek, Labrador (Mr. Rousseau) who when he was Minister of Transportation and Communications set up a system to have a special unit of a smaller type heavy equipment than

Mr. Morgan.

you would find in parts of the Island to put into Labrador and into the communities to upgrade the roads, and in fact to build roads. Last year we built a road in Black Tickle, and I was down there when the actual construction started in that community.

MR. SMALLWOOD: In Labrador?

MR. MORGAN: In Labrador.

We built a road around the community in Black Tickle, and we moved the equipment from there by barge, which was more time consuming than the building of the road, to Rigolet. The equipment was stationed at Rigolet all Winter. And I must say the co-operation from my friend on that matter was significant. And we are now hoping to complete the road in Rigolet this Summer. There is a road in Rigolet but it needs to be reconstructed, and we are going to complete a basic structure of an airstrip strictly without any assistance at all from Ottawa. We are going to go ahead with an airstrip in Rigolet. And that unit - we are working on that this Summer, and then we plan to move from there to Fox Harbour. Fox Harbour is a very, I would say, industrious community from talking to the fishermen there. They are very hard-working people, and they deserve recognition.

SOME HON. MEMBERS: Hear, hear!

MR. MORGAN: So I am hoping that we can get our equipment moved in there this Summer and get that project moving in Fox Harbour.

The other speakers, Mr. Chairman, had some good points as well. The hon. gentleman for Trinity - Bay de Verde (Mr. Rowe) mentioned about honouring commitments. All I can say is that any commitments made by the Department of Transportation and Communications; if he can show to me or in fact to the officials of Transportation and Communications any commitments given any time in the past by an official of the department or by the minister of the department, I will honour that commitment as the present minister.

Mr. Morgan.

But with regards to commitments or promises made by a candidate in an election campaign or any of my predecessors or previous colleagues I should say, we cannot honour these kind of promises. Promises can be made by any individual, any candidate. But if a promise was made or a commitment was made by the Department of Transportation and Communications I will make sure that that commitment is honoured.

Only one speaker mentioned the purchase of new equipment, and that is a major significant thing. It was mentioned by my friend from Bay of Islands (Mr. Woodrow). The purchase of new equipment over the past two years, that has been one of my pet peeves in the department that we have not had sufficient funds over the years allocated for that purpose. And the men out in the field who are doing the operating in the snow storms, etc., whom we commended so much this morning, these men are only as good as what they have to work with in many cases. And there is a desperate need to replace some of the old and outdated equipment. So last year we spent \$3.5 million for that very purpose, to buy new equipment, and this year as the vote points out in the estimates another \$3 million.

And I think following along these lines of these kinds of amounts being spent that over the next couple or three years we can have some good equipment for the men to work with with regards to maintenance operations.

MR. MORGAN: In the Port de Grave district the hon. gentleman mentions some needs out there. Of course, all these needs will be recognized and the petitions in particular, Mr. Chairman, put forward to the House of Assembly in many cases clearly spell out the needs for these roads to be reconstructed and they are always given careful consideration. They are never overlooked and pushed aside in the department. They are always carefully analysed and given every consideration. And I recall a petition with regards to the Hodgewater Line sometime in the past number of months.

The question on the Baie Verte area, Mr. Speaker, my hon. friend from Baie Verte (Mr. Rideout) is rightly so concerned about a potential hazard in the Baie Verte Peninsula area with regards to the possibility there is asbestos in the road dust and I am sure there is not one of us here who does not recognize that. We are talking about the health and lives of Newfoundlanders in a certain part of our Province and it is a very emotional thing as well. I can recognize the fact that it is emotional to the hon. gentleman.

We have called tenders now for the contractor to arrange to spray the roads with liquid calcium or calcium chloride as it is known. And I will be issuing instructions - and I have said this earlier - to that contractor to commence work and give top priority to all the roads in the Baie Verte Peninsula immediately. In other words, as soon as the contract is awarded to get in there immediately and get the roads sprayed. In the meantime, and I have talked over this with my colleague, the Minister of Health, we have wired Dr. Selikoff. We have made 'phone calls to his office and we have requested in an urgent way to get his report in giving us all the data, all the information he can possibly have - get it in to us as soon as possible. And I can assure the hon. gentleman that it is not taken very lightly in the Department of Transportation and Communications.

MR. SMALLWOOD:

What was their reply?

MR. MORGAN: There is no reply. That is to be concerned, Mr. Chairman - the hon. gentleman maybe in an emotional way said, 'Well, what is wrong with the minister? He is not doing anything?' I would like to ask the question, 'Well, what is wrong with Dr. Selikoff - he is not giving us this very important report?'

And when I say 'giving us' - 'giving the government this report'. It is a major concern.

MR. SMALLWOOD: Would the minister allow me?

MR. MORGAN: Sure.

MR. SMALLWOOD: From the beginning, what has been the relationship of the ministry to Dr. Selikoff or his institution which is so famous in the world? The government are the government and they are they. What has been the relationship? If they send the report to the elected representative of that constituency and everybody in it, they could very well feel, surely the minister will admit, that they were doing the proper thing. But has there been any conscious failure on their part to inform the ministry? What has been the relationship? What right - you know - factually does the minister have to receive report direct - not through the elected member, but direct from the doctor or from that institution?

MR. MORGAN: Well, Mr. Chairman, in reply to that question I was going to outline to the House that this minister really has no direct authority to go to Dr. Selikoff or Mount Sinai Institute and say, 'Give us that report.' But when Dr. Selikoff commenced his study he came to my colleague, the Minister of Health, at the time and the Minister of Health arranged to give assistance to him to carry out his study - in fact in the amount of a \$5,000 grant, I think it was - and they arranged to supply him government cars and government personnel to assist him in every way possible on the study. And so we -

MR. SMALLWOOD: Did the company do the same thing?

MR. MORGAN: I am not sure, Mr. Chairman. I am not sure of that.

MR. SMALLWOOD: Did anyone down there besides the government do anything?

MR. RIDEOUT: The company requested a study.

MR. MORGAN: The unions requested a study and that is the part when I mentioned in the House last week in reply to a question from the same hon. gentleman that I felt maybe it was a possibility that Dr. Selikoff, not knowing the workings of government here in the Province, as the hon. gentleman mentioned that he forward it to like the same as to forward it to a senator in the States -

MR. SMALLWOOD: Yes, right.

MR. MORGAN: - to a member of the House up here.

MR. SMALLWOOD: Yes.

MR. MORGAN: But what again sort of annoyed me was the fact that the people who were most of all concerned - the unions - that these people have not received any information from Dr. Selikoff or any indication of the results of his report. And if the statistics put forward to my friend from Baie Verte (Mr. Rideout) from a Dr. Nicholson, I think it was -

MR. RIDEOUT: He is part of the team.

MR. MORGAN: Yes - part of the team. If these facts are - you know, I have no reason to question them -



Mr. Morgan:

the urgency of the thing, it is self-suggested that Dr. Selikoff should make that report as soon as possible. And last Fall when he made a statement in the media Dr. Selikoff then indicated that he would make the report shortly. That was in the Fall of 1976. So it is dragged out, and dragged out, and dragged out. And the only information that we received was through my friend from Baie Verte (Mr. Rideout), the last letter, a very brief letter, about a three paragraph letter or a half a page sort of thing, but it gave the counts in comparison to what the counts were in the States. Now I have asked the officials in the department to analyze this, but not only the officials of the Department of Transportation and Communications, because I feel the Department of the Environment should be involved, the Department of Health should be involved, and not only that but we should go outside and look for expertise within the Province to analyze what Dr. Selikoff is saying.

MR. SMALLWOOD: Or even outside of the Province.

MR. MORGAN: Or even outside of the Province, if necessary, because it is a matter of urgency. So again I fail to understand -

MR. SMALLWOOD: Not to - with the minister that would be not for the purpose of questioning -

MR. MORGAN: No, no.

MR. SMALLWOOD: - the wisdom or the report of the Selikoff organization, but to understand the report.

MR. MORGAN: Right. Yes.

That is the reason why, Mr. Chairman, I have not commented to the media on the information supplied to me last week by my friend from Baie Verte. I have not commented in the media on what that report means, because I do not understand what it means. I do not understand. I do not think anybody in this House of Assembly does. So I again repeat, I feel it is urgent that Dr. Selikoff get that report in to the appropriate ministers, in this case my colleague the Minister of

Mr. Morgan:

the Environment -

MR. SMALLWOOD: Will this be another report?

MR. MORGAN: - the Minister of Health.

Well the report, in other words the results, the results of these studies, they did not just involve road dust, it did not involve the health environment in the mine -

MR. RIDEOUT: The miners' medical results.

MR. MORGAN: - and in the miners' medical results, for example, the medical examinations -

MR. SMALLWOOD: That is not forthcoming yet.

MR. MORGAN: All this has not come into government, nothing has been -

MR. SMALLWOOD: No one has had that yet.

MR. MORGAN: Nothing. Nobody has got it.

MR. SMALLWOOD: Nobody. No one.

MR. MORGAN: No one.

MR. SMALLWOOD: That is the main thing, is it not?

MR. MORGAN: Right.

MR. RIDEOUT: The road report is the only thing yet.

MR. MORGAN: I sincerely hope -

MR. SMALLWOOD: The road is the only thing yet.

MR. RIDEOUT: Yes.

MR. MORGAN: The road report is, or I put it this way, Mr. Chairman, the results of tests carried out on the roads is the only thing that has come in to date, but it is not overlooked by the department. I can assure the hon. gentleman of that. It is a matter of urgency, and in the meantime the dust control - now there is a little thing that concerns me as well, I know we should not mention cost when we talk about lives and health of people. But to reconstruct the roads in Baie Verte is going to cause a very serious problem because, as the hon. gentleman mentioned today in his speech, the rock material down there contains asbestos, asbestosis, you know, -

MR. RIDEOUT: Asbestos fibres.

MR. MORGAN: Right, the fibres. And if we have to reconstruct the roads like, for example, all the way out to Seal Cove, Wild Cove, down through Coachman's Cove, Fleur de Lys, that there is a good possibility we will not be able to use the rock material available to us on the Baie Verte Peninsula. Now if we could use the material, for example, the cost to upgrade, and not pave, just to reconstruct in preparation for paving the road, on one road alone, the Seal Cove-Wild Cove Road, the engineers in the department tell me it will cost in the vicinity of \$2.5 million just to prepare that one road for paving. Now if we should be unable to use the rock material -

MR. SMALLWOOD: That is the worst one?

MR. MORGAN: - on the Peninsula.

MR. RIDEOUT: That is the worst one in terms of cost.

MR. MORGAN: Yes. We would not be able to - the cost would be, I would say, almost doubled because they would have to bring in the material from outside of the area. So it is a major problem. And the sooner we get that report and the sooner we can sit down and deal with it as a government, not one department.

MR. SMALLWOOD: Would the minister? Surely that part of Newfoundland is not all that rich in asbestos is it? That rocks for miles away is rich -

MR. MORGAN: Yes, the whole Peninsula.

MR. SMALLWOOD: The concentration is there at Baie Verte where they are mining, but apart from the concentration there is still a lot of asbestos fibre in all the rock?

MR. RIDEOUT: Yes throughout the natural rock in the whole Peninsula, yes.

MR. CHAIRMAN (MR. YOUNG): Order, please! The hon. minister's time has elapsed.

MR. MORGAN: My time has elapsed. So these questions, Mr. Chairman, unfortunately took time.

MR. SMALLWOOD: But it is time well taken.

MR. MORGAN: Sure.

MR. CHAIRMAN (MR. YOUNG): The hon. member for Windsor-Buchans.

MR. G.FLIGHT: Mr. Chairman, there are a few points I want to make in this particular debate. Again I doubt if we are going to get to the heads. I will say I am sort of surprised the way this estimate has gone. I was expecting that there would be some fireworks, I suppose I expected that based on this present minister's style, he style is such, his exuberance, or his flamboyance when he is debating and -

AN HON. MEMBER: Hear, hear!

MR. FLIGHT: I was expecting quite a more exciting debate than we have seen. But I must congratulate the minister for the way he has handled his estimates up to this point. And I would join also with the other hon. members who have thanked him or congratulated him and his officials for the co-operation they have received. In any dealings I have had with the minister to this point I have found him completely co-operative -

AN HON. MEMBER: He is sweet, 'boy'.

MR. FLIGHT: I do not know, but I think the minister has done - something has happened, he has changed his style.

MR. RIDEOUT: Yes, he has changed his style.

MR. FLIGHT: He has changed his style. I suppose it would be unparliamentary, but I believe the minister has done a good job of taking in this side of the House because normally he is the type of minister that invites - he invites -

AN HON MEMBER: (Inaudible) that is all.

MR. FLIGHT: He invites -

MR. RIDEOUT: Flicks.

MR. FLIGHT: Flicks, tit for tat across the House. And for some reason he has avoided getting this in this particular debate and I am surprised and I have a feeling other members also

MR. RIDEOUT: He is doing a pretty good job.

MR. FLIGHT: But, Mr. Chairman, there are a few points I want to make. The minister is very familiar with the Buchan's situation. Now one of the criticism I will make of the minister is that he made a promise last April that he would come into Buchans and he would survey the various roads that they were asking to have done personally and to this date he has not done that. He has made another commitment that he will go to Buchans when the House closes and I have doubt that he will keep that commitment. I would hope that he would, Mr. Chairman, because again I am going to have to be parochial: We have a situation in Buchans where we have

MR. FLIGHT: a two year life expectancy. Any ability that Buchans has to survive has got to be tied to a transportation system there. The short-term road that was recommended by the Buchans task force is a road, Buchans- Howley , it is roughly twenty-eight miles, it is roughly, I understand, estimated at \$9 million. That may be a fair amount of money when you say it quickly but when one looks at again the contribution that that town has made over this past fifty years, I do not ascribe to the theory that whoever pays the fiddler calls the tune, I have enough respect for the people who talk about regional disparity to not demand because the Baie Verte peninsula or the town of Buchans contributed so much that they should get that back. Of course their earnings have got to go to pay for the sparsely populated or the under privileged in as far as on economic basis are concerned.

But I believe, Mr. Chairman, that the minister will have to recognize the need for transportation, for roads built in that we have to have access to the West Coast. Now, Mr. Chairman, let me say right off the bat that I do not believe the road would provide the greatest economic benefit to Buchans is the Buchans - Howley road. I do not believe that.

AN HON MEMBER: South West Brook.

MR. FLIGHT: South West Brook is the road. And what puzzles me now - I can defend the right of Buchans to have the Buchans - Howley road for the simple reason that it is twenty-eight miles, if the minister put a push on it could be done in one year -

AN HON MEMBER: (Impossible)

MR. FLIGHT: \$ 9 million. That would put the people of Buchans within an hour's drive of Corner Brook, it would open up job potential - I can visualize people commuting that far. Now, Mr. Chairman, I will not spend much time on that because it would appear that if

MR. FLIGHT: things go according to plan it would appear that the Hinds Lake development is going to take place and that in itself will provide roughly two thirds of the Buchans - Howley road and no administration could justify after that refusing to do the other one third when you look at what it would accomplish by way of helping Buchans, helping provide an economic base and helping to provide some kind of a viable future for the town.

But I want for a minute to talk about the Burgeo-South West Brook - Burgeo - Buchans road. Mr. Chairman, four years ago the Department of Transportation went into the middle - right into the wilderness, halfway between South West Brook - Buchans and built five miles of road at a cost - and I would ask the minister if he would make a note of this to advise the House as to what that five miles of road cost because the contractors left it, the Department of Transportation, now again it was not this present minister who made the decision but -

MR. MORGAN: How long ago. It was how many years ago?

MR. FLIGHT: Four years ago.

MR. MORGAN: The road went through then?

MR. FLIGHT: We had got a commitment at the time. The people of Buchans - the representatives of the people of Buchans had got a commitment from the present Minister of Transportation that that road was going to get priority, and it was going to get priority because he recognized the need and what it would accomplish for the people of Buchans with regards to the town's future. And within days of our coming back to St. John's a tender appeared in the paper for five miles of road up at Lloyds Lake at the end of the Price (Nfld) forest access roads.

MR. MORGAN: 1972 or 1973, was it?

MR. FLIGHT: 1972 or 1973, I am not certain. But anyway the road was built, so obviously, Mr. Chairman, it is hard

MR. FLIGHT: to reconcile - you know, how does a government, how does an administration justify going in four years ago, spending the money that it would have cost to build that road - and if the minister has got a rule of thumb what does it cost to construct a mile of road?

MR. MORGAN: To construct it?

MR. FLIGHT: Yes.

MR. MORGAN: Somewhere around \$200,000 to \$250,000.

MR. FLIGHT: \$250,000 for each mile?

MR. MORGAN: To build a new road, yes. To build a road, yes.

MR. FLIGHT: Right. For each mile. So we are talking about roughly



MR. FLIGHT:

Two and one-half million dollars spent up there.-

MR. MORGAN: It depends on the standard of the road.

MR. FLIGHT: - and not a Newfoundlander -

MR. MORGAN: It depends on the standard of the road.

MR. FLIGHT: Right.

Well, this I would submit to the minister is probably one of the better pieces of road in Newfoundland, and not a Newfoundlander has seen it except one who can use a four wheel drive to get into it. Now, Mr. Chairman, there have been tenders called this year on the Burgeo road, the part of that road that would come up to intersect the Southwest Brook-Buchans road. So I would like to point out to the minister and I would suggest to him that if he does come to Buchans and he does meet with the people, I guarantee the minister that he will be well received. The people will go out of their way to impress on him the need. You know, I have done that to the best of my ability. If the things I have said in this House with regards to the need for that type of co-operation from this administration, if I have not impressed them now, then I think there is no way to.

Mr. Chairman, the Burgeo--Southwest Book-Buchans road would virtually guarantee the economic future of that town. It would open up forest resources, it would open up tourist potential resources, One could conceive of Buchans becoming a trans-shipment point for goods coming up from the South Coast or coming in from the West Coast. That is the road that will guarantee a viable future for that town. And I could get emotional if I wanted to, and I could start talking about the contribution that we have made and the way that we have been short-changed for fifty years, and I am not going to do that at this stage, Mr. Chairman. I am going to leave it to the minister to recognize what that project would mean to the town of Buchans. And I am going to wait until he comes to Buchans and views the situation himself and wait until he is in

Mr. Flight.

a position to make a statement as to what his department's reaction or his administration's reaction will be with regard to whether that road will be given some priority. And I would suggest to the minister that there probably is so much money involved that certainly maybe the road would have to be looked at in the light of a DREE agreement. We are talking about something like 100 miles of road to be reconstructed and built.

MR. MORGAN: Eighty-six miles.

MR. FLIGHT: How much?

MR. MORGAN: Eighty-six miles.

MR. FLIGHT: The need, Mr. Chairman - that road would do more for the town of Buchans than any other action or any other recommendation that the Buchans Task Force recommended.

Now, Sir, Buchans has got one of the major trunk roads in this Province, Badger - Buchans, forty-eight miles, servicing three communities, Buchans, Buchans Junction and Millertown. And, Mr. Chairman, the condition of that road is deplorable right now. It is paved. I cannot stand here and reasonably ask to have it redone, given the financial situation of the Province. However, I would remind the minister that as he knows as of July 1st, American Smelting and Refining Company will be trucking their ore from Buchans - Badger. Now I would submit to the minister with the conditions of the shoulders of that road, the widths of the shoulders, that if there is trouble on that road, six trips a day, there is nowhere on most sections of that road for one of those trucks to pull over if they get in trouble. If they get in trouble we are going to have a one lane highroad to Buchans. And professional people, engineering people, the people responsible have pointed this out, and I think the minister should take up with his department that situation, and make certain that there are either pull offs or some arrangement made. And the road needs to be upgraded. The road has actually deteriorated to a point that it cannot deteriorate any more or the black top will be gone completely. So that is the type of thing that I would like to

Mr. Flight.

hear the minister address himself to with regards to the Buchans - Badger highroad.

And, Mr. Chairman, there are other things. I remember last Spring here we had a very unfortunate accident. The minister knows the one I am referring to, the Red Cliff drowning. And at that time the minister made a statement that his department was going to upgrade their methods of marking detours and dangerous spots on the Trans-Canada Highway. Now, Mr. Chairman, I would ask the minister to verify whether indeed that has been done, because I drive from Buchans to St. John's occasionally, and I am aware of detours and I am aware of spots on the Trans-Canada that have been marked, and there is no difference now in the type of lighting, the type of flares, the type of precautionary signs that the department is using today than they used a year ago.

MR. FLIGHT: And I am suggesting to the minister that the warning systems that we have on our public highroads are ridiculous. Now unless the minister indeed has the equipment that he committed himself to get and is in a position to take the kinds of precautions and warning lights that he committed himself to, then we are still in bad shape from that point of view. And if we get into a situation where we have to detour it is insulting. We are not recognizing the safety of the people of Newfoundland if we cannot do a better job than was done in this Province last year. So I would have the minister address himself to that situation. Because there is no indication right now that his department and his various depots have the type of lighting that would be required to render a section of the Trans-Canada or any of the trunk roads safe in as far as warning precautionary lighting is concerned or precautionary signs. And I would suspect - and the minister can correct me - I would suspect that we are no more advanced and we are no better off than we were last year, although the minister did make quite a statement and made the commitment that we would be capable - that is on our standards for this type of thing - when he finished the job he intended to take on of equalling anything elsewhere in Canada. And I would ask the minister to address himself to that and advise us if that is indeed so, and if it is so, why are the signs that we are talking about not in evidence across the Province where we have traffic? We do not have any detours but we certainly have breaks, we have had bumps - slow down to twenty miles an hour, that type of thing. Now we have sections out in Central Newfoundland where the pavement is broken and the signs saying 'Gravel ahead' type thing - you have to slow down - but the markings that are there now are no improvement on what we had. And I would like to hear the minister address himself to that.

Now, Mr. Chairman, there is another situation that has been brought to my attention, and again I would want to hear the minister comment on it. I understand that most of the contracts let by his department over the past months have gone to mainland

MR. FLIGHT: firms. Now the reason, I understand, they have gone to mainland firms is because the mainland firms were the lowest bidders. I have heard that there have been contracts where there has been a difference of \$100,000. We have to accept that. However, there is the other principle. We save \$100,000 on one hand and we lose \$200,000 on another. The contractors coming in from Nova Scotia and New Brunswick or wherever they may come from I am told pay no SSA. Say they are doing a paving job on the Northern Peninsula: they bring in their equipment, their spare parts, their tires, their batteries - no SSA. Now our SSA rate is the highest in this country - ten per cent - so they can afford to underbid our local contractors. They bring in their own operators, they save on SSA, they will not buy their spare parts in Newfoundland. So, Mr. Chairman, I am suggesting that tender or no tender, that type of thing should be taken into consideration when contracts are being let to companies based on the mainland. I have had representations from companies who have bid on jobs and they have been outbid by \$100,000 and in five minutes they can justify on paper why that mainland company was in a position to underbid them by \$100,000. With the level of unemployment we have in this Province, particularly in the construction trades, I, if I were a minister, would not allow this. The difference in the contract would have to be justified as to whether or not we were saving one way and losing another. Because these people are bringing in their own employees, they are bringing in their own operators, they are buying their own spare parts, they are paying no SSA. So we saved \$100,000 on the original tender and we probably lost half a million in wages and in SSA payable, spare parts, the small businessman buying parts and what have you. And if the charges I have made are true - they may not be - I would like to hear the minister address himself to that aspect. Because I believe that if we are letting those kinds of jobs to mainland firms because there is a saving in the original tender then I believe the minister owes it to this Province to determine whether or not that saving is justified - whether or not by saving \$100,000

MR. FLIGHT: because the mainland firms could underbid our companies - how much will be lost to the general economy of this Province because we recognized that \$100,000? And I am suggesting, Mr. Chairman, and I can be accused, I suppose, of saying let us ignore the public tender system - I do not subscribe to that - but I do say that anywhere where the minister or his officials can determine that a mainland contractor - Nova Construction, for instance,

Mr. Flight:

to name one- is underbidding our local firms by \$100,000 and by awarding that tender to any other Mainland firm means that we are prolonging the unemployment in this Province, we are losing revenue, SSA, recognizing why and how they are in the position. We created a situation. We have created a situation in the construction trades, particularly in road building in this Province, where we are guaranteeing our construction people perpetual unemployment because we have the highest SSA, and we are going to recognize the lowest tender, and we have created the situation where some of our local contractors might as well close up shop and go home. The Mainland firm has the goods on them. And they have the goods on them because we have legislated, we have legislated those possibilities. And, Mr. Chairman, I would not recognize a contract coming from a Mainland firm if I could justify that the difference in price of that of the local firm it could not be made up by, number one, the savings they are making on SSA, the loss of revenue to the Province through SSA, the loss of employment, the loss of direct and indirect employment. And I only have their report, Mr. Chairman, and I would like the minister to address himself to it.

Mr. Chairman, the warning and precautionary lights that I have mentioned may seem insignificant, for those types of things only come to the floor when we get a drowning or a death on the highway due to lack of that type of thing. I believe it is a very important issue, and I believe the minister should confirm to this House, should ease the conscience, and ease the minds of the people that we are in a position now to defend and protect the safety and lives of our people on the Trans-Canada.

Mr. Chairman, about the tractor-trailers on the Trans-Canada: There is a fear by the motoring public, Mr. Chairman, because of the condition of the Trans-Canada, because of the fact it is only two lanes, that those drivers are driving with - there are some of them, I recognize that they are professional drivers, however, Mr. Chairman, they are taking advantage of the rigs they are running.

MR. RIDEOUT: That is right.

MR. FLIGHT: They are taking advantage of the rigs. They are highballing down the Trans-Canada Highway at sixty miles an hour, downgrade at seventy - I have seen it personally, with my own eyes, Mr. Chairman, I have no idea who the driver was - but I have seen tractor-trailer drivers deny a car passing room. They have denied them the ability to pass, they have actually, you know, pulled it all out going downgrade, and have moved over into the passing lane to avoid a motorist passing. I have seen tractor-trailers dusting drivers. If you come up there on a tractor-trailer, and you try to get by, depending on the personality of the driver he may slip one wheel over on the pavement and you are into a dust storm with a broken windshield. And, Mr. Chairman, I am not too sure if we should not legislate a speed limit for those tractor trailers, bring it down to forty-five or fifty miles an hour. While the Trans-Canada Highway is in the position it is in, while there are only two lanes, a great deal of the motoring public in this Province is frightened to death, Mr. Chairman, and those tractor-trailer drivers have them frightened to death -

MR. RIDEOUT: The wood truckers are just as bad.

MR. FLIGHT: And the wood truckers again - there is another hazard in the Province, Mr. Chairman. There are people today who have spent months in hospital and will suffer from injuries forever for hitting a piece of pulp wood that have fallen off a pulp truck. So I think we should start bringing in some standards like that to protect the motoring public of this Province, since obviously we are going to be stuck with tractor-trailers for a long time yet. We are not going to have a twinning of the Trans-Canada based on the announcement that the minister has made for a while. And I believe that the rights and the safety of the motoring public of this Province should be protected against the type of operations we have seen. And that means there must be somebody in the Department of Highways who must be able to come up with a way to control those tractor-trailer drivers and the wood truck operators and what have you, and maybe lowering the



Mr. Flight:

speed limit regardless of what land they are in. If you leave the speed limit at sixty for the motoring public, they should be moved down to twenty miles an hour in order to give the motoring public a chance because if they want to they can take over that Trans-Canada Highway. They can take it over, and in some cases they do it.

MR. CHAIRMAN: I am afraid the hon. member's time has elapsed.

MR. FLIGHT: It is just as well, Mr. Chairman, because I was looking for something. Thank you very much.

MR. CHAIRMAN: The hon. member for Naskaupi.

MR. J. GOUDIE: Thank you, Mr. Chairman. I will just take a couple of minutes of the minister's time, and obviously I know there are other hon. members who wish to have a few remarks on these estimates as well. I want to pose a question to the minister or to any hon. member of the House, including Mr. Chairman, for an answer in a few minutes. But first of all I would like to add my support for what it is worth to the comments this morning of the hon. member for Eagle River (Mr. Strachan), he is not in the House at the moment, regarding airstrips for the Coast of Labrador. In supporting

MR. GOUDIE: the suggestion he put forth for a feeder service in terms of having priorities established for the construction of airstrips on the Coast of Labrador and I would also like to support him in his commendation, if you will, to the bush pilots who fly the Beaver and the Otter and the Cessna and the other types of small fixed wing aircraft, and the choppers as well, to various parts of Labrador. I have gone down on a couple of these things myself and I know to some degree what not just the passengers but the pilots have to go through to get the passengers, freight and mail and so on to their points of destination.

CAPT. WINSOR: Have you ever had a forced landing?

MR. GOUDIE: We had a forced landing there a couple of years ago. The battery gave out in the plane and the radio gave out and a couple of other things gave out. As a matter of fact, the following morning seven of us got a half inch diameter rope, curled it around the propeller and started the Otter like you would start an outboard motor.

CAPT. WINSOR: An efficient solution.

MR. GOUDIE: Yes. Well, we have gotten to the point where we are using nylon ropes now. So some aspects of life in Labrador are starting to come into the twentieth century I guess.

CAPT. WINSOR: At least the rope has.

MR. GOUDIE: Right. Right. But in any event, Transportation and Communications has played, is playing and will continue to play an extremely important role in Labrador. And I am more than happy with the amount of recognition, if you will, that the administration, the minister, the government has been paying particularly to my district because we are into an economic situation there that is not all that different from other districts in the Province with the exception that we are isolated from the other parts of the Province. So some of the work that is going ahead, the road work on the Northwest River Road, the bridge which is jointly funded by the federal government and the provincial government, and perhaps you know having two members in

MR. GOUDIE: politics who are both on the side of government may very well pay off in some time. I am talking about Mr. Rompkey and yours truly. I do not know if it pays off or not, but it may in some ways.

AN HON. MEMBER: Shocking! Shocking!

MR. GOUDIE: Yes. Yes. So I am happy that the minister has agreed to come up to my district with me in early June to have a look at a couple of things I am concerned with and one of them is the -

MR. NOLAN: How many times has the minister been in your district, would you say?

MR. GOUDIE: Three, I believe.

MR. NOLAN: Three times?

MR. GOUDIE: I believe it is three. I could be corrected now, but I believe it is three. The hon. minister has promised -

MR. NOLAN: It must be good fishing out there.

MR. GOUDIE: The hon. minister has promised about eight times to come up, but he has not shown up all the times. There have been other problems.

I wanted to ask one question of any hon. member of the House, particularly the hon. Minister of Transportation and Communications. I had hoped that the hon. member for Twillingate (Mr. Smallwood) would be in the House because he might be able to help out, but what does an area have to be or what does a person have to be in order to qualify for roads in this Province? That is what I would like to find out. There must be some qualification that an area has to have in order to get roads. It is certainly not industry. Labrador City and Wabush, all kinds of iron ore being shipped out of there every year; Churchill Falls, hydro being exported every day; Makkovik, uranium I assume will be going ahead. I have not heard anything to the contrary that it is not going ahead. And where are the roads? It is not industry, it is certainly not industry that dictates

MR. GOUDIE: that an area receive a road or a highway. There is a railway going into Labrador City and on to Esker; a bit of a road that was constructed by CFLCo, I think, or Brinco from Esker to Churchill Falls and when someone decided along the way that they were going to put Gull Island on stream, I assume that was the reason the Tote Road, which we in Happy Valley - Goose Bay now refer to as the Freedom Road, was built to bring equipment in. But I mean there has not been no particular amount of work done on that highway from Churchill to Happy Valley - Goose Bay since the Gull Island project

Mr. Goudie:

was delayed or stopped or whatever the status of it is. So it is not industry that determines whether roads are running into an area or not, I find it quite amusing to listen to hon. members of the House, or in this case the Committee, stand and talk about roads having been built by one administration and now another administration is going to have to pave these roads, but we do not have any roads in Labrador to pave. I would like to have a couple. I would like to be able to get in or out. And I still maintain that that slogan which was put forth by one administration to Finish The Drive in '65 was completely false. They finished the drive in 1965 building a road from Port aux Basques to St. John's. They certainly did not build the Trans-Canada Highway.

AN HON. MEMBER: Hear, hear!

MR. GOUDIE: I mean, building a road from Port aux Basques to St. John's is building a road across the island. Well, I maintain that if one wanted to build a Trans-Canada Highway, it would run through Vancouver or wherever it starts on the West Coast to Goose Bay on the East Coast. No road. We do not have a road there. We have a few industries in Labrador, but we do not have any roads. So I would like to know what an area has to be or people have to be or how many people there has to be in order to qualify for a road? There has to be something. There has to be some reason for it. As a matter of fact, I will buy lunch for the hon. member of the House, including the Clerks at the table, who can give me an answer to that question. Now I will stipulate it will not go beyond \$10 for lunch, but I will pay for the lunch if I can get the answer to that question. Someone must be able to tell me. Maybe the hon. Minister of Mines and Energy -

MR. FLIGHT: Ask about the Green Bay Road.

MR. GOUDIE: - my room mate can tell me how one qualifies to get a road in this Province? There has to be some way to qualify.

MR. FLIGHT: Ask about the pavement in Green Bay.

MR. GOUDIE: Baie Verte-White Bay, the Baie Verte Peninsula, there

Mr. Goudie:

has to be a reason there for the roads being built. St. John's, there has got to be a reason for the roads being built here.

SOME HON. MEMBERS: Oh, oh!

MR. GOUDIE: Well what are they.

MR. PECKFORD: I thought you were getting a road built.

MR. GOUDIE: I am not getting any road built. We have a road from Happy Valley to Goose Bay, and of course to North West River -

CAPT. WINSOR: A Liberal road.

MR. GOUDIE: Well I think I have to correct that.

MR. MORGAN: There are roads. The Tory roads.

MR. GOUDIE: The military, the American and Canadian Forces built the road from, I am told, Goose Bay to North West River, the McNamara Company when it was building the Base.

CAPT. E. WINSOR: Who built the bridge across North West River?

MR. GOUDIE: That was built by the Provincial Government of a few years back. I will not mention the name of the bridge.

MR. NOLAN: We noticed that. Sometimes you stutter.

MR. GOUDIE: That is right. Yes. I get all tripped up with it.

CAPT. WINSOR: The people are happy with the bridge.

MR. GOUDIE: But that is the one question I have. Would someone please tell me what one has to be in order to qualify for roads. And I still maintain, I will just reiterate again, I do not think the Trans-Canada Highway is finished yet. It certainly does not go through the Mainland part of the Province; it goes from Port aux Basques to St. John's, the part in this Province does, it certainly does not go across.

SOME HON. MEMBERS: Oh, oh!

MR. GOUDIE: So I will leave it there. Will someone please answer that question?

MR. CHAIRMAN: The hon. member for Mount Pearl.

MR. N. WINDSOR: Mr. Chairman, I would like first of all to second the motion by my hon. colleague for Naskaupi (Mr. Goudie). Strangely enough, I have here the notes that I had for my remarks and they

MR. N. WINDSOR:

start off with TCH, I think I will correct that now and say TCH minus Labrador. I certainly agree with him, and I can understand his frustrations, and if he does find out what one has to do to get roads, if he would let me know I will be only too happy to buy dessert.

Well, Mr. Chairman, I would like to talk for a moment about the Trans-Canada Highway, but I am not going to use up a great deal of time on the widening and upgrading of it. I do not think there is any question about the need for that, and the hon. minister has made tremendous efforts to receive financing from Ottawa, and the announcement from Mr. Lang last evening is somewhat encouraging and we look at it with hope that at least the percentages will be as we requested. It certainly is a start, and we look forward to having a more detailed explanation of exactly what financing will be available. But certainly it has to be a top priority. It is a very, very important project.

But just to mention a few things about the Trans-Canada Highway, and a few things I would like the minister to address himself to in his closing remarks later on, I wonder if the minister could tell us a little bit about the policy that I know has been under consideration by the department, because I have approached him on it privately before, but the policy for lighting of grade separations and major intersection across the Province. It is an important

MR. WINDSOR: aspect, Mr. Chairman, It is an expensive undertaking and some of these overpasses would be expensive to light but I think it is important, particularly such overpasses as the Donovans Overpass and major intersections such as the one at Notre Dame Junction and some of these. I would ask the minister if he could give us some idea of what the policy is and if there is any hope in the near future of getting some lighting of great separations and major intersections. I might mention also that the Donovans Overpass has been there for fifteen years; a little landscaping I do not think would be too expensive and it certainly would help.

MR. NOLAN: We do not go interferring now with the lobster and salmon season.

MR. N. WINDSOR: No, well the fishermen's market is planned for the City. It will take over from there, no doubt.

MR. NOLAN: What is planned for the City?

MR. N. WINDSOR: A fisherman's market, is it not?

MR. NOLAN: Oh, everything must be in the city.

MR. N. WINDSOR: Oh well. I buy all my lobster out there too -

MR. NOLAN: Good man!

AN HON. MEMBER: Hear! Hear!

MR. N. WINDSOR: - what I do not get it from my hon. friend from Placentia. One thing I would like to mention that - it is a little perhaps late, but I would like to compliment the minister on one thing that he has done, a number of things but one thing in particular, is the changing of the slow lanes that we used to have. They are now changed to keep right except to pass and I think the minister is to be complimented on that. It is a great step. I have to temper it a little but by saying that some of these right hand lanes need to be extended to allow proper time to ease back into the main lane again, but no doubt that will come with the widening and upgrading of the Trans Canada Highway. But it certainly is a good step. It was long overdue and I think the minister made the right decision on that.



MR. N. WINDSOR: On the Trans Canada itself, as I said I do not want to deal in length with the need for it, but it certainly is needed. Much of the construction on the road is substandard and I think that term needs to be qualified a little bit in that our highways, Mr. Chairman, were never designed for the heavy amount and volume of tractor-trailer traffic that is going on today and you are talking, and I do not want to get technical, you are talking about a flexible pavement design and it is designed for the number of heavy vehicles primarily is one of your major considerations. The policy of CN has very clearly shown I think over the past number of years, and the policy is to phase out the railway and put freight traffic on our highway. I think this has been a major factor in the destruction of what we had as a Trans Canada Highway, both to the pavement and the structure of that highway and certainly there is no question about the destruction of the safety aspect of travelling on that highway.

The hon. member mentioned a few moments ago the number of tractor-trailers and wood trucks on that highway is getting very, very critical and his point is well taken about the safety factors there. I contend that the reason we have such a large number of tractor-trailers and wood trucks is primarily because of the policy to discourage rail freight. Wood for instance that was being shipped, I understand, from Glenwood to Corner Brook is now being shipped by truck and there is no justification in my mind for that, Mr. Chairman.

MR. FLIGHT: They are ruining the Trans-Canada with these loads.

MR. N. WINDSOR: That is right. Anyway I think that is enough said about the Trans-Canada Highway. I would like to turn to some of the major roads in the St. John's region and concluding very briefly in my own district as the House is not too interested I guess in those but I will mention them as I go through. But when you talk about traffic I think we have to say that St. John's area has to be - it is critical at the moment. Planning has fallen way behind development in the provision of major arterial routes in and around

MR. N. WINDSOR: the city. There is no question that we need many upgraded roads in this area and they are in the works. We have a regional plan now, the urban region study has been done and we have a regional plan and the plan shows proposed arterial routes and hopefully some day they will come, but I would like to emphasize the need for them a little bit.

The St. John's regional plan recognizes the fact that major development in this area is along an east - west axis, a simple corridor, the northeast development area in the East End and the Mount Pearl - New Town area and Conception Bay area in the West End, and the Cowan Heights - Blackmarsh Road area, basically along that axis. Obviously therefore, traffic flow is going to increase in that direction and so there is an increasing need for major arterial routes. We have to realize that most of the people, if not all of people, but certainly a very high percentage of the people in New Town and Mount Pearl and in these subdivisions in the West End of the city are working in the city; coupled with that the number of people who are travelling daily in and out of the city, people from outside the city coming in and business from the city travelling out and freight moving back and forth, freight moving from Donovans Industrial Park to the business centres in the city and so forth. Kenmount Road has been allowed to develop. Essentially it is a commercial road now. It is no longer an arterial route. You cannot call it an arterial route any more, and I think the pressures are there and we will see the problem only getting worse in years to come. So we have an outer ring road planned,

Mr. N. Windsor:

and you are talking a long time I think before we see it. I am sure the minister has indicated his concern for it, and he will give it some priority. But when can we afford it is the question. We have to be realistic here. You know, I can stand here and say we need the cross town arterial, the bifurcation road, the outer ring road and a dozen other roads. Well, let us be realistic. There is a matter of dollars and cents here, and unless the federal government comes through and helps us out on it, it is going to be some time before this Province could afford to build all of these roads on its own.

Sir, I think that there are two roads that are drastically in need of improvement immediately namely Kenmount Road and the Topsail Road. If this announced money from Ottawa comes through, hopefully widening and upgrading of the Kenmount Road at least from the city limits to Donovans Overpass will be one of the top priorities for that money. And I would certainly almost beg the minister to consider making that his top priority, or at least one of the top priorities for funds, I know there are areas, for instance, I think it is from Gambo to Terra Nova Park, it is certainly a critical section of highway that needs work on it. And there are other areas on the West Coast that are critical, around Bay St. Georges-Crabbes Brook area. There is no question about it. Anybody who drives over those roads I think would have to agree, from a structural point of view, but from a traffic point of view I think by far the most critical section of the Trans-Canada Highway would be the Kenmount Road, and I would hope that the minister would certainly give it every possible priority in the allocation of the funds hopefully we get from Ottawa.

But, Sir, you can realize that there are really only two lanes of traffic in and out of this city, one lane on Topsail Road going in or going out, and one lane on the Kenmount Road going out. The arterial road is there. It will be completed hopefully within the next couple of years, and it will help some

MR. N. WINDSOR:

traffic from the lower end of the city. But the arterial road will never take away the significant amount of traffic from Topsail Road and Kenmount Road because most of these people are not travelling that far; they are going to Mount Pearl and Donovans and to Conception Bay South. And then of course you come to the proposed Conception Bay South bypass, again another very important road. Conception Bay now is getting very heavily populated. There is a great flow of traffic daily from Conception Bay to St. John's, and that Conception Bay bypass linking up with the Harbour arterial, and the proposed outer ring road would make a tremendous improvement to traffic problems in Conception Bay itself.

Sir, Topsail Road at the moment is - it is critical, particularly the section between Blackmarsh Road and Commonwealth Avenue; the traffic on that daily now is just phenomenal, and the road itself is in bad state of repair, extremely bad, and I think we certainly need work on it. Not only that, we have problems there of drainage which we have set aside somewhat because hopefully Topsail Road will become four lanes; we have been working on it. The minister has indicated to me that certainly the engineering work will commence very, very shortly. I will ask him to perhaps address himself to that. But I would certainly hope that engineering on that section of road begins immediately, and that we do everything possible to find some funds to spend on Topsail Road this year, at least that section between Blackmarsh Road and Commonwealth Avenue.

As I say we have drainage problems there; not only that we have some sewerage problems. Just last evening I had a call from a constituent of mine who lives there saying, Look, we hear there is a trunk sewer going down. In the Minister of Municipal Affairs' estimates, there is a major trunk sewer for the Waterford Valley and the Mount Pearl bypass sewer.

MR. DINN:

Seven and a half million dollars.

MR. N. WINDSOR: Seven and a half million dollars, yes.

MR. FLIGHT: Is not that in the city?

MR. N. WINDSOR: Pardon?

MR. FLIGHT: Is not that a city problem?

MR. N. WINDSOR: No. No. Topsail Road is a Provincial highway. It is outside of the Town of Mount Pearl, It is the Metro Board area.

But this trunk sewer will hopefully over the next few years as funds become available allow for servicing of the Topsail Road area and those developments with proper sewers. At the moment there is in the West Hills area a treatment plant dumping into the Waterford River. A number of these people who live there have problems now with their septic tanks, and they are not prepared to spend money on them because they feel, Well, in two or three years hopefully we can have a sewerage system that we can connect into. .So at the moment there are fifty tanks there

MR. N. WINDSOR: that are not functioning properly and you are getting a certain amount of sewerage, believe it or not, going into these ditches. And then the ditches are blocked because hopefully we are going to expand or to widen the road - put in proper drainage - and so one problem only makes the other one worse. So I would certainly hope that some funds can be found for Topsail Road. Obviously, we cannot do it all this year, or probably we cannot. But I would certainly hope that we can have a very serious look at that section from Blackmarsh Road to Commonwealth Avenue. And the traffic problem there is one that - the road is just not wide enough to accommodate traffic that is wishing to travel on through Topsail Road and traffic that wants to make a left turn down onto Commonwealth Avenue. You have a backup sometimes a mile and a half to two miles at key points in the day - key times - heavy traffic times.

Now, Mr. Chairman, one thing that does upset me, having said all that, the need for these roads, these two, Topsail Road and Kenmount Road, are top priority in my opinion. And yet I hear on the radio in the last couple of days the Deputy Mayor of St. John's saying that the City is going to spend a tremendous amount of money, perhaps maybe a million dollars, on the intersection of Higgins Line and Prince Philip Parkway. And, Sir, I support that - no question about it. There is improvement needed there. Mr. Murphy neglected to say that I think three-quarters of that amount of money is provincial funds. Mr. Murphy seems to want people to think that that million dollars comes from the City. Well, Sir, three-quarters of a million of those dollars comes from the Department of Transportation and Communications -

MR. MORGAN: Mr. Murphy is playing politics, Sir.

MR. N. WINDSOR: - and so it should, Sir. Certainly the Province should put some money into that. And, well, we have committed ourselves to it. But I would like the minister, Sir, and government to have another look at that and let us see if that three-quarters of a million dollars is not better spent on Kenmount Road and Topsail Road. Let us think

MR. N. WINDSOR:

it over.

AN HON. MEMBER:

Hear, hear!

MR. N. WINDSOR:

I realize we have a commitment, and so we should have a commitment. Prince Philip Parkway needs to be done and I support it. Let us have a look perhaps at the design of it too. Do we need to spend \$1 million on one intersection?

AN HON. MEMBER:

Very good thought.

MR. N. WINDSOR:

Sir, just in closing I would like the minister perhaps to consider one other thing here in talking on communications as another aspect of his department. I have had some complaints and petitions back from some residents of Bay Bulls who are having poor T.V. reception. And there is an area in my own district of Mount Pearl that has poor reception. I would like the minister to take a look at that or to make a comment on that if he could and perhaps his department could look into it to see if it can be done. It is probably something that would be very difficult to overcome. But anyway, thank you.

MR. CHAIRMAN:

The hon. member for Terra Nova.

MR. LUSH:

Mr. Chairman, I would like to have a few words on this particular under the minister's head and to talk about some of the needs in my district. And -

MR. PECKFORD:

Where is that again?

MR. LUSH:

Terra Nova, yes.

MR. F. WHITE:

Where the park is.

MR. LUSH:

And -

MR. PECKFORD:

Where the golf mess is.

MR. F. WHITE:

- the golf mess!

MR. LUSH:

Mr. Chairman, I can - like other districts there is tremendous need for road construction and upgrading and paving in the district of Terra Nova. And like -

MR. F. WHITE:

- Not all paved?

MR. LUSH:

No. There are about fifty miles not paved as a matter of fact. And like all other hon. members I can certainly make a strong case that the roads in my district be paved. Indeed, I have said in

MR. LUSH: this House so many times that I think the government is denying the area the opportunity to develop by not doing the roads, because all of the area is adjacent to the Terra Nova National Park. And it is puzzling to me, it is bewildering to me why it is that the roads have been left neglected for such a long period of time considering the fact that all the communities are adjacent to the Terra Nova National Park and in order for the park and the communities to develop mutually, in order for the communities to benefit from the economic spin-off from the tourism, from the tourists who visit the Terra Nova National Park,



MR. LUSH: it is important that the roads be upgraded and be paved in the area. Otherwise neither the full potential of the park will be realized and neither will the adjacent communities get the full economic spin-off until this is done. And, Mr. Chairman, I am told - and the minister can probably pay attention to this to see if it is true - but I have been told that in almost every other national park in Canada that when the federal government developed the national parks they also provided the infrastructure for public services to the communities adjacent to the parks, paving roads and providing water and sewer, and I am wondering why this government has not made any approaches to the federal government for the same kind of development, for the same kind of infrastructure for the communities adjacent to the Terra Nova National Park. And I think it is a crime that it has not been done. We have people there that have been tremendously affected, their lifestyle has been changed by the park. And I am not suggesting that they are sorry that the park is there, but the point is that the park has not meant the full potential to the people that it has because the compensating factors of providing services has not been followed through, and as I have said their lifestyle has been affected tremendously, the people cannot hunt the way they used to, they cannot fish, they cannot cut wood and to compensate for this I think it was almost obligatory on the federal government to pave roads and provide services so that the people could - for loss of the kind of lifestyle that the people were used to so that could take advantage of the tourist development that could accrue to the area if the proper services were provided.

I am sure that the minister is aware also that for a large part of the district, and I presented a petition to that effect that in order for people to get to the Trans-Canada that they have got to go a good distance out of their way, people from the Bonavista

MR. LUSH: peninsula and from the southern part of my own district, Cannings Cove, Musgravetown, Lethbridge, these people have to go around Clarenville to get up to the Trans-Canada, which is a considerable distance out of their way. The main link to the Trans-Canada is not done and it should be done; the road from Port Blandford to Musgravetown could provide a most important link for these people in that southern part of the district to the Trans-Canada Highway and it is not done.

Another very important road, Mr. Chairman, is the road from Eastport to Burnside. Now a lot of people have a tendency to disregard the road to Burnside, a most important road, a road that provides the link with St. Brendan's, an island, an island that is marooned and these people, their only link to the mainland is through the ferry service and through the road link from Burnside to Eastport. The road is in a deplorable condition and it is used extensively and I am sure that the minister is aware of this that if this road were upgraded and paved that there would be much more traffic on it.

AN HON. MEMBER: Which road is that?

MR. LUSH: The road from Eastport to Burnside, There are an awful lot of people using that road. Mr. Chairman, I can also in talking about that also talk about the ferry service. I happened to visit St. Brendan's this week - and this is my third trip to St. Brendan's in the past year, and I have never been able to get my car over. On three trips I have had to leave the car on the Burnside side of the water - not enough room on the ferry. I do not know what the ferry can take, four cars maybe. And this weekend I counted the cars when I came back on Sunday. There were twenty cars parked at Burnside. People cannot get their cars over; if you can get it over you got no guarantee what time you are going to get it back, The ferry service is most inadequate and I know the minister is aware of it and I

MR. LUSH: do believe that he has been trying to do his best to see that the service is improved. But the whole service, the road service, the ferry service from St. Brendan's through Burnside, and then the road from Burnside up to Eastport, it all makes for a very, very poor transportation system for these people. And again the improvement of the transportation system would mean a lot to that area because I am sure that there are an awful lot of Newfoundlanders, a tremendous amount of Newfoundlanders who, if the ferry service were adequate, if the road system were good, would want to visit St. Brendan's, a beautiful spot, probably one of the few areas of typical and traditional Newfoundland still left. And there are a lot of people who would want to visit that area but because of the poor transportation system they do not have an opportunity, it is just too inconvenient.

MR. CHAIRMAN: Order, please!

Would the hon. member permit me for a moment? The Speaker asked that I make this announcement to the House. As you know today being Thursday the so-called Late Show is held at 5:30 P.M. At 5:00 P.M. the Speaker has to inform the House of the items to be debated. He asked that the Committee not raise itself but to make this announcement. There is only one subject for debate this evening, that by the hon. member for Bellevue (Mr. Callan) who will debate with the hon. House Leader the question regarding amendments to the Ombudsman Act. That being the only item submitted, the time has now passed for other items to be submitted.

MR. HICKMAN: May I, before we get back to the matter under discussion? By 5:30 P.M. the Committee must rise under the rules, but my colleague, the hon. Minister of Transportation and Communications, I understand, will have but eleven minutes left on his estimates, and with leave of the Committee and the House I would like to suggest that we complete the estimates of the hon. Minister of Transportation and Communications then rise the Committee and then have our Late Show debate, and we will still be out of here before 6:00 P.M. if the Committee is agreeable.

MR. NEARY: There is only one topic?

MR. HICKMAN: Yes.

MR. CHAIRMAN: Is it agreed?

SOME HON. MEMBERS: Agreed.

MR. CHAIRMAN: Agreed.

The hon. member for Terra Nova.

MR. LUSH: Mr. Chairman, I will try not to take too much time, because I do want to hear the minister respond to some of the things which have been raised. Let me just summarize and give the Committee the essence of what I am trying to say in this part, and that is that I do not think there is an area in Newfoundland that is more admirably suited for tourist development, and an important part of that is the development of roads, because of its proximity to the Terra Nova National Park and again until this is done neither the communities nor

Mr. Lush.

the park will be able to reap the sufficient economic spin-off from the Terra Nova National Park. And I think it is important that these communities be given top priority in getting the roads done so that the tourist industry can be properly developed. And I think this is most important. And again I would certainly ask the minister whether or not anybody on the government side, whether he or whether the Minister of Tourism have approached the government to do the same thing for the communities adjacent to the Terra Nova National Park as they have done to other communities where national parks were developed and that is to provide the infrastructure for public services. And I could go on, Mr. Chairman, talking about the road to Terra Nova, a community that is fourteen miles up from the Terra Nova National Park, and again a road that gets used extensively right throughout the year by hunters and in the Summer by tourists and again it is a most atrocious road, not at all suited for any kind of traffic whatsoever. It is a poorly constructed road and certainly needs upgrading to be able to cope with the traffic that goes over it.

And all I can say to the minister - and I realize that he has got a difficult job with all the roads around this Province that need to be upgraded and paved - is that I only wish that there was some policy instead of wait and see. I wish there was some policy whereby people would know. But I realize his problem, and I am certainly going to suggest to him that in view of the traffic that uses the roads in the district of Terra Nova that the minister give attention to using the liquid calcium treatment on as many roads as possible. I must say he has done it in

MR. LUSH: Terra Nova and the people there are very happy. Burnside, it was done there, but there are a couple of more that I would like to see it done, particularly the road from Traytown, the extension, I forget what they call it, it used to be called the old Eastport Road but it is not called that now, the one going down though where the pavement ends and takes you on through the park.

AN HON. MEMBER: (Inaudible).

MR. LUSH: Yes, And then also of course the roads in - I would hope that some construction is going to start on the Bunyan's Cove Road, particularly from Bunyan's Cove to Musgravetown, and I would hope that liquid calcium treatment can be applied to the road from Lethbridge to Jamestown, again a lot of traffic because it is a beautiful area and a lot of people visit.

Just to quickly finish, I do want to talk about communications; again communications is poor in areas of television and in areas of telephone service. Telephone service has got to be very, very poor, particularly in St. Brendan's. I call so many times, I get cut off, I cannot get through. I do not know what kind of a service it is. I called the Newfoundland Telephone so many times and I keep hearing -

AN HON. MEMBER: CNT.

MR. LUSH: No, Newfoundland - CN, yes. I am sorry, it is. Right. CN. Sorry. And I called CN and I was told that there was going to be a new system put in but it is the most obsolete, the most archaic system there has got to be and yet these people pay for their services and yet it is a terrible, terrible, terrible service. And the whole phone system right throughout the district leaves a lot to be desired. And communications, again with respect to television, outside of Glovertown the reception is very, very poor and again for an area right in Central Newfoundland, right adjacent to a national park, people would hardly believe that the people there cannot get good television reception.

MR. LUSH: Well that is the situation, Mr. Chairman, and with that I will finish and hope that the minister can have time to deal with the issues that we have all raised.

MR. CHAIRMAN: The hon. member for Bellevue.

MR. CALLAN: Mr. Chairman, I want to take just a few minutes. I could take an awful lot longer than that but there may be one or two other members who probably want to get up for a second time. There is an awful lot that could be said, and the last speaker there from Terra Nova (Mr. Lush) kind of hinted on many of the things, of course, because it is, judging from the dialogue today one would almost think that this was just a Department of Transportation and had nothing to do with communication because communications has not been mentioned all that much. Speakers have been concentrating on the problems and the roads in their own districts and what have you. But much could be said about the communications part of it because, you know, the telephone service provided by the telephone companies in this Province leaves much to be desired. This is true in my own district, but I and other members have had an opportunity to talk about this problem in presenting petitions earlier in the session. The petitions were presented about bad TV reception in areas of the Province and I and other members got a chance to talk about television reception then and of course the telephone reception as well.

So because time is short all I want to do is say a few words and I think the tack that I will take, which is obvious from the tack that was taken by the member for Baie Verte - White Bay (Mr. Rideout), I think what I will say is that I agree with the minister when he says, and of course the others who have said that, you know, it is impossible to do all the roads at one time and the money must be spread around the Province as much as possible. The Department of Transportation and Communications is like

MR. CALLAN: the Department of Municipal Affairs and Housing and it is like the Department of Social Services and one or two other departments of government, you know it does not take all that much imagination really, I do not believe, and I am not saying anything to belittle any of the ministers, but it is the structure, it is the way that departments are set up. They are not like the Department of Rural Development or the Department of Industrial Development, or the Department of Fisheries where imagination is required and I have on occasion contradicted or criticized these ministers of these other departments for not having too much imagination in closing up shop rather than opening up new and better industries and what have you and improving the fisheries.

This department



Mr. Callan.

is an excellent department to play politics with if a minister was so inclined. Because there are no areas in the rural areas of this Province, there is no district where politics could not be played in the highest order if the minister so wanted to do. We saw some of that happen last Spring in the by-elections and perhaps we will see some of it again in the next couple of weeks. I do not know. There is some of that goes on. But I must say this that my honest opinion is that I think the minister is being as fair as he possibly can be because he has a Cabinet that tells him perhaps or tries to sway him to do some things that perhaps he does not want to do. So as far as the Markland road is concerned, and the Southwest Arm and other roads in my large district of thirty-six communities, a lot of these communities, perhaps fifteen or twenty of them, with no paved road. I could say an awful lot about these roads and the need for pavement and reconstruction and what have you. But I am going to take this nice tack hoping that perhaps, you know, a bit of honey is better than - what is they say? - a bit of vinegar. And I am hoping that the minister will find some money in his estimates to do some work.

Mr. Chairman, I think it is fair to say that quite often the trouble that I have and the phone calls that I get regarding highways, the year round phone calls, are phone calls that pertain to a road that has not been graded for a month or a month and one-half or two months. And this, you know, I think, could be rectified.

AN HON. MEMBER: There is not enough equipment.

MR. CALLAN: I do not know if there is enough equipment. You know, we hear stories about highways crews sitting in the camps playing cards and so on. Whether that is happening or not, I do not know. But, you know, I get some calls from irrate people who have to travel over some of these roads, these unpaved and poorly kept roads. And, you know, if I phone the foreman the next day or so the job is done. Or if the minister decides that he should do it, you know, it is done. The question I want to ask is, Why is not perhaps a better watch

Mr. Callan.

kept on the foremen to see that they are doing the best that can be done with the equipment that they have.

Much could be said about the Trans Canada, of course, and we heard the member for Mount Pearl (Mr. N. Windsor) talk about the need for upgrading the Kenmount Road and that section there. Mr. Chairman, there is no question about that. As it happens I travel over that road, the Kenmount Road, at an hour in the morning - I travel it every day, five days a week - but I travel over that road at an hour in the morning probably between 9:30 A.M. and 9:45 A.M. when the traffic is not that heavy. And in the evening, of course, as I leave after 6:00 P.M. or at night, 11:00 P.M. or 12:00 midnight, again the traffic is not heavy. But on occasions I have been mixed in traffic there. And the thing that I cannot understand is, why - you know, with the road that we have there - why is it that people drive out over that Kenmount Road in a sixty mile zone going twenty-five and thirty-miles an hour? And the question that I often wonder to myself is why are not the police patrols there issuing tickets to people who, in my opinion, cause accidents because they get a driver all frustrated and so when you get clear of that traffic, you are driving seventy and eighty, making up for the time that you lost because you were riding behind this poor creature who was not going anywhere, probably out the Conception Bay Highway. If there was another lane there, a slow lane, of course, then that driver hopefully would be over there. I rather doubt it though, because even on the Trans-Canada - I think it was about this time last year that the slow lane, Keep Right Except To Pass was brought in, and there are still thousands of drivers on our highways who still do not understand and do not do what they are supposed to do under the law, and they do not do it. So the fact that there are not accidents and so on, you know, has nothing do with the fact that the rule has been changed. It is just that people are awfully defensive, I think, in their driving habits.

Mr. Callan.

I believe, Mr. Chairman, to be a little humorous here, I believe that a lot of these drivers are lady drivers, and I am not, you know, biased against lady drivers. I noticed them . As they turn off to go out Conception Bay or wherever they go, just before they get to the overpass there, and as I pass them, I glance over and, you know, ninety-five per cent of the time it is a woman who is driving along, taking her time, twenty-five and thirty miles an hour in a sixty mile zone. I have a suggestion -

MR. NOLAN: A very narrow minded view.

MR. CALLAN: No, I am talking about facts. I have seen the drivers and I know who they are. But, of course, some of them are men, but the large percentage of them are ladies, and I am wondering how they got their licences in the first place. That is the question I ask. I believe that they probably got their licences back two or three or four years ago when the mini skirt was high in fashion. And I know ladies have said to me that they

Mr. Callan:

make sure they wear a mini-skirt when they go to take their test with the RCMP or wherever it happens to be. And they inadvertently get their licences because -

AN HON. MEMBER: It is a job to know when they are in the gallery.

MR. CALLAN: Mr. Chairman, now I am serious when I say that I think that the man or the person who drives thirty or thirty-five in a sixty mile zone should be watched just as carefully and should be ticketed just as often as the person who is driving sixty-five and seventy, you know, in a sixty mile zone. Because both people are equally to blame for car accidents, I am sure of that.

And of course something else, Mr. Chairman, while I am on this, a lot of people have the opinion that it is the slow driver, the slow driver, the first car up front who is to blame. But I contend that it is the second driver and the third who refuse to pass that slow driver who quite often causes accidents as well.

Mr. Chairman, I do not want to take any more time, As I said I have taken a light-hearted touch to this; I am hoping that the minister when he distributes his money for roads will consider that the people out in Markland have been waiting for years and years and years and years, and the Southwest Arm, of course, I could talk about the fish that is trucked over that, millions of pounds, on both sides of Southwest Arm. There will be some paving done in the district of Bellevue this year, I am happy to learn, and I am happy about that, and I hope that some more work will be done. If it is not done by contractor it will be done by the Highways crews who I feel are sometimes not doing 100 per cent or even 90 or 80 or sometimes not even 50 per cent what they should be doing to upgrade and ditch and put in extra culverts and so on for the existing roads that could be improved on.

Mr. Chairman, with these few remarks I will let somebody else take a crack at it.

MR. CHAIRMAN: The hon. member for Conception Bay South.

MR. NOLAN: Mr. Chairman, while we appreciate the jocular fashion in which my hon. friend delivered his remarks about drivers

Mr. Nolan:

and so on, that there is no policy or paper I know of within the Liberal Party outlining his views on women drivers -

MR. CALLAN: Not personally.

MR. NOLAN: - or on the opposite side for that matter, or in the NDP -

MR. PECKFORD: I am wondering if the

hon. member for Bellevue wants to remain here in the House,

Mr. Chairman?

MR. CALLAN: Yes, I -

MR. PECKFORD: Or does he want to join the hon. member for Port de Grave (Mr. Dawe).

MR. CALLAN: - I will live with it.

AN HON. MEMBER: He is truthful.

MR. NOLAN: No, I think, the member is an error.

SOME HON. MEMBERS: Oh, oh!

MR. NOLAN: Oh, no! You would not suggest that the member is not telling the truth, but surely you must agree that he is somewhat in a bit of an error, because I do not know what you see on the road but I do not think any of the men got anything to boast about in their methods of driving.

MR. CALLAN: That is true. I agree with that.

MR. NOLAN: So surely we would not want as a member of the House or members of the House to be charged with discrimination and that is exactly what we could be charged with if that was permitted to stand.

Anyway the Minister of Transportation and Communications has got to give an account of himself for some of the situations that continue to go on under his administration. How much time do you have by the way?

MR. MORGAN: Whatever you leave me.

MR. NOLAN: Okay. Well I do not want to detain the minister, I am not sure if my friend opposite refer to the Topsail Road situation which is an abortion. It is just terrible. And also the situation that is needed for the artery, for the bypass or call it what you

MR. NOLAN:

like from Manuels Bridge. Is the minister listening to what I am saying at all? - from Manuels Bridge to the crosstown arterial.

Now the hon. minister from time to time says, Well that is fine if Ottawa will go along with this, and Ottawa will go along with that. Now we are quite prepared to support the minister on anything he comes up with that is reasonable, when he is prepared to put on the table of the House what his list of priorities are. And that road that is supposed to go from Manuels Bridge, for example, up to the crosstown arterial to help alleviate a treacheous, dangerous situation on the Conception Bay Highway.

So I mean the minister has really got to put up or shut up in this instance. If he has got it down fourteenth on his list of priorities or sixteenth or twentieth going to Ottawa do not expect any sympathy from us because he is not going to get it. So it is as simple as that. We know the politics he plays with up in Ottawa, we know he goes up for his little meetings, you know we are fairly well informed, you see.

So the minister has got to do something. The Trans-Canada: right here, for example, I do not know if the \$30 million or \$100 million or whatever is going to be allocated - \$30 million here - will provide the four lanes that is so badly needed on the Kenmount Road.

MR. MORGAN: For the overpass.

MR. NOLAN: An overpass?

MR. MORGAN: To the overpass.

MR. NOLAN: Oh, I see, yes, exactly.

And also I could go into some of the problems we have in Foxtrap, which is a nonincorporated area, of course. But I have discussed these matters with the minister privately. I am not going to detain him unduly. There are any number of things that I could get into here within his estimates. We do not have time unfortunately since he is also Minister of Communications which we have not touched on to any degree here or sufficiently today, but I would certainly hope that we can have another go at the minister later on perhaps under some other heading or under the Question Period. But I hope that the minister now will outline his plans for this year, and let us not have it hanging, and see where we are going here with the Department of Transportation. People are waiting to hear what the minister's plans are, and now he has got to lay it on the table, and we will find out. So we will give the minister ten minutes now to do just that.

MR. CHAIRMAN: The hon. member for Fogo.

CAPTAIN WINSOR: Mr. Chairman -

MR. CHAIRMAN: Before I recognize the hon. member for Fogo, it is my understanding that we go on to 5:41 P.M., instead of 5:30 P.M. We will not adjourn at 5:30 P.M. We will go on to 5:41 P.M.

The hon. member for Fogo.

CAPTAIN WINSOR: Thank you, Mr. Chairman.

I will not delay the minister, because it is important that he have an opportunity to run through this estimates and perhaps deal with a few headings or items under each heading. However there are just two matters that I am going to bring to his attention right now. The minister was alleged to have stated somewhere - I do not know where - that he would undertake to have

Captain Winsor.

a survey done to examine the possibility, the feasibility, the economics, etc., etc., of a causeway across Fogo Island. However, it is the opinion - or it is well-known among the people of Fogo that the minister, as I said, is alleged to have stated that. Whether or not is correct or not it is up to the minister to refute or deny or confirm.

But the other question is more important, Mr. Chairman, and that is the number of hours of breakdown that they had on Fogo Island last year, because of broken down equipment. The minister I am sure is familiar with this, but at one time they had no grader at all on the Island. It just so happened that it was the worst time of the year, during the Spring thaw, and there was no grader there for several weeks. And when it was arranged to get a grader in, they got it to the wharf in Carmanville, and because the regular ferry was out of service then I do not think they could get it across. But my point is that it should not be - you know, there should have been a new one there or a spare one. You know, the Island, where it is isolated, especially in the Spring of the year when we have so much drift ice, it should not be left stranded with only one piece of machinery, and that is a fairly old piece of equipment. So I would appreciate the minister's remarks on those matters.

MR. MORGAN: Well, Mr. Chairman, I was hoping to reply to all the speakers, but I do not know if I will have time or not now. I was also hoping to go down through the estimates per heading and if there were any questions on each individual heading or any heading there, to answer these questions as they come along down the headings. I will be as brief as possible.

First of all the member for Windsor - Buchans (Mr. Flight) made some good points, and he also put some questions with regards to his area in his district. I would like to inform the hon. gentleman at this time, and the House, that as a result of recent discussions between my colleague, the Minister of Mines and Energy, and myself, it has now been agreed to have the officials of these



MR. MORGAN:

two departments - well, from my department and from the Hydro people in the Department of Mines and Energy - to sit down and discuss the possibility of looking at the potential development of the Hinds Lake, to build a road from Howley down to Hinds Lake and come on from there from the Hinds Lake development down to Buchans. And, of course, that will be sort of a joint venture of the two departments concerned. So that is under very active consideration right now as a result of the meetings of this past week, and that is happening now. He referred to the road across to the - I am very pleased by the way that he mentioned he felt that the road across to the Burgeo road or the Southwest Brook is, he felt, more important than the road going to Howely, and I agree with him there. Of course, there is a strong possibility

MR. MORGAN: now we will end up with two roads, looking at the Hinds Lake potential. He mentioned that five miles of road going across - there is a thirty-eight mile woods road from Buchans down to Lloyds Lake and the last five miles of that road was built by Eastern Road Builders back in 1972 and it cost \$509,000. So what is left now is really a sixteen mile gap of road to be constructed. There is a road now except for a sixteen mile gap between Lloyds Lake and over to the end of the contract that was given to Chauk's Transport, which is a forest access road. So that is all that is left. So hopefully - really it is eighty-six miles across there, but there is only a sixteen mile gap for new road construction. So there is a strong possibility now, Mr. Chairman, that the hon. gentleman could end up in his district with the two major roads he referred to, a road from Buchans to Howley and the road across to Southwest Brook. But these matters will be outlined in more detail when - I do intend to travel to the Buchans area and hopefully be accompanied by the member at the same time and to outline in detail what the plans are.

Mr. Chairman, I would like to contradict the hon. gentleman on one point he made. He is concerned about mainland firms getting work and he referred to one in particular -

MR. FLIGHT: Correct or contradict?

MR. MORGAN: \_\_\_ Contradict, because of the fact that Nova Construction, although originally from Nova Scotia, do have a Nova Construction (Newfoundland) Limited and they do employ Newfoundlanders and they are looked upon as a Newfoundland company. And they are a pretty good company. They deal with Newfoundlanders in a fair way. And I do not want to get involved in mentioning any company, but because the hon. gentleman mentioned this specific company I would like to point out that they are really looked upon as a Newfoundland company.

The tractor-trailers, that is a very obvious concern of our department for quite some time. We have talked to other provinces with regards to regulating the tractor-trailers in some manner,

MR. MORGAN: for example, the possibility of keeping them off the road at night - I am sorry, having them on the road at night and keeping them off the road on the weekends. These possible things could occur. I am not saying they will, but they could. It depends on the increase this year over last year in the tractor-trailer activity.

The lowering of the speed limit is still another act under consideration for all traffic. That is not being ruled out. The possibility of reducing the speed limit is not being ruled out by the department, but I think it would apply to all traffic more so than one type of traffic.

Mr. Chairman, the hon. gentleman from Mount Pearl (Mr. N. Windsor) mentioned some very important points. And of course, the hon. gentleman from Naskaupi offered a free lunch to anybody who could define the qualifications for a road. I think I am going to have to wait until after my estimates to explain to him because it would take too long and that means I am going to lose my lunch tonight. But, Mr. Chairman, the Mount Pearl member, my friend and colleague, brought up some good points. One which was very important dealt with the need for lighting on intersections across the Province. That has been overlooked for too long. And if the hon. gentlemen would look at the estimates this year - there is a new vote in our estimates this year - 1705-03-10 called 'Pedestrian Crosswalks' and we are going to include in that vote the possibilities of erecting lighting. We are also going to look at the possibility of having some of the municipalities in cost-sharing programmes to establish these intersection lightings: for example, Glovertown intersection, Gambo, Eastport Peninsula, Notre Dame Junction, any of these. The possibility of including having the two levels of government, municipal and provincial involved in cost-sharing of these necessary lightings will be discussed.

On the Topsail Road and the roads in the St. John's area as was also mentioned by the member from Mount Pearl, my friend and colleague, I would like to clearly tell him today that there

MR. MORGAN: will be engineering work carried out this Summer on the Topsail Road to carry out the necessary work there. Whether or not the actual work will commence this year I cannot say at this time, but I am hoping that sufficient funds will be found to commence the work. But the engineering work will be done this year. The Kenmount Road, of course, is part of the highway upgrading programme and we are hoping that can get moving as well this year. That depends on the outcome of the upcoming negotiations. The Ring Road, by the way, is a priority as well as acrosstown in the road network in St. John's and that will be included in the upcoming DREE agreements - or DREE talks, I should say - hopefully for an agreement this year. The Ring Road is a priority there and so is acrosstown to tie into the harbour arterial. So to tie into the comments from the hon. gentleman from Conception Bay South (Mr. Nolan) as well - he is not listening now,

Mr. Morgan:

but he is not concerned with the roads down to Conception Bay - but the Conception Bay Access is also a priority. It is not down sixteenth or seventeenth on the list, it is a priority, it ties into the ring road, and the bifurcation road and across town. Now I am sure he will agree that without federal assistance it is going to be difficult to get these roads moving, but they will be included in the upcoming talks when my colleague the Intergovernmental Affairs Minister is in Ottawa in the hope that we can get the ring road, the crosstown, and the Conception Bay Access. The crosstown really should be a municipal responsibility. And speaking of municipal responsibility, I do agree with my colleague as well that - I should not be too political, I guess, but Mr. Murphy a few days ago was really playing politics, I am assuming he is running for mayor, or he obviously would not be making the statements he is making, but he gave the impression that the city of St. John's is completely rebuilding the Prince Philip Parkway. The taxpayers of the Province are paying for that cost to the amount of three-quarters of a million dollars this year -

AN HON. MEMBER: Seventy-five per cent of the total cost.

MR. MORGAN: Seventy-five per cent of the total cost, 75/25, and therefore my friend from Mount Pearl (Mr. N. Windsor) is right when he says that these statements should never have been made.

With regards to the member for Terra Nova (Mr. Lush) and his comments, I agree with him on the improvements to the ferry services to St. Brendans in particular. And I am pleased to inform my hon. friend that negotiations will be commencing almost immediately, well as soon as the Trans-Canada Highway thing is resolved with Mr. Lang and his officials. And we have agreed - I replied to this question this morning from my friend and colleague for Lewisporte (Mr. White) that as a result of more or less the ultimatum put to us on the ferry services, we will open negotiations in the immediate future, in the month of June, and we are hoping to resolve the problems.

Mr. Morgan:

with regards to improved ferry terminals particularly at Change Islands and St. Brendan's. I understand funds are approved for St. Brendans for the wharf, the new ferry terminal. And we will agree to build a road in Pennys Cove to that wharf, in St. Brendan's.

So I am hopeful that our negotiations again with the federal minister will result in satisfaction to having these terminal facilities upgraded and improved, and in fact, the ferry services in general improved.

Most of the comments, Mr. Chairman, by the hon. gentlemen today were maybe more or less parochial, they were pertaining to their own districts. The last speaker, in fact - I think it was the last speaker, the second last speaker - referred to his district, and I cannot, as I earlier said, give the full details of this year's programme at this time. It needs further investigation by the department officials and myself, and analyzing the petitions and the needs put forward to the department. But at least I will make one announcement for the second last speaker, that I am pleased to inform him that tenders will be called, in fact, I think the day or tomorrow for paving in his district, in Bellevue, the roads to Garden Cove and the roads to North Harbour will be paved and tenders are called today. So the tenders will be staggered out over the next number of weeks and months for different projects throughout the Province. And I can assure you that the hon. members in the Opposition will be dealt with in a fair way.

So, Mr. Chairman, unfortunatley time seems to fly and I think that the discussions we have had were good discussions. There were no personality clashes. There were no bitterness. There was no political debate. It was a straightforward debate on Transportation and Communications, and the importance of this field of government to all of us as members. So, Mr. Chairman, what I would like to do now is have the items called, and any further questions on any item I will be glad to answer.

Mr. Morgan:

But one reply to my friend from Fogo (Capt. Winsor) at this time whether or not I was misquoted or what it was on the causeway, but truthfully I cannot see the feasibility or in fact the reasonable, anything of a reasonable thought being given to putting a causeway to Fogo.

On the equipment, Mr. Chairman, I earlier outlined that this year we are spending \$3 million, we spent a little over \$3 million last year. I am hoping that in places like Fogo that we can find fairly new equipment to put in there so if breakdowns do occur they will be only of a minor nature.

MR. CHAIRMAN (MR. YOUNG):

On motion 1701-01 through 1703- 02-08 carried.

On motion subhead 1704-01 through subhead  
1704-03-02, carried.

MR. CHAIRMAN: The hon. member for Lewisporte.

MR. WHITE: Mr. Chairman, 1704-03-03 - Erection of highway signs. Mr. Chairman, as hon. members know, and I want to be quick on this one, the ferry William Carson now goes out of Lewisporte, it started last year up to Labrador and I noticed this past weekend and every weekend that I have been driving on the Trans-Canada Highway there is a huge sign on the Trans Canada, near Argentea, near the Argentea Access which shows the direction of the ferry to Nova Scotia and yet near the Lewisporte Junction there is not a single thing and not a single sign to indicate that there is a ferry going up to Labrador, so I wonder if the minister could make note of that.

MR. CHAIRMAN: The hon. member for Windsor - Buchans.

MR. FLIGHT: Mr. Chairman, on the same thing, as quickly as I can, I believe it is time for the minister's department - we have got scattered across the Island - if we have gone to metric let us go metric because going across the Island we have metrics and then you run into the mileage signs and it can be confusing. I do not necessarily agree with metric anyway but since we have gone metric let us go all the way metric and take down the mileage signs. And then the other one with the erection of highway signs I would point out, and I realize that the minister had so many things to address himself to when he made his last statement as such but I would like to get a comment from him on the position now of the Province with regards to being - the department's ability to put out hazardous, precautionary signs, what have you, their readiness and their equipment.

MR. NOLAN: Mr. Chairman, if I may very quickly, on friend's reference to metric; I can certainly support him in what he is saying but I am a bit scared about the whole thing because of the fact that there are older people in this Province who may not be able



MR. NOLAN: to adjust as quickly as some of us to metric and so on and I think it is quite -

AN HON. MEMBER: It is a job for some of us to adjust.

MR. NOLAN: Yes, the member is perfectly right. But nevertheless I am just wondering, I am not trying to shoot down the metric conversion now at all, but I do believe that there are people who may have some very real difficulty with it and I do not think that we should in a very heartless and callous fashion just wash them all aside and say, "Well look here, if you do not go along with it it is just tough."

So I would hope that the minister would consider these people who may not be as quick to adjust to metric conversion and so on as our hon. friend opposite mentioned, there are some young people too who will have some difficulty.

MR. HICKMAN: They will not be alone.

MR. NOLAN: Of course.

MR. HICKMAN: Think metric.

MR. MORGAN: Mr. Chairman, on the matters of signs. This year all provinces in Canada has agreed to go metric and have all the signs changed by the end of September this year. That is the reason for the increase in the vote under this heading, because of the increased cost in changing all these signs. With regards to the Lewisporte sign indicating ferry service, that will be looked after. And with regard to the establishment of caution signs, etc., that was a major controversy last year. The department is working vigorously on this matter and we have consulted a number of other provinces with regards to their signing procedures and signs used and we are now in the process of establishing every district, when I say district, the district of the department, establishing a safety officer to be in charge of signs and caution signs, that nature. that will be strictly his job, that kind of procedure outlined to the rest of the employees in these divisions.

MR. CALLAN: Could I ask the minister a question?

MR. CHAIRMAN: The hon. member for Bellevue.

MR. CALLAN: Mr. Chairman, while we are on road signs there, several months ago, just after the new stadium opened there at the Whitbourne Access Road there, on the Whitbourne Access Road and the Trans-Canada, the speed limit on the Trans-Canada was reduced from sixty to forty in that area because there are several service stations there and so on, but I talked to many, many drivers who drove through that forty mile zone on many, many occasions before they realized that it was there because I do not think there is enough warning, a big enough sign there to say, "Speed 40 ahead," and, you know, give them some warning. And the same thing is true I think on the Kenmount Road there. Last year I got a speeding ticket on the Kenmount Road by the liquor store there and I thought that the speed limit was 40 but I noticed after that it was thirty. I do not think there is enough warning to warn people that the speed limit is changing.

MR. CHAIRMAN: The hon. member for Conception Bay South.

MR. NOLAN: I just want to ask a very brief question

if I may, and it is simply that - I am sure that the minister has had this brought to his attention before - that is the number of people who are in construction and so on who are taking

loads of fill of one kind or another and leaving it on the highways for the public or someone to - I mean I have seen highways, pavement, left as though it was a dirt road as a result of hauling by some people.

MR. ROWE: Topsail Road.

MR. NOLAN: Topsail Road is one. They are absolutely careless, do not care apparently. I mean we should. We have laws I know -

MR. MORGAN: The laws are there but they are not enforced.

MR. NOLAN: - but they are not being enforced. So we are back to the Minister of Justice again.

MR. MORGAN: In other words the law enforcement agencies in this case, I think, are at fault.

MR. HICKMAN: Keep an eye on breastworks.

MR. NOLAN: Okay, very good.

MR. CHAIRMAN: Order, please!

Shall I report Item XVII carried without amendment?

MR. GOUDIE: Mr. Chairman, can I just make the suggestion to the hon. minister that if he agrees with the suggestion put forth by the hon. member for Lewisporte (Mr. White) would he go all the way and erect a sign at Goose Bay indicating there is a ferry service to Cartwright, St. Anthony, Lewisporte and St. John's?

MR. MORGAN: Hopefully the sign will be on the Freedom Road as well.

SOME HON. MEMBERS: Carried.

MR. CHAIRMAN: Carried.

MR. HICKMAN: Mr. Chairman, I move that the Committee rise, report progress and ask leave to sit again.

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

MR. SPEAKER: The hon. member.

MR. CHAIRMAN: Mr. Speaker, the Committee of Supply have considered the matters to them referred and have directed me to report having passed expenditure under Heading XVII, Transportation and Communications without amendment and has made further progress and ask leave to sit again.

MR. SPEAKER: The Chairman of the Committee reports that they have considered the matters to them referred and have passed items of expenditure without amendment under Heading XVII and made further progress and ask leave to sit again.

On motion report received and adopted.

On motion Committee ordered to sit again presently.

At this time a motion to adjourn is deemed to be before the House. There is one matter for debate. The subject matter: proposed amendments to the Ombudsman Act. The hon. member for Bellevue.

MR. CALLAN: Mr. Speaker, I enjoy the opportunity to make these mini-speeches. It gives a new member, a relatively new member a chance to get a bit of practice in speaking in the House and what have you. Mr. Speaker, seriously though, I am serious. I have been asking about this for a nice while now and I have reasons, and I will give them momentarily, why I think that the Ombudsman Act should be amended.

Mr. Speaker, on page three of the Ombudsman's report we see there that he says, "During the calendar year, 1976, the office handled 363 written submissions. One hundred and sixty-eight of these were declared no jurisdiction as far as the Ombudsman was concerned," Almost half, about forty per cent, I would say. Four hundred and seventy-eight telephone calls were made to the Ombudsman's office and the Ombudsman says, "No statistics were maintained on these matters as to how many were actually complaints or how many requests were for information and guidance or how many were from citizens who needed a sympathetic ear in some highly personal matter or how many simply required

Mr. Callan.

an outlet for their frustrations." But anyway the Ombudsman goes on to say that a lot of them were looking for help. And, of course, I can assume about what he has to say that again approximately half of the 478 telephone inquiries or calls were again under no jurisdiction as far as the Ombudsman was concerned. Now the Ombudsman held 117 office interviews. But again referring to the bottom of page four the Ombudsman says, "These interviews are usually with persons who wish to discuss a highly personal problem more often than not." More often than not, in other words over fifty per cent of the time. The caller in arranging the appointment says, I want to see the Ombudsman. There is probably nothing he can do to help me, but I would like to talk to him anyway. Again indicating that, you know, as far as the Ombudsman is concerned, no jurisdiction.

Going over to page twelve, Mr. Speaker, of the Ombudsman's report, again we see that the Ombudsman has asked himself for amendments to the act, the Ombudsman Act. He says, In a special report, number one, to the Legislature, on May 11, 1976 the Parliamentary Commissioner reported the judgement referred to above - thus the case of the Waterford Hospital, of course - and strongly recommended to government, to the Legislature, strongly recommended that the Parliamentary Commissioner, Ombudsman Act be amended as provided for

MR. CALLAN: in Section 2 (1) a) by designating the Waterford Hospital as an agency for the purpose of this Act. "To this date," he says, "there has been no response to my recommendation." Mr. Speaker, I contend that the Ombudsman Act should be amended - number one, of course, for the obvious and simple reason is that the Ombudsman himself has requested that an amendment be made to the Act. And, of course, one would assume that he is in the best position to know whether the Act as it now stands is, you know, is complete enough and allows him to do the work that he wants to do. Mr. Speaker, the Ombudsman is almost apologizing in his report for his inadequacy, his inability or his, you know, lack of jurisdiction to handle the cases that people bring to him. The second reason, Mr. Speaker, why I think the Ombudsman Act should be amended - and I hope no one takes this in the wrong way - but I believe that if the Ombudsman Act were amended and the Ombudsman given wider powers, and if his office were given more publicity, were publicized more, then the average Newfoundlander who, you know, just picks up the 'phone and 'phones his MHA - and this probably does not apply to too many MHAs who live in the urban districts, but to rural areas of this Province - you know, I mean I have enough problems from people who are out of work and all that sort of thing and getting ready for speeches in the House of Assembly. I do not have the time to deal with a lot of these problems. And I contend that if the Ombudsman's powers were widened then the Ombudsman, you know, could take care of many of the problems that MHAs are now shouldered with. Only yesterday there was a lawyer in my office there just sitting and drinking a cup of coffee and I was on the 'phone because I had things to do - I made half a dozen 'phone calls. And he remarked - he said, "It seems like a lot of the problems you MHAs have to handle are lawyers' problems and doctors' problems and welfare problems, social workers' problems and all that sort of thing. And, Mr. Speaker, I contend that if the Ombudsman Act should be widened, the Ombudsman could handle many of these problems and therefore would take the load off the MHAs who do not know how to go about it anyway in many instances. We do

MR. CALLAN: not know the answers and cannot get them. And if they try to get them they are accused of political interference and so on where the Ombudsman would not.

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: Mr. Speaker, the Ombudsman - or the Parliamentary Commissioner's Act which was brought into this House just a few years ago is a model piece of legislation working exceptionally well in this Province as it is in other areas.

The comments from the hon. gentleman from Bellevue (Mr. Callan) with respect to the cases that were rejected because of lack of jurisdiction, namely 168 out of a total of 363 written submissions, should be examined a little closer. The reason why these cases were rejected, according to the Ombudsman, was that he did not have jurisdiction as either a federal, municipal or private. There is no indication that matters that come within the jurisdiction of the government of the Province of Newfoundland were rejected by him for lack of jurisdiction, but rather they were federal, I repeat, municipal or private. Then obviously, this Legislature does not have jurisdiction to pass legislation giving the Provincial Ombudsman jurisdiction over matters that fall within the responsibility of the Government of Canada, nor should we or do we confer upon him powers to look at matters that fall within the exclusive responsibility of municipalities. The third group, namely the private group which obviously must be complaints against private individuals, again should never be the concern of government in this Legislature, nor indeed could we confer such responsibility upon the Ombudsman.

The other matter referred to is the question of whether either the Ombudsman Act or the Parliamentary Commissioner's Act should be amended and/or the Waterford Hospital Act amended. There, Mr. Speaker, you get into a very delicate sphere. You get into the sphere of the patient/doctor relationship. You get into the area as to whether it is in the public interest and in the best interest of good patient

MR. HICKMAN: care at the Waterford Hospital, which is one of Canada's better institutions of its kind, whether the Ombudsman has a role to play there. It has not been demonstrated professionally that this should be done at this time.

MR. NOLAN: How did they work out in Sweden, Norway, Denmark, Australia?

MR. PECKFORD: Tell us.

MR. HICKMAN: In Canada, as it was so clearly pointed out by the father of the bill at the time he introduced it, the gentleman who is now the member for Conception Bay South (Mr. Nolan), he is the daddy of the ombuddy, ombuddy's buddy. He is in loco parentis to the ombuddy, and this is why when he introduced the bill he saw fit to follow the Canadian legislation such as Alberta and this is what we do here.

Now, Mr. Speaker, the hon. gentleman from Bellevue (Mr. Callan) talked about if the Ombudsman's jurisdiction was broader this might relieve MHA's of some of their responsibility. Well we should not lose sight of the responsibility or the duty of an Ombudsman and that is that where a citizen feels that he or she has not been properly dealt with under existing laws by a public servant or a Minister of the Crown who has authority to interpret and administer these regulations, it is not his duty - if, for instance, there is a provision in the Social Assistance Act that a person shall receive \$200 per month, it is not his responsibility to try and convince someone that it should be \$250 a month if the law is quite clear in that respect. But if on the other hand he feels that in the interpretation of that \$200 per month law his denial has been because of a misinterpretation of the law by a public servant, or there has been delay in processing it, or there has been an over zealousness on the part of a public servant or a minister in denying that under existing law, that is where the Ombudsman has a right to go in, examine the file, suggest to the minister or suggest to that public servant that he may deem it appropriate to take another look as it appears to him that



MR. HICKMAN: the interpretation or the rejection was not in the true spirit of the law. He does not have the right to change the law, he does not have the right to invade ministerial prerogative, nor should he ever be placed in a position where he has to discharge the responsibility of an MHA in trying to convince the Minister of Transportation and Communications that certain pot holes should be filled, or that a person should be admitted to the General Hospital, a constituent, immediately. That is not his responsibility. Nor is it his responsibility to decide on the adequacy or otherwise of legislation or regulations. It is the interpretation and administration thereof that can be subject to scrutiny by the Ombudsman, who is the servant of the House. And I think, Mr. Speaker, it is very relevant that we note the concluding paragraphs of the Ombudsman's Report where he says that after a first full year of operation of the Ombudsman's Office, "I have no hesitation in expressing the opinion that the office in serving as a link between citizen and government is performing a very useful function and one which would appear to be well accepted by the people of the Province." And whilst obviously any legislature and legislators must be forever alert to the need of amending legislation to meet changing needs, I think we can take a great deal of pride in the fact that after one year of operation, Mr. Speaker, we have in this Province an Ombudsman who seems to have very quickly, justly, earned the affection and the support of the people of this Province and of all members of this Legislature.

SOME HON. MEMBERS: Hear! Hear!

MR. HICKMAN: I gather my five minutes have long since expired, Mr. Speaker, and -

MR. NOLAN: It seems like two hours during the Second World War. Sit down.

MR. HICKMAN: And the ombuddy's father is very proud of the way his child, Mr. Ambrose Peddle, is performing in the office of Ombudsman and so are we all.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: Before putting the adjournment motion I will inform hon. members what my decision is on the point of order that came up yesterday with respect to the order in which private members' resolutions will be called on the next Private Members Day.

As hon. members know, resolutions are given the numbers by one principle only and that is the order in which notice is given. That is the way and the only way they get their numbers. There are only two ways in which a number can change; one, Standing Order 38 which presumes that a motion has been twice called from the Chair, that is not operative. The other is not really a change of number, it is the eradication of a number and that is when a motion is disposed of. It is either withdrawn or voted, one way or the other. They are the only two ways.

There is no discretion in the Chair to change the numbers of resolutions. That is determined purely and simply by the order in which notice of them is given. Therefore the numbers must remain the same. The hon. member for St. John's East (Mr. Marshall) motion is 12, the hon. member for Baie Verte - White Bay (Mr. Rideout) is 13, and the following one is 14, 15, etc. That being the case I had to ask myself, Does the Chair have any discretion in the order in which it calls resolutions on Wednesdays? On other days hon. members know the government has discretion. There can be five adjourned debates and the Government House Leader may call whichever one he wishes or none. There is total discretion.

There is not to my knowledge any discretion in the Chair in what order to call private members' resolutions. The only places there is discretion in the Chair is where it is indicated, as I see in the Standing Order, number of supplementaries,

MR. SPEAKER: other matters. There being no discretion I have to call them in the numerical order; to do anything else would be arbitrary. I do not find the solution totally satisfactory but I do not find any other possibility without being arbitrary and therefore I shall have to call them in the numerical order in which they are, which will be 12, followed by 13, followed by 14, etc.

The motion before the Chair is that this House do now adjourn, is the House ready for the question? Those in favour "Aye", contrary "Nay," in my opinion the "Nays" have it. I therefore leave the Chair until eight this evening.

PRELIMINARY  
UNEDITED  
TRANSCRIPT

HOUSE OF ASSEMBLY  
FOR THE PERIOD:  
8:00 p.m. - 11:00 p.m.  
THURSDAY, MAY 26, 1977

The House resumed at 8:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

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

MR. CHAIRMAN: Order, please!

HEAD XVIII - PUBLIC WORKS AND SERVICES

MR. CHAIRMAN: The hon. Minister of Public Works.

MR. J. ROUSSEAU: Mr. Chairman, I would say at the beginning that I have heard the old saying, "It is a hard Act to follow." My colleague, the Minister of Transportation and Communications, I did not know whether he was going to be sainted or knighted today.

MR. MORGAN: I have been both.

MR. ROUSSEAU: So I hope that it was not been kept in reserve for me.

SOME HON. MEMBERS: Oh, oh!

MR. ROUSSEAU: As a matter of fact, hon. members across the House made life a little difficult for us because we had to - Public Works - orders have gone out now to widen the doors because he cannot get out through them.

SOME HON. MEMBERS: Oh, oh!

MR. ROUSSEAU: Anyway, Mr. Chairman, the Department of Public Works and Services is kind of an unwanted offspring of government, another line department, a department that covers many, many aspects of government activity from the smallest things, and I am the guy if the elevator is not working you come after, if the parking lots are not ready you come after, if somebody calls for proposals on a public building you come after, so anything in between is the responsibility of the Department of Public Works.

Normally, and as it states here, which is done very succinctly, the Department of Public Works and Services provides and maintains accommodations and support services for the various branches of government, purchases material, supplies and equipment required by government departments and institutions for their operations.

May 26, 1977

Tape 3317 (Night)

PK - 2

Mr. Rousseau:

So as I indicated, Mr. Chairman, it is a service department; attached to it is the Public Service Commission which is an agency,

Mr. Rousseau.

although it is responsible to the House; through the minister, is not responsible to the minister. And I think with many Crown corporations there is a distinction there. I have the Chairman of the Public Service Commission in the wings if anybody should bring up any questions about the Public Service Commission that I am unable to answer. I think I should mention that the Public Service Commission was changed a few years ago and there was a time when politicians would love to sit around a table and declare somebody outside the ambit of the Civil Service Commission at that time and appoint him to government. That is not the case any more. It is very difficult to do that and impossible to do it in certain instances. It is done for the minister's executive assistant and the secretary and it is done for temporary help, and they are normally hired year after year, but somebody has to appear on the list of recommendations from the Public Service Commission. So we can talk about that later. But just to give an indication, I think there have been many changes in that area, and I think for the better.

Also under the jurisdiction of the Department of Public Works and Services is the Government Purchasing Agency which is an agency created by its own act of the Legislature, and it is really involved in the purchase of all equipment for government on behalf of the departments involved or on behalf of Public Works and Services itself. It is all done by the tender system. And I have a booklet here tonight that if anybody has any questions - if not, it might be an indication of the work being done by the Government Purchasing Agency to table that document.

Also, of course, the Pippy Park Commission, the area of land right next to us here that has been reserved as an area, a reserved area for the beautification and recreation of people in the Province, generally, and I suppose specifically the Avalon Peninsula and the St. John's area. We have some facts on that. Recently I tabled the annual report of the Pippy Park Commission. I think all the information is there, and I read some excerpts from it at the time. But if any of the hon.

Mr. Rousseau.

members wish to raise any items thereto, of course, I will make every indication to answer myself. And if not, then I will undertake to get the information in that area for them as well.

We have as well the car pool which operates under the Department of Public Works and Services. This car pool has a very wide range of duties. And as we get through the individual items if we have time for that, Mr. Chairman, or if hon. members wish to raise questions on the activities of the car pool, we will certainly be more than willing to answer them.

The biggest, I suppose, chore of the department is the maintenance and operation of all the public buildings in the Province, some 300 buildings, as well as all the rental accommodations for government, and the maintenance and upkeep of these buildings, and the grounds attached thereto as well as all the capital construction for government in the Province. And as we go along hon. members will notice the amount of money voted for the department. A great deal of it is provided by the departments. For example, we handle the actual construction work, although it may be voted for in the other departments, is handled by the Department of Public Works and Services. We have had many difficulties in the department and certainly some of them have been pointed out by the Auditor General. I can assure hon. members that many actions have been taken since that report, and will continue to be taken to rectify the many problems pointed out by the Auditor General. The in-depth analysis of that is now being conducted by the Public Accounts Committee, and I will be appearing at the next meeting of the Public Accounts Committee. But I am sure if any hon. members wish to raise any points thereto, that we have no hesitation whatsoever in giving the information that we have. All I can do is give the information. Whether hon. members believe it or not is their prerogative, but all we can do is give the information attached to it. But as I say we have made many changes. We are looking at, in the area of the maintenance and operation of the buildings of this Province



Mr. Rousseau:

the concept of service contracts which are contracts that we would put out on tender for specific buildings, and to have the work done that way. We are going to try that now and see whether that works or not. We have been talking to people who have moved in that area. They are not completely satisfied with it, but it is possible that many of the aspects of it, or the better aspects of it with some modification may be a way to go. Also the question of a lump sum tendering. We have just did that with the hospital down in Come By Chance, and the low tender received it, and we found that to be very good, a lump sum contract by public tender.

Unfortunately, of course, we have other problems that arise, you know, if somebody blows a boiler or something at three o'clock in the morning, or there is an emergency in a pressing situation, action has to be taken immediately. We are now in the midst of defining certain limits within the department from the inspector and up through to the various levels of rank whereby each of the individual people may be able to authorize work to be done up to a certain level, to ensure that there is a check and balance on that.

The question of the purchase orders which the Auditor General has been brought up has been changed. They are now different. We now have our own work orders. As we explained it at the time, this was done as an administrative convenience. We have now initiated the new type of work order. Hon. members, of course, are probably aware of the recent announcement by the hon. the Premier and the appointment of a new deputy minister, Tom Whelan, who was the Area Manager with Federal Public Works of Canada, who is now the deputy minister of the department and bringing, of course, great knowledge and great experience in the field of public works to the department, and many ideas, of course, that will certainly be helpful to us from the Federal Public Works Department.

These are some of the aspects of the Department of Public Works, Mr. Chairman, As I say, you know, almost anything that is

Mr. Rousseau:

involved in government in respect to building, maintenance, construction and odds and ends that are necessary end up one way or another in the Department of Public Works. The responsibilities of the department are wide and varied, and I am sure that hon. members would like to zero in on a number of them, and we will certainly make every effort to attempt to answer the questions and to table whatever information we have for the hon. members of the House. I have nothing that I am afraid not to give an answer to, and I have no information that is available to me that I am not prepared to table in the House of Assembly.

So with that, Mr. Chairman, we will sit down and take some notes, and see what sort of questions arise.

MR. CHAIRMAN: The hon. member for Fortune-Hermitage.

MR. J. WINSOR: Thank you, Mr. Chairman.

The Department of Public Works and Services obviously is a very difficult one for a novice critic to tackle, to look at, but I think everybody on this side will have a crack at it somewhere along the line. It has been much in our minds, and certainly we have looked at some queer things that happened in that particular department because of the report of the Auditor General. It certainly is a department with very wide ranging responsibilities. I think the hon. Minister of Finance told us somewhere along the line that the Treasury Board Secretariat was responsible for the management of that department. That was not a particularly good recommendation for the Treasury Board Secretariat to have such glaring administrative errors show up early on in the Auditor General's report, which the present minister gave us a statement on. I do not think the statement satisfied all the questions that were answered, and I am quite sure that a number will be brought up by colleagues as this thing moves along.

The Public Service Commission has a watching brief, I presume, particularly for the employees only. And it is the duty of the Treasury Board to see that the administration of that particular department goes along well.

MR. J. WINSOR: And I am assuming that the minister - the present minister who took over - has certainly looked into some of the things that were mentioned by the Auditor General. Some very -

AN HON. MEMBER: (Inaudible)

MR. J. WINSOR: I beg your pardon?

AN HON. MEMBER: (Inaudible)

MR. J. WINSOR: - and the Minister of Finance. Somewhere along the line I remember saying this that the Treasury Board Secretariat and these highly paid people were responsible for the administration of almost any department. Well, it is what do you call it? - a committee of Cabinet. And they, well really they oversee all government departments, I presume. All government departments have to come to them for money and the administration certainly is their great concern. If it is not run as a business should be run - very capably - I do not believe there are too many chartered accountants in the government service. Those that are are certainly in Treasury Board because they pay more than the Auditor General, which makes it a bit difficult for the Auditor General to get any chartered accountants to keep his administrative processes under control. And this, I assume, was most of the problem in the Department of Public Works, which was really a nest of errors, and it would make the Opposition look like there were shady deals going on there - make everybody very suspicious. It was only revealed because the Auditor General did this year decide to do a complete systems analysis which I think was the first for the Auditor General to be doing it in that manner. He did not do it before simply because he did not have enough personnel to do it. And it takes - well, it takes thoroughly well-trained, qualified chartered accountants to do this sort of work, and he has not been able to command a staff big enough to do it, which seems odd at this time, that a massive government department like the Department of Public Works with some 300 buildings all over the Province and rented premises - every second building you look at is another branch of some department. And the inspection of these premises and the control of them and the responsibility for their proper and safe operation is a pretty tough portfolio - I would say that. I am very happy

MR. J. WINSOR: to hear that Mr. Tom Whelan, the new deputy minister, is taking up his position in that department because I know he is a very capable engineer. I have known him for many years myself, and I am sure he is held in high regard by all who know him.

I cannot make any specific statements on any particular part of the department, but the only thing that we have with any meat on it - and that has now been taken care of by the Public Accounts Committee. I do not think I should go into that. There are several members on this side who are on that committee, and I am going to leave it to these men who have had a much better opportunity to delve into the mysteries of what has been going on and will certainly ask some pertinent questions on these matters. And I think with these few remarks I will pass it on to my colleagues and others who might want to make some statements or ask some questions of the minister. Thank you very much.

MR. CHAIRMAN: The hon. member for Lewisporte.

MR. F. WHITE: Mr. Chairman, when the minister rose to speak and to open the debate on his estimates he said something to the effect that it was a difficult act to follow coming after the Minister of Transportation and Communications today -

MR. SIMMONS: Hear, hear!

MR. F. WHITE: - who the Minister of Public Works tonight alleged had received a fairly good deal from this side of the House.

MR. ROUSSEAU: (Inaudible)

MR. F. WHITE: Yes, that basically is what you were alleging.

And the minister said that he did not expect to get as easy a time in his estimates -

MR. SIMMONS: We love you too, 'Joe'.

MR. F. WHITE: - nor did he expect, he was saying, to get a rough time in his estimates. Well, Mr. Chairman, I say to the

Mr. White.

minister, not personally as, you know, the minister there, but as the man who is in charge of Public Works and Services for this Province that I think he has a lot to answer for in that particular department. It is the department that has been scrutinized most by the Auditor General's department. It is the department that the Auditor General has asked the most questions about in his most recent report, and it is the department that we are tonight being asked to vote \$13 million for this year, and the bulk of that is going to go, Mr. Chairman, if the pattern in previous years is followed, towards the maintenance, the operations and so on of public buildings. And if past undertakings are carried out, a lot of it will go without public tender. Mr. Chairman, all we have to do is refer to the Auditor General's report that came out some time ago, and he was very, very specific, Mr. Chairman, in outlining what he saw. He says that according to the best of my information and the explanations given to me, there is no official authorization for the use of those purchase orders - as he was explaining earlier - as work orders, nor is there any limit to the amount of expenditures which can be incurred nor is there any defined policy on a work order system. He says that in his audit of subdivision 1803-03, Buildings, Maintenance of Public Buildings and Grounds, disclosed that \$2,644,756 had been paid out to three companies as follows, Company A, over \$1 million; Company B, over \$1 million; and Company C, \$472,000.

Now we have since learned, Mr. Chairman, that Company A which received \$1,138,715 worth of business from the government, the name of the company is A. B. Walsh Limited. Now hon. members know who A. B. Walsh is. He is a gentleman here in St. John's who operates an electrical company, plus a number of other sidelines, as we have found out, and he is also a gentleman who admittedly, Mr. Chairman - I am not saying anything that the man has not admitted - is prominent, and has been involved very extensively with the PC party. Now I am not saying anything - I am making no innuendos, Mr. Chairman - I am not saying anything

Mr. White.

that is not fact. I am just making statements according to the facts that we have been given and the facts that we have gotten so far. We are told, Mr. Chairman, that A.B. Walsh Limited got \$1,138,000 of government business without public tender. Now, Mr. Chairman, I am not going to go into all the details although we have the details at our disposal, members from this side and members from that side, on the Public Accounts Committee, and so far in the Public Accounts Committee we have not gotten into the bare bones of this particular controversy, if you will. We are coming to that gradually, and we are examining all the things that we have been asked to do in the Public Accounts. But we are on the estimates now for the minister's department, money that over the next year will have to be spent by the government. And we do not know, Mr. Chairman, whether or not this money is going to be spent in a way that leaves no doubt about how it was given out or gotten by the people concerned, no doubt about it. And obviously, Mr. Chairman, the public tender system is the system to use.

Now when the minister opened the debate tonight, he said that they were developing a new concept with respect to the operation or the giving out of government business. That is basically what he said, a new concept. He talked very vaguely about different controls that were going to be brought in as a result of the Auditor General's report. But, Mr. Chairman, I submit that that is all they were, vague statements about corrective action which might be undertaken by the government to prevent this from happening again. Now I say to the minister that he has to be more specific, Mr. Chairman. He has to be very specific, because I do not think the people of this Province want millions and millions of dollars - and I say millions and millions of dollars, because it is millions and millions of dollars - given out to people who do not tender on the items they receive or on the projects they received from government, because they are not required to tender, Mr. Chairman. Why are those companies always called upon to carry out government business? Why does somebody in Public Works pick up the phone and phone the same three or four or five or

Mr. F. White:

half dozen companies every single time something comes up for, you know, maintenance, repairs or a new wiring system or whatever. Why is it that always the same companies, one of them being a gentleman who admittedly is a long time and prominent supporter of the Conservative Party, the party that forms the government of the Province today?

I ask those questions, Mr. Chairman, because we want answers. And we want the minister to tell us exactly what the situation is at the moment, what safeguards he is going to build in future so this will not happen. And also, Mr. Chairman, give us a guarantee that from now on companies who can carry out this kind of business, all companies that can carry out this kind of business, are going to be given an opportunity to do so, and not just one or two or three or four companies called each time there is a bit of government money to be spent.

Mr. Chairman, as well there are a couple of more points that I want to make. One is the further utilization of space for the civil service, the obtaining of public buildings and additional rental space for the public service. We have heard some about that in recent weeks. We heard the minister on television suggesting that there was even a possibility one of those days of the House of Assembly being moved out of this building. And, you know, we would like to know something about that, if that is being thought about, if it is on the drawing boards. I mean, is this happening? And also, Mr. Chairman, we would like to know why there has to be a continuous, a continuous build up of government office space in St. John's? Continuously, Mr. Chairman, people from Central Newfoundland have to come to St. John's for the very basic government service. Now I am not suggesting that we move ministers out to Grand Falls or deputy ministers out to Lewisporte or anything like that, Mr. Chairman, but I suggest there is room outside of St. John's for a lot more government buildings and a lot more government employees, public servants.

AN HON. MEMBER:

Hear, hear!

MR. WHITE: And even if they got to be moved out of St. John's, Mr. Chairman, then why not? Why not do that and have the nerve to do it and get on with the job of decentralizing this government so that all the people of the Province can avail of the services of this government.

I had three people in from my district today, Mr. Chairman, and they came in this morning while I was speaking in the House about half past eleven; one o'clock they were ready to leave again, They had done their business in St. John's, but they had to come in here for two hours to do something that could have been done in Central Newfoundland or in any other part of this Province, Absolutely no reason why they had to drive all of the way to St. John's to avail themselves of a very basic government service!

AN HON. MEMBER: Hear, hear!

MR. WHITE: So I would like the minister's thinking on how he feels about the continuous growth of the public service, and public service buildings and why some of them cannot be taken out of St. John's and shifted around this Province so that other areas can have the services that the people in St. John's have.

Now, Mr. Chairman, there is just one more point I want to make and this is with respect to Information Services. Now, Mr. Chairman, a while back I was looking through the Budget, not this one, the last Budget, and I was going through it looking for the Heading, Information Services, because I wanted to know how much it was costing to run that particular establishment, to keep Mr. Butler and all his people employed downstairs. And I went through the Budget, Public Works and Services, I went through it heading by heading and I could not find Information Services. I went through several other departments heading by heading and could not find Information Services. I walked across the way and I spoke to the Minister of Finance, and he told me that Information Services comes under Public Works and Services.



MR. ROUSSEAU: 1802, General Administration.

MR. WHITE: Right. General Administration. So it is hidden under General Administration.

MR. ROUSSEAU: It is not hidden, but, you know -

MR. WHITE: But why is not Information Services listed as a heading so we can know how much it is costing? We know by the salaries, if we take the salary estimates we can tell how much the guys downstairs are making, how much they are being employed. That is fine. We can tell that. How much are the telex machines costing that are installed in every newsroom in the Province or just about every newsroom? A direct link between Information Services and every single newsroom in this Province, the government's propaganda machine. How much did those telexes cost because the stations and the newspapers

MR. WHITE: and others who have the service installed are not required to pay a cent towards this particular service. I do not know for sure if it is in all the newspaper offices in St. John's and throughout the Province. I do know that the Evening Telegram had the thing put in first when it started a few years ago but had it taken out sometime after that. And, Mr. Chairman, we would like to know what it costs, what it costs in travelling for the people who work in Information Services, what it costs in deliveries, since I understand they deliver material to every radio station and every newspaper in St. John's on a daily basis, what does it cost for representatives of Information Service to go around Newfoundland and meet with all the media people from time to time and so on as used to happen when I was in the media.

So we would like to know about Information Services,  
Mr. Chairman

MR. ROUSSEAU: It is clearly listed.

MR. WHITE: It is not listed. It is listed under administration. There is no heading for Information Services.

AN HON. MEMBER: It is not listed.

MR. WHITE: It is not listed. There is no heading for Information Services. It is hidden in the estimates of the Department of Public Works and Services and if we look up salaries we can find out salaries but we cannot find out anything else. What Information Services does we do not know. I do not want to get into old material, old cloth, but the last time I talked about Information Services here I gave some examples of where they were a complete and total government machine and government operation. The impresssion was given that they were going to be available to the Opposition as well, but they maintain such a high standard of press release form that you cannot even deal with the people. So we would like to know, Mr. Chairman, a complete breakdown now on what Information Services is costing the people of this Province? Is it \$10,000, \$200,000, \$500,000, \$2 million? Let us know exactly every cent that it is costing the taxpayers of this Province

MR. WHITE: to operate Information Services.

There was a great hullabaloo when The Newfoundland Bulletin, if hon. members will remember, was going on and the day the Minister of Provincial Affairs at the time, the member for St. John's Centre (Mr. Murphy) took over, it ended the day he walked into the office and it was costing the people of this Province less than \$100,000 a year at the time. Every single person in the Province was getting a little newspaper come to them telling them about various government activities, outlining new government programmes and telling them of ways to avail of new government programmes and that was smashed the day this government took office, and then they go and install a monumental propoganda machine and we do not even know what it is costing because it is hidden away in the Public Works and Services headings for this year, coming under general administration.

So, Mr. Chairman, Those are a few points I want to make. I may have more to say later on.

SOME HON. MEMBERS: Hear! Hear!

MR. CHAIRMAN: The hon. member for Naskaupi.

MR. GOUDIE: Mr. Chairman, I just want to direct one question at the minister. I tried earlier in the estimates to direct a similar question to the Minister of Industrial and Rural Development.

MR. LUNDRIGAN: Did you get an answer.

MR. GOUDIE: We did not get time, I am told, to give me an answer. So maybe I can make an assumption based on the answer that I hope the Minister of Public Works will give me, and that is I would like to know the status of the renovation work, if you will, or whatever the term you want to use, on the Paddon Building in Happy Valley? When is the building going to be ready for occupancy and what is it all about? We know now that the decision was made to convert it to an office building and that -

MR. SIMMONS: Wire him a telegram, 'Joe'.

MR. GOUDIE: Okay. I will put it in print, too. But if the minister would please respond, then I can assume, or make an assumption on when

MR. GOUDIE: people might be moving into offices.

MR. SIMMONS: The minister wants to respond to some things first?

MR. ROUSSEAU: Yes, Mr. Chairman, the hon. member for Naskaupi

(Mr. Goudie) wants me to be able to say something, so

yes, we are going ahead with the Paddon building -

MR. MURPHY: He wants to cut the ribbon, 'Joe', that is all he wants.

AN HON. MEMBER: Did you ask him to ask you?

MR. ROUSSEAU: No, I did not ask him to ask me. We are going ahead

with the renovation of the Paddon building. We have in the

budget the sum of \$333,000 to convert the Paddon Hospital, which

we do not know, I doubt will be the Paddon -

MR. GOUDIE: Paddon Building.

MR. ROUSSEAU: Paddon Building, but whatever it may be for

general office space in the Happy Valley - Goose Bay area. So there

is \$333,000 in the budget now for renovations or whatever has to

be done to make that building into an office building.

MR. GOUDIE: You do not know how long it will take?

MR. STRACHAN: Would the minister permit a question?

MR. ROUSSEAU: Yes.

MR. STRACHAN: Is that being tendered for?

MR. ROUSSEAU: That will all be tendered for.

MR. STRACHAN: It will be?

MR. ROUSSEAU: It will be. Oh yes. Oh yes.

MR. GOUDIE: So we do not know how long it will be then?

MR. ROUSSEAU: It should be ready sometime late Summer, early Fall.

MR. STRACHAN: Is that part of the one that is going on now,

the people who are renovating now?

MR. ROUSSEAU: No. No. This is new money. The one that is going

on now

MR. ROUSSEAU: was not to change the building, by the way as, many people thought; what it was was that certain mechanical facilities in the building, bathrooms and water hook-ups and so on, there was a danger that the deterioration might cause a lot of deterioration to the building. So what we did was mainly gap up the building so that no deterioration would take place and that is all we have done there, there are no renovations done. This is \$333,000 worth of new money specifically directed to changing the existing hospital into an office building.

MR. STRACHAN: Would you permit a question on that basis? There was some question on this one and I think that maybe the member for Naskaupi was maybe trying to get at it. There was some question that the wording of that initial contract to carry out the maintenance of the upgrading of the building or whatever it was before, was given to a contractor from the Island and there was a great deal of feeling in Happy Valley-Goose Bay that the mechanical and electrical contracts to be split in two so as to allow - or to be combined, sorry, rather than split in two, to allow a contractor from the Island to apply and get this contract. And there was a great deal of feeling in the Happy Valley area that the companies there, the local companies involved in mechanical and electrical engineering are being cut out of any of these tenders. The way the tenders are set up they are having difficulty applying for the tender in the first place and even then they are not awarded it. I think the main reason why I ask this question is because of the economy of the area; the general economy of the area is so low that many of these companies are going bankrupt, a great deal of local businessmen who were encouraged to get into business are now going bankrupt. And in this \$333,000 here, which will be awarded by tender, would there be any special considerations given to local companies, for instance, who are met with the Gull Island closure, the Linerboard closure and are now faced with bankruptcy, will there be any consideration

MR. STRACHAN: given to them over, for instance, the companies from St. John's?

MR. MURPHY: Even though they are not in close tender?

MR. STRACHAN: Is there a percentage you can allow?

MR. MURPHY: Like within a certain percentage.

MR. STRACHAN: That is right. Is it a percentage you can allow just in order to maintain -

MR. MURPHY: You have to be careful, now, on matters like that.

MR. STRACHAN: There is no question you have to be careful, but I think that the point is that you have to turn around and tell people to become bankrupt, or can you maintain them at all?

MR. ROUSSEAU: Mr. Speaker, a couple of things. First of all on this specific information I told my ADM of technical services to print today because I could not read his writing and if he is in there listening I wish somebody else would write his notes for him because I am still having trouble reading them. But anyway the building, it will take one year to complete renovations within the year and the mechanical repairs that are now being done will be completed hopefully by July 30th. I always hate to give a date for something, anything could happen, but our tentative date now is July 30th.

In respect to the questions raised by the hon. member for Eagle River, yes, this will be tendered. In the last instance of course there are times when companies can do the electrical or the mechanical - there are very few companies which can do both - and this is done, for example, here on the various jobs around the Province. Normally all jobs across the country are broken into electrical and mechanical components and structural components or whatever because the same - where a company can bid on them. If they cannot do both they cannot bid on them. This opens it up for all the people who are in electrical and

MR. ROUSSEAU: all the people who are in mechanical, which does not mean that one company who is in electrical and mechanical cannot bid on both jobs. So it is not split up to attempt to give it to -

MR. STRACHAN: It is made on price, is it not?

MR. ROUSSEAU: No. There are two completely different pricing systems, one is not related to the other and it is a standard procedure used right across the country. But as I point out to the hon. member, it is not done to facilitate any given company because the company - there is no reason why company A or B or C or X or Y or Z -

MR. STRACHAN: That might be your interpretation of it.

MR. ROUSSEAU: Pardon?

MR. STRACHAN: That might be your interpretation of it for what it is worth.

MR. ROUSSEAU: Yes, but what I am saying is that there is no reason why the same company if it can do both aspects of the job, the mechanical and the electrical, could not bid on both. I mean that does not preclude anybody. As a matter of fact in my estimation it would give them a better opportunity because one company may want to bid on one or the other. And there is also, of course, the question of bonding, you know, where a small company might not be able to get the necessary bonding to do - well one half of one half or a half - it may be forty per cent or sixty or whatever it is. But a smaller company would be able to get the bonding to bid on one of the two jobs where it may not be able to get the bonding to bid on the total job.

MR. STRACHAN: Was not this combined? This one was combined, a combined one rather than local companies could not get the bonding and because they could not get the bonding for this kind of thing and because it was combined they could not bid on it.

MR. ROUSSEAU: Well this one was merely a job to cap up things.

Mr. Rousseau.

It was not a job of any great monumental amount of money . Well, \$333,000 is not, but relatively speaking it is a lot more money to do the renovations in Goose Bay. But I am thinking relatively from what has been done just to ensure that the building did not deteriorate. That is all we did.

Now there was some question because I think the original hospital had been built by these firms and consultants, that they continued with it because they knew the operation, and we wanted a quick job done so no further deterioration would happen to the building. In respect to the question of local companies, I could not agree more with the member. I think, you know, at this point in time that hopefully it is an infusion into the Labrador East area as was the Adult Correction Centre, for example, in Stephenville of almost three-quarters of a million dollars was an infusion in that area. This is money that hopefully the local companies would get. Now I certainly cannot make a commitment that local companies would be given a preference, and I mean local. We talk about local companies. We will give local preferences for Newfoundland companies against a second company that is not a Newfoundland company with provincial money. We cannot do it with federal money, because the federal government - and rightfully so from their viewpoint - argue that it is Canadian dollars. So any company in Canada has the right to bid on it. In respect to our own provincial money, yes, we can do it with a non-Newfoundland or non-Labrador company that comes in at second bid within a specified amount. Obviously I do not think any hon. member in the House would want, you know, as a second bidder - a Newfoundland or Labrador company is thirty or forty per cent higher than the low bidder. Obviously while it might create a few jobs, you have to be very careful there. But if it is within ten per cent -

MR. STRACHAN:

Would the hon. minister permit a question here?

The minister is well aware of the fact that because of isolation in Labrador - and the question the minister is directing to me that you have got to be very careful what you do, and I agree that



Mr. Strachan.

one has got to be very careful. But if you are a company in Labrador, let us say a small business in Labrador, and you are going to do paving of a small road or get into electrical work and so on, the amount of work that is being done there is very small so, therefore, in order to be able to compete as a local company surely you are in a situation of having to capitalize to a large extent. You cannot move your equipment, because you cannot put in on a boat and move it. Most of the year you cannot move it. So surely there should be some preference given to local companies to try and generate local industry over and above the general consideration the minister is stating here because you have isolation, and you have these local considerations.

MR. MURPHY: You can treat it that way. Tenders would be presented.

MR. GOUDIE: If the minister would also permit one additional comment in addition to what the hon. member for Eagle River (Mr. Strachan) is saying, in my experience dealing with companies and so on in, well, the Happy Valley - Goose Bay area of Labrador, these companies consider everything, work, wages, everything in Labrador to be on an average of ten per cent higher than in any other part of the Province. I do not know if that would apply to Nain and other communities on the coast, but certainly in my area. That is sort of a rule of thumb.

MR. STRACHAN: Most of them.

MR. ROUSSEAU: But again there is another point that should be remembered is more especially in Labrador and other isolated parts of the Province, that because the companies are there, and because they do not have to bring in their materials their costs should be lower than somebody who has to bring in the materials and bring in their equipment and their men and pay their rent -

MR. STRACHAN: Small jobs, not large ones.

MR. ROUSSEAU: Yes. But it should be the case.

Mr. Rousseau.

But in any event, you know, obviously you cannot make a commitment. And I have a note here, the Paddon building, for example, mechanical repairs were tendered and three tenders were received, one from Labrador and two from the Island. It was only a small job of \$90,000 to \$100,000, small relatively speaking, large to that area. The award was to the low tender, and the department's technical people felt it was too small to split up, you know. But now in respect to the bond or certified cheque of ten per cent that is all that is necessary. So on that one a tender of \$100,000 or \$90,000 in that area whatever was bid they would need \$9,000 or \$10,000 depending on the amount of their bid, of about ten per cent. But, you know, obviously, it does not always happen. I had a shock the other day. You know, somebody came in from the Island and was going to end up doing the Wabush Industrial Park when the local company lost it and, you know, the local company knew the people up there, but it is federal money, and there is no preference given at all for a local company. And it is very unfortunate, and I am very personally unhappy with it, and so are the people in Labrador City and Wabush, because the company who was number two was the company who worked in the area, who knew the people there, and who hired locally and who knew these people. But, you know, it is certainly a consideration at this point in time for the Goose Bay - Happy Valley area that I think government would consider. I can make no commitment on behalf of government. You would have to look at the tenders, and look at other aspects of it,

MR. ROUSSEAU: but certainly at this point in time -

MR. STRACHAN: How much of a percentage then do you allow - ten per cent or fifteen?

MR. ROUSSEAU: No. For provincial companies versus non-provincial companies, yes, there is; but within the Province, no, there is not except if government decided for special circumstances and a special given situation they may, you know, consider it - okay?

MR. STRACHAN: But if the minister says that under special circumstances, does not this allow then that the minister would then have the discretion to say when that ten per cent or fifteen per cent allowance on a tender would be allowed?

MR. ROUSSEAU: In a given situation where the minister happened to be aware of a situation in an area, for example, Happy Valley/Goose Bay area, and the depressing state of affairs there now economically speaking, the minister would initiate a paper to his colleagues in Cabinet and it would be discussed in Cabinet and a decision would be made at that level. Obviously, the minister would not be able on his own to make such a discretion.

MR. STRACHAN: This would be notifying the tenderer? There would be people who would know about this publicly?

MR. ROUSSEAU: Oh, yes. You know, as a general rule you could always say the consideration is given in certain situations, for example now, the Goose Bay/Happy Valley area would be given because of the depressed state of the economy to this sort of situation. But there are limits and it is not a rule - not a policy we have as with Island or Labrador companies versus non-Labrador or non-Newfoundland companies. The Information Services - I do not know how much time we have left to make sure I cover them - it is not hidden, by the way. And by the way, I am not looking for, you know, I am prepared to stand up and defend the department as best I can. So I am not looking for anything and I know I am not going to get it and I am not worried about it, you know. And when I go out for a smoke, by the way, I am not panicking, you know.

AN HON. MEMBER: That is not what the Telegram said.

MR. ROUSSEAU: I do not mind what the Telegram said, but I had cancer of the throat and I made a decision to smoke. And I am going to smoke when I want to and it is not because I panic, but I enjoy it. But anyway -

AN HON. MEMBER: I did not know about it.

MR. ROUSSEAU: Oh, I know you did not know.

The Information Services; it is not hidden, -- it is just in general administration. I can give you the breakdown on it. There are nine people employed. The two girls that you find in the lobby now, who direct the people around who want to go, they are there. And then seven people actually work within the Newfoundland Information Services aspect as you recognize it. So although there are nine people in the division, seven would be the one, I presume, that the hon. member would be referring to - those who are in the division. The salary cost of the nine people is \$122,000. The cost of the telexes per year is \$70,000.

AN HON. MEMBER: How much?

MR. ROUSSEAU: \$70,000 per year for all the telexes across the Province. There were also some \$15,000 to \$20,000 normal expenses for the division, the Newfoundland Information Services photocopying, office supplies and that sort of thing, upwards of that. If the hon. member had a pencil close, the salaries are listed under 'General Administration', the office supplies purchased under Public Works Subhead 1804-03, as are supplies for all other departments, by the way. It is the same subhead for all - 1804-03. That is the office supplies are purchased under that. The telex, telephone, etc. are under 1803-04.

MR. WHITE: How much is that?

MR. ROUSSEAU: Well, I would say the salaries are \$120,000 - \$122,000 the actual amount, the telex is -

MR. F. WHITE: - in round figures?

MR. ROUSSEAU: The telex is \$70,000 and the other miscellaneous ones - telephone, office supplies, Xerox copy and so on would amount to \$15,000 to \$20,000 - general administration - that is the cost of

MR. ROUSSEAU:

Newfoundland Information Services.

But what I am doing now is just giving the hon. member the subheads they are under just so he would not be under the impression that they were hidden anywhere. So they would appear under 1804-03 - 1803-04 and 1802-02 'General Administration' - office - and that is usual again for divisions under general administrative work. And I can assure the hon. member that hon. members across the House are not the only ones who suffer the pangs of outrageous fortune in trying to get a release out through Newfoundland Information Services. The same policy applies to

Mr. Rousseau:

members on this side of the House, and the same thing applies amongst ministers. For example, you know, if a minister has a statement or an announcement to make in my particular district, you know it goes out over the minister's name, not over my name.

MR. WHITE: Would the hon. minister permit a question?

MR. ROUSSEAU: Certainly.

MR. F. WHITE: The hon. member says that, you know, ministers on that side, members on that side have the same difficulty in putting out releases that hon. members have here on this side. I would suggest to the hon. minister that if there was going to be a water and sewer project announced for Lewisporte district the press release would not read that the member for Lewisporte today welcomed the announcement from the Minister of Municipal Affairs and Housing that tenders have been called for a water and sewer project in the Lewisporte district. But if tenders are going to be called in an hon. member's district opposite then the member from that district always gets a mention in the press release put out by Information Services.

MR. ROUSSEAU: Oh, no.

SOME HON. MEMBERS: Oh, oh!

MR. WHITE: Always, Mr. Chairman! Mr. Chairman, I have seen hundreds, and I have got them downstairs and I can bring them up by the armful because I have looked at them. The press release says that the member for such-and-such a district is pleased to announce in consultation with the minister that such-and-such is going ahead. And I just want to bring that up because that does not seem like difficulty to me.

MR. ROUSSEAU: Well, you know, all I can say is, you know, I recognize the hon. member's expertise in the field of communications. And, you know, while I know there have been problems for the minister

MR. ROUSSEAU:

as well with Newfoundland Information Services, at any point in time that the hon. member wanted to sit down and bring up the specifics - I can assure the hon. member that if he thinks he is wronged or slighted in any way by the Newfoundland Information Services, and he brings a specific point to me, to my attention, then I will certainly get an understanding of what was the situation, and if it was done unjustly to the hon. member. I can assure him that action will be taken to rectify that it did not happen twice. But again, and I can appreciate hon. members; you know, they are broad general ones, give me specific situations and I will certainly take it up with them, and if Newfoundland Information Services are in the wrong they will be taken to task.

MR. WHITE: Will the minister permit another question?

MR. ROUSSEAU: Yes.

MR. WHITE: Could the minister tell the House whether or not there is any specific policy laid down by his department with respect to the operations of Information Services? For instance, do Information Services and the Director, the \$22,000 a year Director, Mr. Butler, you know, does he have specific instructions to use such words as "Progressive Conservative" and/or "Liberal" or neither, or one of those two? I mean, does Information Services have instructions because they will not use the word "Liberal", but they will use the word "Progressive Conservative".

MR. ROUSSEAU: Not to my knowledge, they do not.

SOME HON. MEMBERS: That is true. That is true.

MR. WHITE: They must have a policy -

MR. ROUSSEAU: They do not -

SOME HON. MEMBERS: Oh, oh!

MR. ROUSSEAU: I will tell you, you know, -

MR. WHITE: Let us have a policy -

MR. ROUSSEAU: Let me - let me -

MR. STRACHAN: That is the reason why we boycotted them.

MR. SIMMONS: ... press releases signed.

MR. WHITE: It goes on all of the time.

MR. FLIGHT: You cannot justify it, 'Joe'.

MR. ROUSSEAU: You know, I have just said to the hon. members -

MR. HICKMAN: - five years and I sent it down as a letter -

MR. COLLINS: I had mine vetted over there before I let it go.

MR. HICKMAN: - I was pleased to announce something down in my district, and they sent it back and said it was political.

SOME HON. MEMBERS: Oh, oh!

MR. HICKMAN: So I have not made an announcement -

SOME HON. MEMBERS: Oh, oh!

MR. STRACHAN: - the Minister of Justice.

MR. HICKMAN: I have not made an announcement since.

MR. SIMMONS: So we noticed.

MR. ROUSSEAU: Meanwhile my twenty minutes whileth away. You are provoking the Minister of Justice again. Please do not do that because it bites into my time too much.

MR. WHITE: Well tell us about the policy.

MR. ROUSSEAU: I will assure the hon. member that the Newfoundland Information Services does not have a policy directed to it that would preclude the use of the word "Liberal."

MR. WHITE: So Mr. Butler is discriminating against -

MR. ROUSSEAU: I do not know what Mr -

MR. WHITE: A civil servant -

MR. ROUSSEAU: I do not know what -

MR. WHITE: - discriminating against Opposition members.

MR. ROUSSEAU: I do not know what Mr. Butler is doing, I am just telling you that I as minister am saying in this House -

MR. WHITE: Well give him a policy. Give him a policy.

MR. FLIGHT: You are responsible for that man.

MR. CHAIRMAN: Order, please!



MR. SIMMONS: His time has expired, has it?

MR. ROUSSEAU: Is my time up?

MR. CHAIRMAN (MR. YOUNG): You have one minute.

MR. ROUSSEAU: All I am saying is that it is not there. This is the first time that it has been brought to my attention.

MR. WHITE: I brought it up before in this House.

MR. ROUSSEAU: It will be checked into, but he has no policy from the minister. There are a few other points, by the way, that I will try and cover in my twenty minutes later on.

MR. SIMMONS: Mr. Chairman.

MR. CHAIRMAN (MR. YOUNG): The hon. member for Burin- Bay d'Espoir.

MR. SIMMONS: Burgeo-Bay d'Espoir is the appropriate district, Mr. Chairman.

MR. F. WHITE: Cue cards.

MR. SIMMONS: At some point there should be a little exam in this House to see what members know the proper names of the other districts of the Province. I am appalled at how -

MR. MURPHY: Remember it will always be Winnipeg Centre for me.

MR. SIMMONS: Ah, ha!

SOME HON. MEMBERS: Oh, oh!

MR. SIMMONS: Mr. Chairman, first of all just a word about Newfoundland Information Services. The minister is right when he says there is no policy on this particular subject. He is right because -

MR. ROUSSEAU: On this particular subject.

MR. SIMMONS: - of the larger truth that there is no policy whatsoever on Newfoundland Information Services, no policy. There is not one single line, not one solitary sentence of guideline. And I say to him two things; as a result he is going to lose some staff from Newfoundland Information Services, who are fed up with the lack of direction, and who realize they are being sucked in into a political situation -

SOME HON. MEMBERS: Hear, hear!

MR. SIMMONS: - a partisan situation, -

MR. WHITE: Hear, hear!

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Tape 3327

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MR. SIMMONS: - and they are going to leave to keep their own  
hides clean.

SOME HON. MEMBERS: Hear, hear!

MR. WHITE: It is true.

MR. SIMMONS: And they are talking on that very subject.

MR. WHITE: It is true.

MR. SIMMONS: Because they are being, thanks not to - my colleague was kind, he called him a civil servant - Mr. Butler is a political hack of the worst order.

MR. WHITE: Hear, hear!

MR. SIMMONS: And he is manipulating and using that little bailiwick he has got there in the worst possible way.

Look, the Newfie Bulletin - what was it called? - the Newfoundland Bulletin -

MR. WHITE: The Newfoundland Bulletin.

MR. SIMMONS: - that was despicable. I mean, I am the first to say that. That was despicable. I used to be ashamed when it came in the mail. I was ashamed, really, that my tax money was being used in that way. But, Mr. Chairman, it was the bible compared to NIS. It was the gospel compared to what is happening in NIS. Now, Mr. Chairman, this government is the crowd that was going to clean her up in a couple of ways. There were going to clean her up on public tendering. We know the story on that one, Mr. Chairman. We know how they cleaned her up on that one. That is a story in itself how clean that has become, the old public tendering system. And now NIS, Newfoundland Information Services. They laughed and they scorned the Newfoundland Bulletin because it was such a shocking document, because it actually dared to spend, I believe in its final year, \$102,000 in the last year - \$102,000 spent on Newfoundland Information Services in a year, 1971-1972, \$102,000. Now this year, Mr. Chairman, what do we have? First of all I say to the minister, we have some conflicting information between what he has given my colleague -

MR. ROUSSEAU: Before the hon. member continues, could I correct something by the way, and I am sorry. I just had a note in here.

MR. SIMMONS: Okay.

MR. ROUSSEAU: Policies are generally written, by the way, and I have asked them now to get me some written ones, and I will table them in the House, and I am prepared to do that.

MR. SIMMONS: Give them to the staff, because they are still looking for them.

MR. ROUSSEAU: And I very regret that probably I - no restriction on mentioning members or departments. But they are not supposed to refer to either party.

MR. SIMMONS: Good!

MR. WHITE: Well, they do!

MR. ROUSSEAU: Okay?

MR. SIMMONS: We are glad for that.

Now, Mr. Chairman, the minister had better correct one other thing, because I refer him to salary detail, page 126 and 127. And I would like to inform the minister that the number of staff in Information Services according to this document is not nine but eleven. It is eleven.

MR. WHITE: In the salary estimates.

MR. SIMMONS: In the salary detail there are eleven people.

AN HON. MEMBER: That is what the minister said, did he not?

MR. SIMMONS: No, the minister said, seven and two.

Mr. Chairman, anyway as it happens the minister's figure for nine is slightly more than the estimates figure for eleven so it kind of evens out. But the minister's figure of \$122,000 for salaries for nine or eleven, as the case may be, people, \$122,000 compared, Mr. Chairman, \$102,000 for the entire infamous Newfoundland Bulletin of three or four years prior, five years prior, \$102,000 compared now to \$122,000, but that is only the salary, Mr. Chairman. That does not take into account the manure spreaders, the famous or infamous manure spreaders, known officially as Telex machines, these manure spreaders that spread out the garbage, the manure, to all the stations across the country at a cost to you, Mr. Chairman, and all of us in this House and all of us within hearing of my voice, everybody across this land, at a cost to all of us of \$70,000 besides the salaries, just to

Mr. Simmons.

spread the manure, just to send out the garbage. And then in addition to that, Mr. Chairman, for the telephone calls and for the paper, the stationery and the carbon paper and the corrector fluid and whatever, another \$20,000; \$122,000 for salaries, including the salary of the person who must be the most infamous, nefarious political hack in the history of parliamentary democracy in Newfoundland,-

MR. WHITE: Carried the Premier's coat during the election.

MR. SIMMONS: - the person who must have the record for misusing most despicably an office -

MR. WHITE: Carried the Premier's coat during the election. Tell them about that.

AN HON. MEMBER: Bruce Butler.

MR. WHITE: Dave Butler.

MR. SIMMONS: \$122,000 for salaries; \$70,000 for manure spreaders; \$20,000 besides that for various items; \$212,000 of your money to do what? The minister says to avoid references to party labels. Well, I refer the minister to June 8, 1976- just not quite a year ago. On June 8,

MR. SIMMONS: 1976 a release came out through Information Services for immediate release from the Premier's Office; following is a statement issued today, June 8th., by Premier Frank Moores with respect to his earlier calling of three provincial by-elections for June 30th.

The first part of the statement states that the elections have been called because the Courts had overturned that kind of thing, fairly straightforward. The second paragraph, the Premier is speaking: "I do not think that is good politics and I do not think it is good government. The fact is," the fact is, that could only be one person, "the fact is that at the present time we are asking the people of this Province to back the government member, the person who is running for the government."

MR. ROWE: Is that a brochure or what?

MR. SIMMONS: "The PC Party is the government party now."

MR. FLIGHT: Talk about blatant.

MR. SIMMONS: Now that, Mr. Minister, -

MR. WHITE: \$70,000?

MR. SIMMONS: - that is the manure spreader that the minister has said is not allowed to use party labels.

MR. ROWE: Is that a political brochure or what?

MR. WHITE: Yes it is.

MR. SIMMONS: The minister may well stand by what he says, but if his staff keep making a fool of him he may well fall by what he says. He may well fall by what he says. The minister is a good man. He is a gentleman in every sense of the term and I believe he is a good minister. But any head of any administrative organization is only as good as the people he has got behind him and I warn him if I were he I would be very careful of some of the people I got behind me in his situation. I would be very careful, very careful indeed.

MR. SIMMONS: We have boycotted Information Services partly; what we do is we avail of their envelope service to get out our own releases. Now that will probably stop tomorrow morning. -

MR. WHITE: Free transportation.

MR. SIMMONS: - not on our account. But, Mr. Chairman, what we do not do is go through the humiliation any more than I have gone through three or four times, that I bet every one of my colleagues here has gone through on a number of occasions, of having somebody down in Information Services send us back and tell us it is not written right. Oh not that the English is not right or the grammar is not good, that is not the problem, but we use the word "Liberal".

MR. WHITE: That is right.

MR. SIMMONS: We said the Liberal member for Lewisporte.

MR. WHITE: Right. Right.

MR. FLIGHT: Send it back. Take it out.

MR. WHITE: Take it out, not allowed to use it.

MR. SIMMONS: The occasion when they did not agree with the way we had referred to the member, Mr. Jamieson, referred to him as the member for Burin - Burgeo and they thought that was uncalled for and he had to be referred to by his Cabinet designation. That kind of nonsense.

Now that is okay if you had a fellow down there who was conscientiously trying to help you. But against that you get this kind of stuff here where the Premier of the Province, not as Premier but as the leader of one of the political parties about to enter into an election campaign, is allowed - not allowed - dares to use the taxpayers money to make his partisan political announcements. That is the first sin, that the Premier should have even dared to have it done through Information Services. But having done that, Mr. Chairman, the greater sin is that his policial hack, Mr. Butler, would have the gall, the outright gall to allow it to go through, even if he did not give a hang for the taxpayers, if he did not give a hang for doing that which

MR. SIMMONS: was non-partisan in his present position, if he did not care a wit for that, just in terms of protecting his own hide, which I assure you is going to need more and more protection as time goes by.

AN HON. MEMBER: His day will come.

MR. SIMMONS: He will have his day in court.

AN HON. MEMBER: He will need more court -

MR. SIMMONS: He will have his day in court. But even if he cared nothing except about his own political hide, as it happens a fairly cheap political hide. Some hides come cheaper than others.'

MR. WHITE: \$22,000.

MR. SIMMONS: This one is -

MR. WHITE: \$22,000.

MR. SIMMONS: - is \$22,000 cheap.

MR. WHITE: It used to be \$15,000.

MR. SIMMONS: This particular hide is \$22,000 cheap of my tax money.

MR. RIDEOUT: A \$7,000 raise.

MR. SIMMONS: And I have people down there who want a few dollars, \$3,000 or \$4,000 to put a water system in their community so that they do not have to get aboard the punt and row two or three miles to get a bucket of water and I see this kind of nonsense going on!

MR. RIDEOUT: Gave him a \$7,000 raise.

MR. SIMMONS: Mr. Chairman, there can be no where in this country, in this nation of Canada, there can be no where where the taxpayers money is being used as blatantly and in as a nefarious, as a despicable, as skulduggerous a way as in Newfoundland Information Services. And one could understand if this were just a mistake of the heart. But this is the solution to what was touted as a very partisan issue. This is the solution to The Newfoundland Bulletin. This is what the boys were going to do to clear her up. If this is their version of cleaning her up I would not want them in as carpet cleaners. It would be an awful mess to walk around when they were finished.



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Tape No. 3329

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MR. SIMMONS: Newfoundland Information Services, there must be something else that fits into those three little letters. My buddies will play with the letters. There must be something that

MR. SIMMONS: more aptly describes the present functioning of that service in Newfoundland Information Services. There must be something if you get working on it. My friend in St. John's North he is good at this.

MR. STRACHAN: Spell it backwards.

MR. FLIGHT: Spelled backwards it is sin, S-I-N.

MR. SIMMONS: Well, that is even unkind to the word sin. In this day sin is something that one not necessarily condones, but rates somewhere above crime. I am looking for a word that rates below crime. I am looking for something that is worse than crime when you take off the backs of the taxpayers of this Province - we are not talking, Mr. Chairman, about some oil rich Alberta or some Arab state or some place that has an heritage of fund of millions and hundreds of millions of dollars because they cannot find ways to spend it. We are talking about a constituency of 570,000 souls, 600,000 souls who have to sweat every hour of their lives to find enough tax money to keep the treasury going even at our present minimal standards, that is what we are talking about.

And then we find that \$212,000 of that \$250,000 in the name of government is used so the Premier can put out his political announcements.

SOME HON MEMBERS: Oh, oh!

MR. SIMMONS: I want to compliment my friend from Lewisporte for raising this issue early in this particular session. The minister and others have said they did not hear it before. Well it goes to demonstrate that it needs to be said several times, and we shall say it several times until the message gets right across this Province that this government is spending \$250,00 very blatantly to run its election campaign year in and year out. It can be nothing else but the information arm or the mis-information arm, the propaganda arm of a political party. It reminds you in larger degree, Mr. Chairman, of how the boys

MR. SIMMONS: went of to the Arts and Culture Center one day and had a meal - and got found out. Remember that one -

MR. FLIGHT: \$1,300.

MR. SIMMONS: - that famous meal? But this way they found a way to legalize it; they called it Newfoundland Information Services. Now, Mr. Chairman, one other comment I would like to make before sitting down. Mr. Chairman, the department itself, the Department of Public Works, Mr. Chairman, the -

MR. FLIGHT: (Inaudible)

MR. SIMMONS: Give us a chance will you, 'Graham' boy? Mr. Chairman, the Department of Public Works itself in any regime, whatever the political stripe, has the potential to be the slush fund department of a government and the onus is on the minister and the Treasury Board and Cabinet, is on the government to see it does not become that. It has the potential to become exactly that. How does it become that? Well, in two or three ways. One is by just a blatant use of the department's functions for political purposes. That rarely happens, I suppose, because politicians are not necessarily that stunned, but it can happen in other ways. It can happen by having within the department a certain looseness of administration such that when the time comes to reflect on what really went on it is very difficult. For instance, I was appalled to find out that it is the policy or the practice of government generally, and not this particular department alone, to destroy invoices after only six months of a fiscal year. Now in any business, in any business where there is any kind of good accounting practice at all, businesses keep their records for seven years, some five years but seven is the norm, the standard, seven years.

Do you know that in this government the individual invoices are put through the shredder six months after the fiscal year

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MR. SIMMONS: has concluded, six months?

MR. RIDEOUT: No wonder the Auditor General cannot find anything.

MR. SIMMONS: And one of the problems, one of the problems -

MR. DINN: That is not true.

MR. SIMMONS: Well the Minister of Municipal Affairs says that is not true. I have the information at late as this afternoon that it is true. And I understand -

MR. ROUSSEAU: I can explain if you want.

MR. SIMMONS: Okay.

MR. ROUSSEAU: It is destroyed in all government departments after six months, but it is all microfilmed and kept forever.

MR. SIMMONS: Now do I -

MR. ROUSSEAU: Okay?

MR. SIMMONS: Hold on now, hold on now, we are not through now, fellows.

MR. MURPHY: So we do not keep records! Put that on the record.

MR. LUNDRIGAN: I agree with you, 'Ank'. I absent myself -

MR. SIMMONS: Mr. Chairman! Mr. Chairman, I will not tonight be distracted by John- John Lundrigan tonight, Mr. Chairman, No way will I be distracted by little John-John. No way tonight, Mr. Chairman. We are after bigger ammunition tonight than little John-John, I am telling you that.

SOME HON. MEMBERS: Oh, oh!

MR. SIMMONS: Now, Mr. Chairman, they can use the old smoke screen approach if they like. The fact of the matter is, Mr. Chairman, that, one, the records are destroyed six months after. Secondly, as I was commenting, as the minister said they are put on microfilm, and I will show the minister after I can go down to the office, I will show him some of the results of what comes off microfilm. It is unreadable, because I have some of it in my office right now, and I can show him inside of twelve or fifteen minutes, the stuff is unreadable. And one of the problems, Mr. Chairman, one of the very real problems that you have if you are trying to search back over the records to establish certain facts is that the record is illegible. It cannot be read. Once you take it off you cannot ferret out the details. Sometimes you can guess at what a figure is, but it is impossible.

MR. SIMMONS: Auditors tell me it is impossible to read the detail for the particular invoice once you try and retract it from microfilm.

MR. STRACHAN: Auditors say that?

MR. SIMMONS: I am sorry?

MR. STRACHAN: Auditors say that?

MR. SIMMONS: Oh, auditors. Auditors, and I mean plural. Auditors tell me it is impossible. Indeed I have shown -

MR. H. COLLINS: What is all this fooling around? First of all they are destroyed, then the microfilm cannot be read -

MR. SIMMONS: Mr. Chairman, I do not expect the Minister of Health -

SOME HON. MEMBERS: Oh, oh!

MR. SIMMONS: - I do not expect the Minister of Health at this late hour in the night, at this late hour after he has eaten so well -

SOME HON. MEMBERS: Oh, oh!

MR. CHAIRMAN: Order, please!

MR. SIMMONS: - I do not expect at this late at night to understand -

MR. CHAIRMAN: Order, please! Order, please!

SOME HON. MEMBERS: Oh, oh!

MR. CHAIRMAN: Order, please!

SOME HON. MEMBERS: Oh, oh!

MR. CHAIRMAN: Order, please! When the Chair calls for order hon. members should cease discussion, and hon. members should take their seats. The Chair does not intervene in normal remarks back and forth, but when they tend to get out of hand and raise the heat of the House unduly I think the Chair has to do so. I think we are getting at that point. So I would ask hon. members to take heed accordingly.

The hon. member for Burgeo-Bay d'Espoir.

MR. SIMMONS: Mr. Chairman, for the benefit of my good friend from Gander (Mr. H. Collins), the Minister of Health, I shall say it once again; number one, as in first, number one, number one, -

MR. H. COLLINS: Do not say it.

MR. SIMMONS: - number one, the records are destroyed six months - or not necessarily on six months plus the day; but they begin to destroy them six months after the end of the fiscal year. For example, the records for the Department of Public Works, now I just know of the Department of Public Works because it was the first one they did this year. The records for the Department of Public Works began to be destroyed some weeks ago, I would have to stop and think what particular month, but six months after the end of the fiscal year they began to shred the records of Public Works, after, Mr. Chairman, after putting them on microfilm. Now again I believe some members opposite are reacting unduly here, I am not either alleging or trying to infer or even thinking that there is any wrongdoing here, I am not saying that. I am saying that if you are going to ensure that proper records are kept, and one calls to mind the old dictum that, you know, justice must not only be done but it must seem to be done. I am not suggesting any wrongdoing here at all. But I was appalled that when you compare the practice in private business where they keep the records for five to seven years that the shredders are called into play six months after the end of the fiscal year, you know, that is undue haste, I would submit.

The shredders are called into play at that time and not before, though, Mr. Chairman, the microfilm records a record. Their problem with that record, and I have retrieved some from the microfilm in the past few days, is that the record is unreadable, You can read usually the dollar sign at the end, but you cannot pick out the written detail, because many of these invoices are not necessarily typed invoices, they are very often handwritten invoices. And it is impossible to discriminate the detail, the written detail of the invoice, in other words, to retract the actual instruction or commitment made on that particular invoice.

MR. CHAIRMAN: Order, please! The hon. member's time has elapsed.

MR. CHAIRMAN: The hon. member for Lewisporte.

MR. F. WHITE: Mr. Chairman, I just wanted to make one or two more points with respect to some of the things that have been raised tonight before the minister response, I am not going to be very long, five or six minutes.



MR. WHITE:

Mr. Chairman, with respect to Information Services, we want to emphasize the point - or I do at least - emphasize the point that I am not asking for any favours from Newfoundland Information Services. All we want, Mr. Chairman, is a policy to be laid down by the government so that we can have this policy before us, and we can guide ourselves accordingly with respect to that policy. Our frustration in the past has been that there has been no policy with respect to Newfoundland Information Services. If, for instance, the word 'Liberal,' as my colleague just outlined, is deleted from all press releases that go out from Information Services, and if in fact as has been demonstrated here tonight that the words 'Progressive Conservative' or the abbreviations P.C. do in fact appear in press releases from Newfoundland Information Services, then we can only conclude, Mr. Chairman, that there is no policy laid down with respect to Newfoundland Information Services.

So all we want from the minister is a list of what we are to do or not do, the policy with respect to Newfoundland Information Services. If he has as he says he does, written policy, then let us have it. Let us table it in the House. Let us have a look at it and then let us examine the press releases that have come out from Newfoundland Information Services during the last little while and let us find out whether or not the staff at Newfoundland Information Services, the paid staff at Newfoundland Information Services, particularly Mr. Butler because he runs it like a general, if in fact he has gone by the policy that has been set down by the minister. If he has not, then he should be fired. If he has broken the policy that the minister had laid down, then he should be fired. But instead of firing him, Mr. Chairman, what did they do? Last year the hon. gentleman, Mr. David Butler, the Director of Government Information Services was making \$17,332; salary details 1976-1977. Salary details for this year, Mr. Chairman, 1976-1977, Mr. David Butler, Director of Government Information Services, \$22,245. That is an increase, Mr. Chairman, in one year of almost thirty per cent. A few dollars less than thirty per cent when all the other civil servants in this building are required to stick by eight per cent and six per cent and some lower than that.

MR. WHITE:

Now, Mr. Chairman, a hired hack who obviously does not carry out the policy of the government, because the minister said the policy was that neither PC nor Liberal was to be used, we have demonstrated in this press release that PC was used. Therefore, Dave Butler, who should have been fired was given a raise, Mr. Chairman, of over \$4,000 in one year, nearly thirty per cent. We would like the minister to tell us about that one.

MR. RIDEOUT: I thought we were partners in this A.I.B. thing?

MR. CHAIRMAN: The hon. member for St. John's North.

MR. J. CARTER: Mr. Chairman, just a few words. Before I get started the hon. gentlemen across tonight remind me of the Supreme Court - they have no appeal.

Anyway, Mr. Chairman, I have a few questions I would like to address to the minister. In many ways this is the department that serves all the other departments, so it is unique in that sense. And I would like to address a couple of questions that I would like the minister to answer. For one thing we have heard a lot about the constricted office space in Confederation Building, and related buildings scattered all over town. I would like to know what is the government's intention for the next few years, whether it is to bring all the civil servants together in one place, or to dissipate them further, or just what is the intention of the government in this regard? And I would like to know also what is the policy for local companies? I understand that there is a preference given to local companies, especially where provincial funds are concerned, and I would like to know what is the percentage preference given to local companies? I would also like to know - I know we are not into the subheads and this is unfortunate in a sense because I would rather have the general discussion at the end of the subheads but unfortunately we are doing it the other way around. The last page, on page 116, subhead number 1809, I notice \$300,000 for public relations resource programmes. I would like to minister to go into

Mr. J. Carter.

that, if he would. And on the matter of office space, I understand that it is very difficult for a person coming from outside of town to get to all the departments. They are scattered around town. I would like to know who we are renting from and where the departments are located, if the minister could just give us a list of where the government departments are put, because it does remind one of about twenty years ago when the government departments

MR. J. CARTER: were scattered all over town - remember? down at Fort William and up in Harvey Road and various other buildings. So I wonder if the minister would give us sort of an over-view of this situation. And those are my questions for now.

MR. CHAIRMAN: The hon. minister.

MR. ROUSSEAU: Mr. Chairman, a couple of questions. First, I presume that the hon. member from Burgeo - Bay d'Espoir (Mr. Simmons) is somewhere in the wings and can hear my voice.

MR. RIDEOUT: He is there.

MR. STRACHAN: I will get him.

MR. ROUSSEAU: No, no. That is okay just as long as he can hear my voice.

I have just checked now. The officials that I have closeted in the back room there informed me that the records of Public Works and Services are not shredded for 1975 - 1976. We have duplicate copies of all invoices from 1970 - 1971. Before that they are on micro-film. In fact - in point of fact the Auditor-General has now our copies of all the relevant invoices that he has requested - not the micro-film but the actual copies of the invoices. Departmentally, obviously we keep copies of our own invoices. The question, of course, arises on the larger scale about, you know, how much storage space you have in respect to the total government and the invoices.

MR. RIDEOUT: What do you save the originals for if you are keeping copies?

MR. ROUSSEAU: The departments themselves - the shredding - only the Department of Finance, I am told - and I can only say what I am told - I can speak about the Department of Public Works - but I am told that the only department which shreds after six months and puts on micro-film is the Department of Finance. Our records - duplicate copies of all invoices right now from 1970 - 1971, and before that they are on micro-film. And the Auditor-General has those copies. As well, by the way, the purchasing department has all their invoices, or their copies of the invoices, for the past two years. But I think maybe the hon. member is referring to the Department

MR. ROUSSEAU: of Finance which is the only one to my knowledge - I cannot say for the rest of them - but the only one to my knowledge that shreds after six months and then puts on micro-film.

MR. STRACHAN: The minister is shredding now.

MR. ROUSSEAU: I am shredding. I wish I had a shredder here tonight.

I can only repeat for the hon. member for Lewisporte (Mr. F. White) what I said before, that I have asked the officials - and I am on again tomorrow morning for an hour - that I will table what information we have then. I have asked them to have it for me at ten o'clock, or when I start in the morning. I can only reiterate what I said before, that there is no restriction on mentioning members or departments, but they are not supposed to refer to either party. It is all I can say; that is the policy. Obviously there have been some times when the policy has not been followed, but that is the policy of the division and the hon. minister will certainly check into any abrogations of that policy.

By the way - just to go back for one minute - we talked about eleven people. There are eleven, but there are only six people now employed. There are five vacancies. And as the hon. member suggests, there may be a lot more vacancies before long. I am aware that there are certain problems down there, and we have looked at it internally from a departmental point of view. I have had senior officials meet with the people down there, and any problems to try and iron them out. So we are aware of that.

MR. F. WHITE: (Inaudible)

MR. ROUSSEAU: No, they have been met with, the people down there. Oh, this is, I guess, two months ago, maybe six weeks ago. The Director of Administration met with the staff and tried to the best of his ability and within the context in which he was working to iron out some of the problems. That is not to say there are not problems now. I am not suggesting that. What I am saying is that when they reached my attention a few months ago, immediate action was taken by the Director of Administration

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MR. ROUSSEAU:

and a meeting was held with them.

I am very aware -

MR. ROUSSEAU: leave it at that - that there are certain problems down there.

So I say that of the eleven positions there are six now. five are vacant: the eleven make up \$122,000. So the actual budget if the other five positions are not filled will not be \$122,000, that covers the eleven positions, and I would assume covers two temporary people we normally hire on in the Summertime, university students, which many departments hire on and include the two ladies out in the lobby who of course conduct people around the building to the various areas.

Now I think I should address myself to the question of the policy on local companies, and I am trying to get the small ones in. The policy on goods wholly or mainly manufactured in the Province out of provincial funds is publicly ten per cent. When I made the announcement here about a year or so ago, or the last session of the House, we suggested that beyond ten per cent that each individual case could be considered by government. The minister does not have that authority, nor does he have the authority in the ten per cent. It has to go to Cabinet. Because any tender that is given in this Province that is not the low tender has to be tabled in the House fifteen days after the House opens or fifteen days after it is awarded. But for local companies the preference is for goods wholly or mainly manufactured in the Province, or really goods that provide jobs, should be ten per cent. We are unable to do it with any money of course that comes from federal sources because - and rightfully so as I previously suggested - that money is Canadian in the eyes of the federal government and they are not prepared to give a ten per cent preference. Is that a satisfactory answer to the question?

As a matter of fact, there was a statement made by me as Minister of Forestry and Agriculture last year on that in respect to lumber, you know, that a ten per cent preference was

MR. ROUSSEAU: given on lumber. Now in special circumstances Cabinet may decide to give more than ten per cent. But that is not a policy, that is done on each individual situation where extenuating circumstances warrant as I -

MR. MURPHY: (Inaudible).

MR. ROUSSEAU: Yes, it could be. Or, you know, like some companies that I have in my district that I would like to give a deficit of fifty per cent to them before I would even give them a running start at zero. But again it cannot be done, as I suggested with the federal monies, because it is not acceptable to the federal government.

I remember a couple of years ago, or last year, in Forestry and Agriculture all the surveying was being bid on by companies outside this Province, and the greater majority of the dollars in a federal/provincial agreement were going there, and I wrote the minister personally, minister to minister and asked for a preference and he wrote back and he just said, "No," he said, "it is Canadian money and it has to be used for any company in the country." And the same thing, I presume, occurs for all other departments.

Now the office space, the great office space. I can only tell you what the situation is now with office space. First of all, I could not agree more with the hon. members who suggest, and mostly, they are the hon. members from outside St. John's, and the Province exists beyond the overpass, which surprises a lot of people in the Province but it does, but people who are normally outside the overpass do not know St. John's as well as the people who live in here, of course. They do not have the problem. But people coming in from out of town, and I have said this publicly many times -

MR. CALLAN: The reverse is true, too.

MR. ROUSSEAU: Yes. The question of office space, of course, is one that is very compelling. You know, the hon. members across the House know full well what we are talking about. They were screaming and ranting



MR. ROUSSEAU: and roaring last year about the amount of office space that they had and rightfully so. But I could not put them in pigeon holes because I do not have pigeon holes.

I just had, for example, in Public Works, we just had authorization for more staff, more engineering staff. We could not hire them because we had no place to put them. We just moved the Purchasing Agency out and we now have room for our technical services down there. And you cannot have, not only for the people who come in but also for the functioning of any department, they cannot be spread all over God's creation.

Three years ago a group of consultants were asked to conduct a study on space requirements for government in the near and intermediate and long term. The report came in and government could not at that time find the money to proceed with the recommendations made in that report. A short time ago the report was recommissioned so that the figures that were given then, they were two or three years old and obviously members were aware of the amount of inflation and that the dollar as mentioned in the 1973-74 report would not be anything like the dollars that would now exist in respect to the construction, that this has now been recommissioned and the figures up-dated.

Mr. Rousseau:

We have now had one or two or maybe three drafts of their report; they are now shuffling back between Ottawa and St. John's, between the technical people in the Department of Public Works and the federal people for corrections. I would hope that a final report would be ready imminently, within the next two or three weeks.

The Premier has indicated that when that is done a decision will be made. The little old Minister of Public Works does not decide he is going to spend \$15 million or \$20 million or \$25 million, by the way. It is a government decision. The Premier has indicated that it will be given consideration after, and there is no question about the fact that space is needed.

The question of the Legislative Building, that is, you know, a question of security. And I think that in the evening times when the building is open for the House of Assembly we would like, not necessarily have a different building, but to have different entrances which would satisfy the criteria which I suggested, that when people came in they could go to the Legislative Building and that is the only place they could go because there are a lot of documents in here, of course, that are kept in offices that are not in the public interest at this point in time which may be released at some future date or for anything else, you know, things are taken or whatever. If anybody was malicious that could be done, and I think the problem of security is one that would dictate we take a look at that sort of thing. Nobody said it was going to be done, but it is certainly something we can take a look at. It is government's intention to call public proposals for any office space once they have.

I would like to table for the amusement or amazement of hon. members what the situation is in respect to office space, and this is our policy effective the 21st. of February, 1977. In cases where more than 5,000 square feet of space is required the department shall invite rental proposals in the public press, details of the most acceptable proposal to be submitted to Treasury Board for prior

Mr. Rousseau:

approval. In cases where less than 5,000 square feet and more than 1,000 square feet of space is required, the department shall follow the present procedure of contacting various perspective landlords and negotiating the terms and conditions of the rental agreement, the details thereof to be submitted again to Treasury Board prior to entering into a lease agreement. In cases where less than 1,000 square feet of space is required the department shall negotiate and enter into lease agreements without the prior approval of Treasury Board, reports containing details of all such rentals to be submitted to the Board on a quarterly basis.

Now, Mr. Chairman, I have no hesitation whatsoever in complying with the request of my colleague - no I need that - with the hon. member for St. John's North (Mr. J. Carter) in tabling all of the rental agreements, the prices, the departments, the locations, the landlords or rental area and square feet, the rental rate per square foot, and the annual rent. No hesitation whatsoever. Does that satisfy my hon. friend?

MR. STRACHAN: It is all there.

MR. ROUSSEAU: It is all there, yes. That would be the departments and the Crown agencies right across the Province.

I only have one copy, unfortunately, but if any member finds that there are not enough copies of that - so that I hope will keep my hon. friend from St. John's North happy.

MR. J. CARTER: Very happy.

MR. ROUSSEAU: So that I assume is satisfactory. But I say that public proposals will be called on any rental space that is required by government. Does that satisfy? And there is no doubt it is an awful situation, you know, where people have to come in here and chase around to the Viking Building for my hon. colleague, the Minister of Fisheries, the Eastern Canada Savings and Trust for Mines and Energy -

MR. F. WHITE: The first thing is they do not know how to get there.

MR. ROUSSEAU: They do not know how to get there. Well there are still a lot of places around St. John's that I do not know how to get to, and I have been here a couple of years, so I would assume the people coming in out from out of town have the same problem.

Now the \$300,000 that appears somewhere in my estimates, and the hon. member would like to know what that is for. And I can assure the hon. member that is not George McLean, number one. Does that satisfy the hon. member?

MR. F. WHITE: Not quite.

MR. ROUSSEAU: I will tell the hon. member and other members of the House I am surprised that the hon. members across the House have not raised it, but I would assume in due course it would have been raised.

MR. FLIGHT: Who is getting it?

MR. ROUSSEAU: It is money that will not be expended by the Department of Public Works and Services, by the way, but it was put in there because it was authorized under one lump sum and they could not find any place to put it, and it ended up in Public Works. But it will be co-ordinated from that department.

What it is in effect is money that will be used by the resource departments - by the Department of Fisheries, by the Department of Forestry and Agriculture, the Department of Industrial and Rural Development, the Department of Tourism, and other such departments

MR. ROUSSEAU: to do a public relations programme on what is available to the people of this Province from these departments. It will be done, insofar as I am concerned, as much locally as possible. Obviously we do not want to tell somebody in Nova Scotia or Toronto about Newfoundland programmes but there may be some instances in Tourism where that had to be done.

MR. STPACHAN: This is for what is going on locally?

MR. ROUSSEAU: Yes. For example, the APDA programme, or the Rural Development Authority, or the Fisheries Loan Board, or the land clearing grants or whatever; it is meant to be consumed locally by the -

AN HON. MEMBER: (Inaudible).

MR. ROUSSEAU: No. No. I am thinking about the clearing of land. But the sort of things that are available because I am sure that hon. members who live in the rural districts, and even St. John's, I guess, would come under this one that people in many instances just do not know what is available from government. It is like all of us when we hear the radio come on and somebody announces a telephone number, nobody bothers to take it down until you need it and then you go looking for it.

But that money is to be utilized by the resource departments in an attempt to make the people of this Province more aware of what is available to them under the various resource policies of each individual department and, as I say, I named the resource departments and they would be the ones involved in it. There will be no expenditure from the Department of Public Works in respect to it but only in respect to the resource departments. I am sure that does not satisfy hon. members but that is it.

MR. WHITE: Is there a break-down on this from last year?

MR. ROUSSEAU: We did not have it last year. It is a new expenditure. I would assume last year that any public relations money would have been in each department last year but now it has been put under one subhead and it is now lumped together so I presume it is not any longer in any of the individual departments.

To go back to the previous speech of the member for

MR. POUSSEAU: Lewisporte (Mr. White), the continuous build up of office space in St. John's, and it is something that was mentioned in respect to St. John's, but there has also been a build up in other areas of the Province. What we would like to do, obviously - and this year in my hon. colleague's district of St. Mary's - The Capes (Mr. W. Carter) we are going to build a little public building for it, a very small one - we would like at some point in the future, and we are going to be doing it in Happy Valley - Coose Bay, to consolidate the existing services.

MR. WHITE: Up in Lewisporte as well?

MR. POUSSEAU: Yes. Oh yes.

MR. PIDEOUT: How about Baie Verte?

MR. POUSSEAU: But it has to come. I know my hon. friend up there has been screaming for a while in Springdale, in the Green Bay district. He has not got it, by the way. He is not going to get it but he has been screaming about it. But we have to look at the consolidation of office space because rentals are going to a point now where it is very difficult to get what is an economic rate. We may be able to build these smaller buildings ourselves and centralize the various government agencies that exist in small communities or that serve a number of communities, which would certainly make life easier, and a lot easier, for the people.

The hon. member also mentioned by the way about a great part of the \$13 million will go without public tender. That is not accurate. But what will happen is that the hon. minister will not awake at three o'clock in the morning and say, "Yes, go ahead and do it." Certain departmental officials, obviously, if you have a boiler break at Exon House or a hospital or some emergency that officials of the department can authorize the work to be done immediately in that instance.

Now as I indicated to the hon. member, but I am not at this point in time ready to give the figures out because they have not become policy, we are developing a policy now on that through the line of the department, on up through the line. There will

MR. ROUSSEAU: minimum or maximum amounts which any individual can authorize up to the minister. And I can assure hon. members that I do not gain any great deal of pleasure of standing up here and talking about the Auditor General's Report and there is an old saying that I appreciate very much, "It ain't the mistakes you make, it is the ones **that** you repeat that kill you." And the hon. member and the hon. minister is not going to be sitting up here next year defending the same thing. And I say to the hon. members of the House that the procedures are being initiated. Now that is very vague. We are trying to control the things that the Auditor General indicated were not controlled before. Where we tried to save on purchase and work orders by using one instead of two, we are going to spend the money and buy the work order and not use the purchase order. It was merely an attempt to save money with forms. But we are going to print new forms, and as a matter of fact the new forms will be very akin to the federal one, which is something that the new deputy minister - and the contract will appear on the back of it, the terms and conditions of the work,

MR. ROUSSEAU: and it will be authorized in certain amounts by certain individuals, depending on their rank in the hierarchy, until the point where senior officials will have to get involved in it. But as I say, the work that will be given out without tender will be work that is of a pressing and urgent need that we cannot wait to determine what the specifications are for. The rest of the work will be done on public tender. There was a job done the other day at the Come By Chance Hospital and it was done on public tender, It will take us more time and it will cost this Province one hell of a lot of money because I cannot do it in my department with the people I have down there, because now I am going to need planning and technical people to make up the specifications for me. In the long-term we may save money by not having to do things because we know it. But it is going to cost more bodies and I think government, after the Auditor General's report, are cognizant of it.

I am very happy with the Auditor General's report because if it does nothing else than to convince my hon. colleagues and government and Treasury Board the Department of Public Works and Services is not just a little minor department put down there with a few people to keep it ongoing. If you do not have the people then you are going to lose the controls that you should have and we have every indication that we will get these. But I am going to need people to do up the plans and specifications for these jobs, tenders will be called, lump-sum tenders will be called. We are going to try, as I suggested in very vague terms, we are going to try service contracts. For example, we will ask for proposals from people from Confederation Building for all the mechanical work, and everybody will bid on it.

MR. CHAIRMAN: Order, please! The hon. minister's time has elapsed. The hon. member for Eagle River.



MR. STRACHAN: I concede to my colleague from Lewisporte who wants to continue in the same vein. I want to get into a different topic altogether.

MR. WHITE: Mr. Chairman, I just wanted to bring up a couple of more points, some of them are relative to what we were discussing earlier but some are not relative to what we were discussing earlier. You know, for instance, the minister did not give us an explanation, and I do not like belabouring this point, but I think we should have an explanation of why one particular civil servant gets an increase of thirty per cent.

MR. ROUSSEAU: You know, twenty minutes is not giving me time to answers all the questions.

MR. WHITE: Okay. Well that is fine as long as we are going to get that answer. That is fine. And Mr. Chairman, the minister was vague, and I know it is embarrassing to him, of course it is embarrassing to him, the fact that some companies got so much government work last year, companies that are known members of the party that the minister stands for, we know it is embarrassing but this is the time when we are discussing the minister's estimates, and we are discussing how money has been spent during the past year and years, and we are discussing how money is going to be spent in the future. And the minister tells us that new programmes are going to be brought in and the minister tells us that new guidelines are going to be brought in, but surely since the Auditor General's report came out earlier this year, in January or February or around that period of time, that some action could have been taken so that now while the estimates of the Department of Public Works and Services are being debated the minister could stand up and say, "It is never going to happen again because this is the way it is going to be, and here is what is laid down, and here is the policy," and lay it out.

MR. WHITE: We are told now in the estimates that guidelines are going to be brought in, but what assurance do we have? There has been no policy, there has been no new legislation introduced with respect to that, and we would like to know what that is going to be, Mr. Chairman, and we would like to know it now during the estimates of the Department of Public Works being discussed in the House. And I cannot emphasize, Mr. Chairman, how much that we have waited for the estimates of the Department of Public Works and Services to come up. Knowing the reputation of the minister who is in that department now, and knowing the way that he has run departments, we have always considered him to be a gentleman, we have always considered him to be not even suspected of being anything but a gentleman, Mr. Chairman, and a very honourable person. And we still hold that opinion of the minister, but we would like to have some assurance, Mr. Chairman, some assurance that this kind of activity is going to stop and stop right now.

And I talked about, Mr. Chairman, earlier in this debate the monies that went out last year, the monies that were spent by the government, the monies that were allocated to the various companies, I mentioned them - A.B. Walsh, Noel's Electrical, Noel's Mechanical Limited, two of them getting over \$1 million, Mr. Chairman, and one of them getting over \$500,000 from the government without public tender and one of those gentlemen admitting publically that he was a PC. One of them, said publically, "I make no bones about it", he said. "I am a PC; I always have been; I support the government!" And on the other hand he is getting over \$1 million worth of business from the government without public tender.

Now all we are asking for are a few answers, that is all we are asking for, a few answers, Mr. Chairman, with respect

Mr. White.

to that particular matter. And we would like for the minister to be a little more specific when the time comes. If his officials got any policy, let them bring them up because we have got all night to discuss this, and we got more time tomorrow morning to discuss it, and we are going to keep belabouring this point because we want more specific information on how this kind of a thing is going to be avoided again. The minister said that he did not want to get up in the House next year and defend Public Works and Services against the Auditor General. Well, let him tell us how he is going to avoid it.

Now, Mr. Chairman, there are a couple of more items that I want to mention with respect to - parochial, as the Minister of Transportation and Communications calls them. So be they. But before I get on to that, Mr. Chairman, I just wanted to come back to one thing that the minister said. He talked about getting additional space and so on because he had to put things on public tender. I hope that the minister is not saying to us that it is going to be cheaper if some official in his department can phone up A. B. Walsh and say, "Come and do this job." That is going to be cheaper than putting it on public tender? I mean I hope I did not hear the minister say.

MR. ROUSSEAU: No, I did not say that.

MR. WHITE: He talked about, you know, he was not sure that the people of Newfoundland were going to be saved any money by putting things on public tender.

MR. ROUSSEAU: Initially, I am saying initially.

MR. WHITE: Oh, initially. But, you know, we are talking about the Province for hundreds of years to come.

MR. ROUSSEAU: I said in the long run, when this thing is in place, there would be savings.

MR. WHITE: Right. Well, hopefully, when this new policy that the minister is going to show us tonight and outline tonight or tomorrow morning, when this new policy for giving out government work comes before the House, then we can stand up and say, "A job well done,"

MR. WHITE:

and go on with whatever we are involved in at the time.

Mr. Chairman, we would also like to know from the minister how public tenders are called by the government, whether or not they are all called by his department, whether or not they are called by each department of the government. Because recently, Mr. Chairman, I had occasion to wonder what was delaying the calling of tenders for something that I had a personal interest in and that was the tourist chalet at Notre Dame Junction and the one that is going at the Argentinia access. The Minister of Tourism held a news conference about two months ago and he outlined - models, two models of the chalets that were going to be built in this Province. Everything was ready to go, everything, no problem. I went over after and I said to the minister, Good, lovely, nice job. Can I have a model to take to Lewisporte and show to my constituents, and you can put your name on it if you want. And he said, Sure, come and get a model and so on. I have not gotten it yet, but I am going to and take it out and put it on display in Lewisporte, because it is a nice model. And I went in the Government Common Room - and I am not saying anything, Mr. Chairman, I am not saying anything or disclosing any private things that went on - but we sat there, myself and the Minister of Tourism and the Premier, the three of us sat there, and we looked at it and we discussed it and so on and I said, "You know, Mr. Minister, when can you call public tenders?" And he said, "Well, soon. We will get the material down to Public Works right away, and we will have tenders called as quickly as possible." And I can remember the Premier saying to the minister, "Well, you know, are we going to have this thing constructed and ready for the Summer?" And he said, "Well, sure we should." And I can remember the Premier saying, "Well, get on the go now, let us get the tenders called on this so that the beautiful chalet will be in place in time for the tourist season this year." And here it is, Mr. Chairman, almost the first of June, and tenders are still

Mr. White.

not called for those two buildings. The money has been around for a long time, the plans have been around for a long time, and I asked questions in the House a couple of days ago to the Minister of Tourism and to the Minister of Public Works and Services and I get sort of vague answers from both. The Minister of Public Works and Services does not really know what is going on with respect to that, and the Minister of Tourism does not know either. So let us find out how public tenders are called by the administration. You know, does Public Works and Services call tenders for everything that goes on or do they just call tenders for rental space and that kind of thing, and then Transportation and Communications call their own and Fisheries call their own and Mines and Energy call their own? You know, is that the way it is done, or is there any laid down policy for calling tenders for the expenditure of government money in this Province? Because if there is not, Mr. Chairman, then there should be.

Mr. Chairman, I wanted to bring up one other matter, and I do not want to slight any civil servants or anything else when I say this, but I would like for the minister to let us know about security within this building that we are working in and operating in. I have occasion to come back here, Mr. Chairman, on many, many nights, many nights and do my constituency work, because I cannot get it done while the House of Assembly is open, and I say to you, Mr. Chairman, that there are lots of offices around this building that I could stroll into, that I could stroll into ten or eleven o'clock at night. I am telling you, Mr. Chairman, I have seen offices open with ministers' names on them, open right up, and I could walk in and sit down by myself, not another soul around. Mr. Chairman, that is bad. I do not want to, as I said, slight any public servant or condemn any public servant or condemn the security in this building, but I think the minister should know what is going on in the building. He should take a look at what is going on in the building. He talked about security earlier,

MR. F. WHITE: and I can tell him it is pretty slack, in my opinion. I have gone down on the fifth floor and, as the minister knows, right across from the Opposition offices the Minister of Fisheries has an office and the Minister of Tourism has an office, and I can tell each hon. gentleman exactly what is in their offices in respect of what I can see when I walk up the corridor, because I have not been in either one of the offices. But I know what kind of furniture is in the office and the desk and everything because the door has been open. And I can just walk along and see as I go by. I do not have to deliberately look, but I can walk by and see, and it has happened a good many times. And I would like to know, Mr. Chairman, when the last time the administration, the Minister of Public Works and Services, had the 'phones checked in this building for possible bugging. I do not know. The Minister of Transportation and Communications was complaining the other day. I have heard other people complain. You can pick up the 'phone almost anywhere and you can hear the House of Assembly on the telephone system. You can hear it. You can hear it down in our offices, you can hear it out here in the Opposition common room. And the Minister of Transportation and Communications referred the other day to hearing the House of Assembly and wanted his 'phone checked out. Let us check out the 'phones in this building and see what is going on. How long since the 'phones have been checked out in this building? Has anybody tampered with them? After all, it is the seat of government for this Province and there are people who would like to know what is going on within the seat of government in this Province, and it has been known - it has been known, Mr. Chairman, for 'phones to be bugged. It has been known for 'phones to be tapped for criminal reasons. I am not suggesting anything like that is going on, Mr. Chairman, but I say it is time we had a look-see about what is going on and find out what is happening.

Mr. Chairman, I also want to mention my district a bit, because I think it is time that somebody from the Department of Public Works and Services took a look at the facilities that some civil servants have to operate out of in areas outside of St. John's. And I can tell the Minister of Public Works and Services that the space

MR. F. WHITE: he is renting in Lewisporte - and I do not know whose fault this is, whether or not it is the proprietor's fault or whether or not it is the department that rents the offices or whether or not it is Public Works and Services, but it is an old building. And it is appalling to walk into that building. It is the Social Services offices in Lewisporte and it is appalling, Mr. Chairman. A construction shack would not look as bad.

MR. PECKFORD: Where are they now, by the way?

MR. F. WHITE: They are in the building where Notre Dame Fisheries are, you know, up on Beaumont Street.

MR. PECKFORD: Oh, Beaumont Street.

MR. F. WHITE: Yes

MR. PECKFORD: Beaumont Street?

MR. F. WHITE: Yes. I think it - no. Yes, it is Beaumont. Yes, it is just up the street - up Beaumont. You know where Noble's Grocery is on the corner -

MR. PECKFORD: Noble's Grocery - yes.

MR. F. WHITE: Well, it is right up on top of that street - yes.

MR. PECKFORD: Did somebody build a building up there or what?

MR. F. WHITE: No, it is an old building. It has been in Lewisporte for years and years and years.

MR. PECKFORD: It must have been moved up there. I lived on Beaumont Street.

MR. F. WHITE: Yes. No; boy, it is there, you know. I think it is Beaumont - I am not - yes, I am almost sure it is Beaumont - yes, yes. It is - but Notre Dame Fisheries are in there and the public health nurse is in there and so on, you know. But the Social Services office is the office that I am talking about in Lewisporte and I am not saying anything about the Social Services people in Lewisporte because I go visit them just about every time I am out there. And we have discussed it ourselves, among ourselves privately. It is appalling, Mr. Chairman.

MR. F. WHITE: I have walked into that office when it looked like, as I said a moment ago, a construction shack - old clothes thrown around the floor and the offices dirty and filthy, and paint off the walls and everything else. It is absolutely scandalous for a public office in this Province to look like that. Now I do not know if it looks like that anywhere else in Newfoundland because I have not had occasion to go into Social Services offices anywhere else in Newfoundland, but it is time that the Social Services people in Lewisporte were given a new place to operate out of or -

MR. PECKFORD: Eight years ago they used to operate behind the railway station -

MR. F. WHITE: Yes. No.

MR. PECKFORD: That area there.

MR. F. WHITE: Yes, right. Now they have moved down now to Beaumont Street.

MR. PECKFORD: And that was nice there.

MR. STRACHAN: Do not let him distract you.

MR. F. WHITE: I know who owns the building. No, no -  
I know -

MR. PECKFORD: No, I am not trying to distract him.

MR. F. WHITE: I think it is the Kelly Building there.

I know the hon. gentleman lived in Lewisporte for a long time -

MR. PECKFORD: I know all about Lewisporte.

MR. F. WHITE: - and he knows the area pretty well, you know, and his father - the hon. gentleman's father was the chief welfare officer out there for years and years and years.

MR. PECKFORD: That is right.

MR. F. WHITE: So I guess he is -

MR. PECKFORD: Offices in the building that was then used by the Welfare Department -

MR. F. WHITE: Right.

MR. PECKFORD: The Social Service Department was in real good shape and was kept in good shape.



MR. F. WHITE:

Yes, well I am telling you -

MR. PECKFORD:

But whose fault that it was kept in good shape I do not know.

MR. F. WHITE:

But now it is moved.

MR. PECKFORD:

It is surprising to me that it has taken such a downward -

MR. F. WHITE:

Yes. Now it is moved -

MR. PECKFORD:

- the quality of the -

MR. F. WHITE:

You know, it is just ridiculous. I mean I would not operate an office there and that is it - period, you know.

MR. PECKFORD:

Right, it is madness.

MR. F. WHITE:

Now there has been some discussion lately - and I am sure the Minister of Public Works is aware of this. I know the Minister of Justice is - because the Steele Commission Report a couple of years ago recommended that either a magistrate be stationed in Lewisporte or that two magistrates be stationed in Gander. But if two magistrates were stationed in Gander then a magistrate's office should be located in Lewisporte. Now we do not have a magistrate's office in Lewisporte, and the magistrate comes out from Grand Falls, or Gander - Pardon me. The magistrate comes out from Grand Falls and he has got to operate out of the Orange Hall in Lewisporte.

MR. PECKFORD:

Still operating out of -

MR. F. WHITE:

- still operating out of the Orange Hall in Lewisporte. Now, Mr. Chairman, Lewisporte is a very modern, growing town. It has a lot of industries and it has a great economy, but I am telling you that in recent years a lot of new buildings have been built in Lewisporte, a lot of new facilities have been installed in Lewisporte, but the

MR. WHITE: provincial government offices in Lewisporte are the worst out there. It is despicable. And I have gone to the Department of Public Works about this, I have gone to the Deputy Minister - not the present Deputy Minister, the one before that, the acting Deputy Minister about this because there have been two or three groups in Lewisporte who were interested in putting up a public building. Now all they are interested in is for the Department of Public Works and Services to say, "We need this much space in Lewisporte; we are prepared to pay this much money for the space in Lewisporte," and they will build the building and put it up. Now this is what several groups in Lewisporte are saying to me and I have communicated the same thing to the Department of Public Works and Services.

Right now, for instance - and I do not know if it is already started, but if it has it should be looked into - it was finally agreed by the Department of Justice to put a magistrate's office in Lewisporte. They are going to put an office, the decision made as the Steele Commission recommended. We wanted a magistrate and we are still fighting for a magistrate; we may get a magistrate eventually but we are satisfied now because they are going to put an office there. So they are going to renovate a room in one of the old schools in Lewisporte, now I would say that is going from bad to worse. They are going to put a modern, nice new court room for the magistrate in an old school.

MR. PECKFORD: Which one?

MR. WHITE: The lower one. You know, the one behind the Salvation Army that they have been thinking about tearing down but now they are going to put the magistrates office in it. So, Mr. Chairman, that is something else that I would like for the minister to look into because I would say that it would not cost the government another dollar more, not a dollar more, to have modern new office space in Lewisporte, because I suggest that a local company or local companies, if they were given the opportunity, Mr. Chairman,

MR. WHITE: if they were given the opportunity to tender on office space for the government in Lewisporte it would not cost them a single dollar more than what they are paying now per square foot. I do not think it would cost them another dollar more than what they are paying now, so I would like for the minister to have a look at that and see if he cannot come up with some way to think about the possibility of putting a public building in Lewisporte because it is not going to cost the taxpayers any more money than it is costing the taxpayers now. All it is going to do is give the people who work for the government in Lewisporte a little bit of pride that they can work in - you know, a little bit of pride, so what? So they got people who are receiving social services or welfare money or whatever you want to call it, but they should not have to be going into offices in that condition. It is not the staff, they have done the best they can and I do not know what agreement they got with the proprietor but I suggest that it be checked out and that it be looked into.

And, Mr. Chairman, I also suggest - and this is a personal thing and I am going to get accused of it again but I am going to say it anyway - that eventually there has to be an office for the MHA in his district. If he is living in his district and he needs an office to operate out of there has to be an office in the district for the MHA.

SOME HON MEMBERS: Hear, hear!

MR. WHITE: Now I tell you, Mr. Chairman, I operated last year out of an office in Lewisporte that was almost as bad as the Social Services office. I had a bedroom in my house on top of the drugstore where I had an office, and my constituents would come in while my wife was cooking dinner and walk in the hall and into my office and that was going on all day long, all day long. Now I just bought a house in Lewisporte, I have no room for an office, I use my kitchen as an office and I am

MR. WHITE: making plans at the moment, Mr. Chairman, to build on a place at the back of my house that I just bought to have an office in.

Now I wrote the Premier some time ago - I have to give credit where credit is due - I wrote the Premier some time ago, because he was not in the House when I talked about this before, so I wrote the Premier outlining how I felt about this particular matter and enclosed the remarks that I had made in the Legislature, and I had a letter back from the Premier a short while after that saying he is going to give it some consideration, discuss it with some people on his own side, and see what they can come up with.

Well, I hope that he comes up with office space for members because, Mr. Chairman, it is the members on this side who are being discriminated against the most because we decide we want to live in our districts. If I want to be elected in Lewisporte and come to St. John's to live, they will give me an office. But if I want to be elected in Lewisporte and live in Lewisporte where I can serve the people best, and spend three weeks going through my district and come into St. John's for a week to do the work, well why can I not have an office for to operate out of? That is all I am asking for; that is not very much, I mean, call it the MHA's office and put a sign up saying MHA's office and if they ever see a Liberal sticker on it then boot me out of it - you know, boot me out of it if they ever see a Liberal sticker there. And when the election is called I move out and I get my own campaign headquarters somewhere else in Lewisporte and I rent it and pay for it. And then when I am re-elected or another member is elected he goes into that office and he takes over and if he wants to he can have my files, or she, when the time comes. And I think as well that there should be a secretary in that office as well.

There are a lot of people, Mr. Chairman, who are not used to making long distant phone calls.

MR. DINN: The MP's that are -

MR. WHITE: The M.P.'s, yes, that is right, And I have files here from every other province in Canada and they got office space in their districts in every single province if they want it. It is given out as a vote and they can do as they will, but I am saying to you that there are a lot of people in my district, I have my telephone numbers in St. John's and in my district listed under the exchange in every community in my district, and I can tell you what that although people know my number, I have sent it out to them by mailer, there are still people in my district who do not want to talk to me by telephone. And when I go out on the weekend sometimes they do not want to come to my house, but they want to see me and they stop me going up the road and get aboard the car and we have a little chat and that is how you do business, and you are elected by the people! But somebody else who comes out and is paid out of government funds and they can have a nice swanky office somewhere, not in Lewisporte because there are no swanky offices out there, but they can have an office and yet the person, the people of Lewisporte district say, "We want you to represent us for the next four years but you cannot have an office. We are going to give you a job but you are not going to have an office to operate from, you have got to operate out of your house." It is scandalous, Mr. Chairman, and it should be changed and members opposite should change it and change it now and I do not think there is going to be any detrimental backlash. People are not going to get upset because they give me an office. I mean, the one thing the people in Lewisporte say, Tories and Liberals, is, "Freeman, how come you cannot get an office? How come you cannot get an office?"

You know, the member for Exploits (Dr. Twomey) there has an office in his district. I do not know if he uses it, but there is. Other members on the other side have offices.

MR. PECKFORD: Does he use it?

MR. WHITE: No. I do not know if he uses it. I did not say the hon. member used it. There is an office in his district.

MR. PECKFORD: (Inaudible)

MR. WHITE: No, I know he does not. But I am saying the Premier has an office there and I am sure that the -

MR. CHAIRMAN: Order, please! Order, please! Time is up.

The hon. Minister of Public Works and Services.

MR. ROUSSEAU: I am falling behind every time a little further. Have you got your pencils? Mr. David Butler.

MR. STRACHAN: We are doing well.

MR. FLIGHT: Have you got your what?

MR. STRACHAN: Pencils.

MR. ROUSSEAU: What is it? Your straight edges they call them was it? 1974 it was \$17,332.80 -

AN HON. MEMBER: Three hundred and what?

MR. ROUSSEAU: \$332.80, \$17,332.80.

AN HON. MEMBER: Full point.

AN HON. MEMBER: How about if you say compoint?

MR. ROUSSEAU: On April 1, 1975 the normal Civil Service increase brought the salary to \$19,617.00 and may be some change, all I have here is dots I do not know if there is change with it, \$19,617. All I am saying, I do not know what the hon. member is reading but my Director of Administration tells me this is the amount. There is some difference between that and this, okay? These are the actual salaries. That was made up of the normal Civil Service increase from \$17,000 to \$19,000, on April 1, 1975. On October 1, 1975 again the normal Civil Service increase, \$20,598.00, and that was the normal increase. In April of 1976 -

MR. RIDEOUT: How come we have not got something like that?

MR. ROUSSEAU: In April of 1976 the normal eight per cent increase, civil servants, April 1976, I presume it is April 1st., he got an increase of \$1,640.00, which was eight per cent and brought him to \$22,245.

MR. WHITE: Would the minister permit a question?

MR. ROUSSEAU: Yes.

MR. WHITE: Could the minister find out, Mr. Chairman, - find out why in last year's salary details, 1976-77, that we are given and the people of this Province are given the gentleman's salary in question as \$17,332; and in this year's salary estimates, in one year, which I have here, this is this year's, you know, and this is last year's, and in last year's it was \$17,000 and this year it is \$22,000, that is thirty per cent. Have we got to go through every single - I ask you, Mr. Chairman, I ask the minister, have we got to go through every single salary estimate so that the minister can point out that they are wrong or right?

MR. ROUSSEAU: There are some salaries in all the departments I presume, some who, when the things are printed up that raises are given that are not accurate. I have just given the hon. member the accurate salaries during that period of time for Mr. Butler. Now do you have them?

AN HON. MEMBER: It is against the law. It is against the law.

MR. ROUSSEAU: No, no. It is eight per cent.

MR. WHITE: Thirty per cent in twelve months.

MR. ROUSSEAU: It is eight per cent. You know I do not go down with a straight edge and figure out a salary, somebody with a financial - so I would presume these people are

MR. ROUSSEAU:

staying within the salary guidelines by AIB because we are party as a Province to the AIB.

MR. WHITE: Thirty per cent .

MR. ROUSSEAU: Pardon?

MR. WHITE: Thirty per cent in one year.

MR. ROUSSEAU: It is not 30 per cent. You know, it might be 30 per cent from the calculation the hon. member did, and rightfully so, -

MR. WHITE: But according to government information.

MR. ROUSSEAU: Yes. But those are the figures, and I throw that away into the shredder, If you ask me I will have to go and look for it again.

Security - I might mention today was a very, very peculiar day because my colleagues were not even aware of this, except for my colleague the Minister of Justice, that I have had a private detective - not a private detective, an investigator for the past number of weeks skirting in and out of this building at odd hours, -

AN HON. MEMBER: Good.

MR. ROUSSEAU: - on weekends - I can say it now because the report is in and the investigation is over. On weekends, in the evenings, so on and so forth, the report is now being received, nobody has it. I am the only one who has one, the only copy so far because we just received it today that is why. And I would agree with the hon. member that security is a problem, and from the report I have I can assure the hon. member that it is the problem the hon. member suggests it is.

MR. F. WHITE: Are you going to table the report?

MR. ROUSSEAU: No, it is an internal document. What it does is it indicates that there is a problem of security in the building. Now we are looking, and I speak again in vague generalities, of introducing as the federal civil servant has the little card that people will have



Mr. Rousseau:

to use when they come in the building.

MR. WHITE: The Crown corporations got it.

MR. ROUSSEAU: Yes. So we are going to have to do something like that, because anybody can come in, and, you know, with 27,000 civil servants. After hours nobody should come in this building except anybody who works in the building or if anybody else is there he should be with somebody who works in the building.

So we are certainly going to give that some study -

MR. G. FLIGHT: Would the minister permit a question, please?

AN HON. MEMBER: How is it controlled?

MR. ROUSSEAU: They sign in, but, you know, the security guards do not know everybody in the building. They cannot know everybody in the building.

MR. FLIGHT: Would the minister permit one question?

MR. ROUSSEAU: Sure.

MR. FLIGHT: Did his Cabinet colleagues, where they aware that this search was going on, that there was a private detective?

MR. ROUSSEAU: No.

MR. FLIGHT: No. So in other words there may have been some private detective may have been in to the Minister of Transportation's Office and he is not aware of it, is that right?

SOME HON. MEMBERS: No, no, no.

MR. ROUSSEAU: No, no.

SOME HON. MEMBERS: Oh, oh!

MR. ROUSSEAU: No, not in the office, But what the gentleman was trying to do is to find out how many doors were locked or how many offices you get into, to test the security of the building that is all.

MR. SIMMONS: Yes.

MR. ROUSSEAU: And the gentleman did it, -

MR. WHITE: Congratulations.

MR. ROUSSEAU: - you know, And the gentleman was in one minister's office, as a matter of fact, and he proceeded from the building down to

Mr. Rousseau:

tell the minister that he was in the office. You know, the man is a reputable man.

AN HON. MEMBER: It was the first I heard of it until today.

MR. ROUSSEAU: And none of the men, you know, it had to be done that way because they wanted to get it under normal circumstances; we wanted to find out if doors were locked or if doors were not locked, or who can get in where.

The problem in the building, is a man for the House of Assembly comes up to the Tenth Floor or the Ninth Floor, good, but after going down you can stop it on the floor and nobody can stop, nobody knows where anybody is. So obviously procedures have to be worked out. I do not have the procedures of the policy here tonight.

MR. WHITE: Cleaners should be identified too.

MR. ROUSSEAU: We know that there has to be tightening.

MR. WHITE: You do not know if they are cleaners or civil servants, you know.

MR. ROUSSEAU: The phone system was checked concurrently with the hon. -

MR. SIMMONS: Concurrently something else was detected.

MR. ROUSSEAU: The hon. Minister of Transportation and Communications mentioned the other day, I also had a check on the telephone system two weeks ago, a week and a half ago about the same time. The system is one that is being corrected, that the speakers in the House of Assembly go through the telephone system.

MR. WHITE: Do you have to check for bugs?

MR. ROUSSEAU: Yes. But it is, you know -

MR. WHITE: How do you do that, by the way? Do you check one source?

MR. ROUSSEAU: Through the telephone system, the Telephone Company they do, yes.

MR. WHITE: The exchange.

MR. ROUSSEAU: The question of who called - oh, you know, the hon. member puts me on a spot and says, you know, Will I table it?

MR. ROUSSEAU:

Yes, if you want it tabled. It is a draft copy. It is not very much right now; it is what we are working on in respect to project approvals which is what - I will table it for him. Now I am not saying that -

SOME HON. MEMBERS: Oh, oh!

MR. ROUSSEAU: - there may not be changes in that. That is the basic now, and it is still a draft. There may be some minor changes in it, but I am certainly prepared to table this document which will in effect in future, and I am sure the hon. member for Burgeo-Bay d'Espoir will be very interested in it, it is a procedure which in future will more specifically relate to the member what I said about certain members, certain departmental officials being able to authorize so much, and how they are to be -

SOME HON. MEMBERS: Oh, oh!

MR. ROUSSEAU: - governed. I only have one copy by the way, so -

MR. SIMMONS: Would the minister permit a question?

MR. ROUSSEAU: Yes.

MR. SIMMONS: I was out of the House when he gave his response about vouchers, and the shredding of information.

MR. ROUSSEAU: Right.

MR. SIMMONS: - I did hear what he said. Would he just clarify for the Committee, and for me what he said?

MR. ROUSSEAU: The shredding, you mean, the vouchers?

MR. SIMMONS: Did I understand him to say that vouchers, that the paid vouchers are on record for four or five years after that?

MR. ROUSSEAU: Yes. Okay. Yes, yes.

MR. ROUSSEAU: Could I get somebody to table this,  
Mr. Chairman, if I could?

MR. SIMMONS: The Clerk is coming behind you there.

MR. ROUSSEAU: He is coming.  
That is the only copy so if you want to get -  
What I said, six months, yes, the Department  
of Finance. Okay. The rest of the departments the Department of  
Public Works, no. We have vouchers, departmental vouchers from  
1970-1971 through now, micro-film before 1970-1971. The vouchers that  
the Auditor General is searching for are indeed, according to my  
officials, in the hands of the Auditor General. The vouchers for the  
Purchasing Department, which we keep as well, are two years, the past  
two years, we still have them. I am told - and I cannot vouch for what  
the Department of Finance does - that it is only the Department of  
Finance who has the six month suggestion that the hon. member refers  
to.

MR. SIMMONS: Would the minister just permit an  
interjection, because he and I gave two lots of information. They  
appear to be in contradiction. Actually, if you will just give me  
a minute, I can clarify. The Department of Finance, I understand,  
receives the original of all invoices from all departments of government  
as the paying department.

MR. ROUSSEAU: And we have copies.

MR. SIMMONS: It is only that original and not the minister's  
copy, departmental copy, which has on it the approval, the accountant's  
approval and the cheque number and so on. So if you are looking for  
a complete, approved invoice the only place you will find it is either  
in the original, which rests in Finance until such time as the Public  
Accounts are drawn which is usually about seven months after the fiscal year,  
at which time they are shredded. And when his officials tell him  
that Finance shreds, it shreds the invoices of all departments, the

Mr. Simmons.

originals of all departments. And what he has in his department for four or five years are duplicated into third or fourth copies which may not be readable, but more important do not have on them the approvals for payments, and you cannot tell from looking at that copy whether the expense was ever authorized or not, and that was my point earlier.

MR. ROUSSEAU: Okay.

Well, look, I accept that, and there are gentlemen who are listening to my voice who obviously will check if they cannot give me an answer for that; and if that is indeed the case, we will check that out, because that does happen where a pencil is not pushed hard enough to put it down through her typewriter. That will certainly be checked out. If I do not have an answer, somebody will come to the door for it.

By the way, just to revert for a minute, ID cards have started to be issued. They are issued now to travelling civil servants, police, firemen, inspectors, welfare officers and so on and so forth, and it will probably be done on a much larger capacity.

Who calls tenders? We call tenders in almost all instances. The Highways call their highway tenders, but for equipment or for the purchasing, the request is made from the department to the Department of Public Works. The Government Purchasing Agency, which is the official Purchasing Agency of the government, the tenders are called over the head of the Government Purchasing Agency, but when the tender is received, it is returned to the department. For example, if my colleague, the hon. Minister of Transportation and Communications, orders a backhoe, the tender, when it is received, is given - and it is a public opening, by the way, at the time - it is given back to the department to ensure that their technical people will ensure that it will meet the specifications, And the lowest tender meeting the specifications must be given or else again it has to be tabled in the House of Assembly. We do the tendering for the capital projects in very many departments. For example, my colleague, the hon. Minister of Justice, who is able to pry millions and millions

Mr. Rousseau.

and millions and millions of dollars out of his colleagues this year for capital improvements to the justice system in the Province, all the tendering will be done through the Department of Public Works. Normally there is a liaison. My seatmate and colleague, the Minister of Education and I will probably be very actively involved in the Polytech and other ones, depending. So we normally do that although the money is not necessarily voted in our department.

MR. WHITE: Is there a policy?

MR. ROUSSEAU: It is voted.

MR. WHITE: Is there a definite policy?

MR. ROUSSEAU: In what?

MR. WHITE: Is there a definite policy in respect of the calling of tenders?

MR. ROUSSEAU: Yes!

MR. WHITE: I was sort of given the impression that maybe Tourism would call the tender for the chalet or maybe Public Works would call the tender -

MR. ROUSSEAU: No, no!

MR. WHITE: - but nobody seems to know.

MR. ROUSSEAU: No, the Minister of Tourism and I have discussed that. Any tender that goes out from the Department of Public Works goes out over the Department of Works' head. So it will be done through the Department of Public Works.

AN HON. MEMBER: Water and sewerage?

MR. ROUSSEAU: Not water and sewerage systems, that is the minister's. Water and sewerage systems or highways and so on, but capital projects in the other departments - normally highways - but we do the purchasing for Highways and the purchasing for Municipal Affairs. The contracts are called by these departments themselves, a service department. And for all the other departments the capital projects, for departments that do not have the staff, we will

MR. ROUSSEAU: do the capital work, call the tender and supervise the job and so on and so forth. You know, as long as the hon. members understand I am trying to give the answers to the questions they ask and I am getting behind every time. I am trying to be -

MR. LUSH: Since the hon. member mentioned tendering, are there different methods for calling public tenders, you know. For example, what is a public tender, does a minister consider a public tender - the only source of a public tender is published through the papers, this sort of thing, or are there other public tenders?

MR. ROUSSEAU: Mr. Chairman, for the edification and information of the hon. member I happen to have a booklet. I hope, like the last one when I gave the only copy I had of the rental accommodations and everything else. I will table this. As a matter of fact it is available to anybody. It gives the whole -

AN HON. MEMBER: Yes. Yes. And it gives the whole - Do you want a copy?

MR. LUSH: Tenders not public.

MR. ROUSSEAU: No, tenders are public. You know, the hon. member must remember that the hon. Minister of Public Works is the gentleman who is responsible for all the tendering in the government in the sense that if any department of government or his own department gives any but the low tender - I am sorry, the lowest tender meeting the specifications, I have to table it on the House of Assembly table within fifteen days after the House opens or fifteen days if the House is open. But the tendering is done openly and publicly, you know, at all times. Now there may be instances where, for example, at the Health Sciences Complex where highly technical user equipment is needed that maybe two or three companies only might make them. Well instead of wasting the money to put an ad across a number of papers these two or three companies would be invited to submit their tender proposals by private letter. And anybody, by the way, can get a copy of any tender by, I think, sending in fifty cents or so, just to make sure it is not a jovial action, and can have the copy; and anybody who wants to

MR. ROUSSEAU: write in and, you know, they want to get to be illegible to be invited to tender they may do so too. All they have to do is write the Government Purchasing Agency.

MR. LUSH: But there are instances where tenders are not published in the papers. There are instances where that happens.

MR. ROUSSEAU: Unless I stand to be corrected, unless I see somebody coming pulling their hair out of the back room there, not to my knowledge, not to my knowledge.

MR. SIMMONS: How much is spent?

MR. J. WINSOR: There is no charge.

MR. ROUSSEAU: Oh there is no charge. There is no charge to get - you know, if you bid on something and you do not get it there is no charge to write in and get the other tenders. But to my knowledge, no that is not so.

The hon. member for Lewisporte (Mr. White), I have two minutes left, brought up the question of his office facilities in Lewisporte and from what he says about the Social Services Office, there appears to be a problem. The Magistrates Office, the hon. member will have to - you know, the Department of Public Works procures space when it is requested by the department. We do not go out and hire something and then say, "Who wants it?" So, you know, if the Minister of Justice can be convinced that you want a court room or a court house there then that is it. We will do it when we are asked by a department. But I can assure the hon. member for Lewisporte (Mr. White), the gentlemen who are in the back room now and are taking notes of what I am saying, that by the end of next week, maybe before, but by the end of next week somebody from Public Works will be at the Social Services Office in Lewisporte. So I hope my friends in the back there are taking that note.

I guess that is - how much time do I have now?

MR. CHAIRMAN: Four minutes.

MR. ROUSSEAU: How many?

MR. CHAIRMAN: Four minutes.

MR. ROUSSEAU: Oh four minutes, okay.



MR. ROUSSEAU: No, no, just for mine.

I think the major point left open now is why the same companies, you know. There are a number of companies as I indicated, I gave the list. Now it is a fact of life that certain companies of course are larger and can do better work or have the manpower or the materials to be called. You know, as I suggested in the statement I made in the House of Assembly and as tabled in this House of Assembly, that we will call people and if people do not respond we do not call them again. But if a boiler blows, which recently did, at three o'clock in the morning you cannot start looking around -

MR. WHITE: Not a million dollars worth of boilers though.

MR. ROUSSEAU: I am talking about individual instances, you know, an individual instance is that you just cannot look around and if a person has the - the larger companies have the manpower and have the materials in storage and when they do good work obviously they are

MR. ROUSSEAU: going to be called back . If a guy does not do good work he is not going to be called back nor is the company.

MR. WHITE: Before the minister finishes, I just want to bring something to his attention. Could he find out - and I do not expect the minister to make this public - could he find out about pass keys, who has pass keys in the building? Pass keys, keys for all the offices.

MR. ROUSSEAU: Oh, my God! I, you know -

MR. WHITE: An interesting exercise.

MR. ROUSSEAU: I know that the Cabinet ministers have them and I would assume officials of the Department of Public Works - Gordon Perfect, the building maintenance supervisor, and other senior officials in the Department of Public Works. I never see Deputy Ministers come in the front door; the back door is normally open and that is where people come in. There is no way that if I asked Freeman Windsor, "Have you got a pass key?" and you got one you are not going to tell me, so that is a little more than I am afraid I can handle. I might be able to get an indication from the officials how many are out. If we felt it was a problem or if there was a problem associated with it I would have no hesitation at all in changing the locks, because the cost would be small because not that many people should have the keys anyway.

So I have no indication of that, again it is the first time that it has been brought to my attention.

MR. CHAIRMAN: Time has expired.

MR. ROUSSEAU: I figured that.

MR. CHAIRMAN: Hon. member for St. John's South.

DR. COLLINS: Mr. Chairman, if I may I would like to revert to this question of the differential in the contracts in the public area, the differential between the Newfoundland firms and the non-Newfoundland firms particularly in matters of, say, engineering and construction and so on. Now I know this has been talked about

DR. COLLINS: extensively already in committee but I do not apologize for bringing it up again because there are a few points I want to ask the minister in this area and I think it is an extremely important area. I must say I have always been very concerned when I have seen major contracts given out to mainland firms when we seem to have the capability of doing that work here and especially where unemployment is such a big issue here. And I just wonder if the minister would just go into it a little bit further.

The way I understand it is this, that if a mainland firm and a Newfoundland firm would bid on, say, a construction job in the public area, the Newfoundland firm may well get the contract if they are no more than ten per cent above the mainland bid. I believe that is essentially what the minister said. Now presumably that ten per cent is suppose to compensate in some way for the Newfoundland firm's difficulty in achieving the same result, But I would wonder if that would be so? I think there are several factors working against the Newfoundland firm, firstly SSA; many of the non-Newfoundland firms pay lower SSA than we do. I think our SSA is the highest in the country, 10 per cent, whereas some other provinces on which non-Newfoundland firms may pay SSA may be down as low as 5 per cent, so there is that differential. Secondly, transportation costs in terms of materials and so on, this works much greater hardships against a Newfoundland firm than the mainland firm. Not in all things in a particular contract but certainly in some of them. Thirdly, the productivity aspect, now this differential is suppose to compensate. I think we have to recognize that Newfoundland productivity is lower than on the mainland generally and so that is another element in the need to differentiate. And finally - there probably are other things, but the final one I can think of anyway is size.

DR. COLLINS: Newfoundland firms generally speaking would be smaller than the mainland firm and would therefore be able to achieve fewer economies in terms of size.

So I would wonder whether ten per cent really even touches the issue and I would like the minister to comment on whether we should not take a different approach, that is that we should not give any contract to a non-Newfoundland firm unless it can be proven with almost no shadow of a doubt that it would be distinctly harmful. And in considering that point I think we should take into consideration the fact that the multiplier effect, which is sort of scoffed at and has been beaten to death in this House and this committee already, but nevertheless the multiplier effect is a true aspect of employment. For every Newfoundlander, every Newfoundland firm

Dr. Collins.

that works here, two or three or four or five people benefit directly, and there probably are indirect benefits too. So if the minister would just comment on that. Another point possibly he might like to comment on, too, is in the area of public buildings, and I suppose almost naturally I think of hospitals. Would he comment on whether we are building too elaborate public buildings? I think if we look at say a Victorian building now we would say, These people must be crazy to spend all their money on these canapes and cornices and arches and columns and all that sort of thing. And I wonder if people will not look back on our public buildings, say twenty-five or fifty years from now and say, These people must have been very wasteful in the way they did things in building these large foyers and so on and so forth. Now these are not I do not think fanciful comments. Again thinking in the hospital area, I think that our Health Sciences Complex is outlandishly lavish for a Province of a half million people, 600,000.

SOME HON. MEMBERS: Hear, hear!

DR. COLLINS: Now this is not partisan. I think these are facts. I think the Carbonear Hospital is incredibly over-designed, over-constructed. It is quite out of keeping with what should be done. I had some experience in Britain in earlier years, and they used to build - I have just forgotten what they called them now - but they were temporary buildings after the war, or during the war actually, for hospital services. These were basic - perhaps the hon. member for Exploits (Dr. Twomey) or the hon. member for Eagle River (Mr. Strachan) may remember what they were called - anyway they were very basically built. They did the work perfectly adequately. Major surgery was carried out in them, long-term care and so on and so forth. But these were very minimally built. They were essentially a number of corridors with one or at most two storey extensions off these corridors, and they had a central service area. And I would suppose the construction costs would perhaps work out at something like twenty-five dollars to thirty dollars, the equivalent of twenty-five dollars to thirty dollars a square foot as

Dr. Collins.

opposed to what we are paying now, perhaps \$200 to \$250 a square foot, and I would think that that is probably a conservative cost. So could we not look at the way we build public buildings and get down to basics remembering that Newfoundland is a mouse and it should not wear the trappings of an elephant.

SOME HON. MEMBERS: Hear, hear!

MR. CHAIRMAN: The hon. member for Eagle River.

MR. STRACHAN: Mr. Chairman, continuing on in the field of public buildings, I wonder if the minister - and I know this gets possibly out of his realm as the Minister of Public Works but maybe as the member for the district and so on - I wonder - you have a government building in Labrador West and according to many of the reports - I will not quote Pete Cochrane's description of it - but according to many reports that building is not utilized whatsoever or not utilized to the extent that it should be utilized. And I could give some very gross examples of what I have been told, that for days and days you can go there and there is nobody in the building or just one person, and there are offices marked and so on, but the doors are always locked and so on, and yet this building cost a fair sum of money. It is supposed to be the presence of government in the West, for instance, Labrador West and yet that building is under-utilized, extremely under-utilized. And it seems to me amazing that when we are concerned about the relationship in the Province between the two sections of the Province that here we have a building which is under-utilized and which could be the focal point and could be the point to remove this political isolation. And possibly this is outside the realm of the minister's discussion, because possibly he is only supposed as minister to be responsible for the building of it and the maintenance of it and what goes on with the various departments who use it are the departments' reasons and they have got to justify it. But surely the expenditure of that kind of money for this kind of thing, I would like to get some kind of an

Mr. Strachan.

explanation and if not as the minister then certainly as the member for the ~~area~~. And the same kind of thing - because we seem to have a complicated arrangement in Labrador. On the coast, for instance, we have buildings on the Labrador Coast, and especially the Northern part of the coast where I live, and along the Northern part, there are public buildings maintained,

Mr. Strachan:

I would imagine, outside of the Department of Public Works; they are maintained by Labrador Services Division, and yet they are government buildings. They represent the government of this Province. And I am sure the minister many times in the past, and other people travelling there, must be totally and absolutely ashamed of these buildings. The building at Nain is rather a new one, it is a new store. But if you go into some of these buildings the doors are off the hinges, the steps are broken down and dirty, you can go in and everything is all over the place. There is a real dreadful mess in these buildings. And yet this is, to the people there, it represents government. These buildings represent government. And these buildings often store food, and I have seen the most terrible conditions of food being stored in these public buildings, in these government buildings, doors opened, food piled on top of each other inside these buildings, nothing maintained. It may break down and not be checked and so on, and this may be through the Labrador Services Division. It is still - I do not know the relationship here, but it is still to me a public building and it is a building of government. And I am sure if I could take many of the members there opposite, and take them to the Coastal communities, the Northern Coastal communities, and show them some of these buildings and they would be ashamed to say they were government when they see the state of some of these buildings.

And I feel strongly about it, because it really is annoying in many of these communities that the only presence of government are these buildings, and they are not being maintained properly. They are not kept. They are dirty, filthy, terrible establishments. Many times there are naked light bulbs hanging over, various nails and so on up in the end, and this is a government building, and this represents our feelings of a government. And I am sure the minister in the past, if he has been in the past into some of these buildings must have just wondered exactly how these buildings can be maintained.



Mr. Strachan:

To me it is shocking! Somewhere along the line the responsibility should be taken by Labrador Services fully, and I know that they under their budget do not have the staff or the ability to maintain some of these buildings, and I do not know the relationship between them and the Department of Public Works, so I would certainly like for the minister to explain this whether he has any jurisdiction over these buildings, and over the security of these buildings. I did not mention it earlier on, but we work on the basis of inefficiency on the Labrador Coast and I would be the last to say that we either change it totally to be very efficient or allow it to be as badly inefficient as it is, because as it is the people who live there rip off the system. And I can guarantee them - and I feed my dogs T-Bone steaks, I have a dog team and I feed them T-Bone steaks in the Spring of the year because the government buildings have broken down, the freezers are broken down, the place is a mess, the food stuffs are a mess, all the food is brought out in November by the time May comes around it is dreadful, nobody can eat them, they are green, I pick them up, and I get them for nothing, and I feed my dogs, I must say they are the best fed dogs in this Province on government food, kept in a government building. But I do not know the relationship between the Labrador Services Division and the minister's department. So I would like the minister possibly if he could discuss that.

The other point I would like to make is a point raised by the member for Lewisporte (Mr. White), again under Public Works and Services this probably comes, the idea of a constituency office. I certainly do not have bad feelings about the member for Naskaupi (Mr. Goudie) for instance, who has an office, it is possibly the Premier's office, whatever way you want to call it, it is a constituency office. Other members have constituency offices; they are called Premier's office, but regardless how you want to cloak it, it is a constituency office, it has a secretary. I do not have an office. I maintain an office. I

Mr. Strachan:

pay for the office out of my own money. I pay my wife; I pay her because she believes in my paying her, and I pay here out of my own pocket for her secretarial services during the Summer and when I am gone from here, because it is impossible to live in a district and have your correspondence done in here. You cannot send it from Nain, for instance, into here, and have it typed up and sent back to you for signing and get it out on time, so my wife does all of my work for me. And I think it is ridiculous -

AN HON. MEMBER: The minimum wage?

MR. STRACHAN: No, my wife does not want the minimum wage, I can tell you that. There is no way about it, you know, and I agree totally that if she works I am going to have to pay her. But the fact is that these constituency offices are the only way we can represent totally and absolutely our position as a member of Government, a member of the Legislature. And people have a very bad idea, a very poor attitude towards us because, number one, we are bumming around, we are writing out of a brief case, we are travelling around and bumming lifts and so on. I know it has nothing to do with the minister's department, but last year for instance my total debt last year was \$6,809 which I paid out of my own pocket to do my duty serving here in the Legislature, \$6,809. And I have got to go and bum lifts from civil servants, not high grade civil servants but normal civil servants doing their duty, who can charter planes, who can charter helicopters, who can move around and I have got to go and ask them if they have got any room; if they have room they will take me, if they have no room they will not take me. And I cannot afford to charter any planes. I chartered once and it cost me \$3,500 \$3,500 for nine days travelling through my district. But to get back to the thing, I think if we are going to represent government and represent legislature and represent what we are, and if people are going to have any respect for us at all - because I can tell you they have no respect for us. They have very little respect for myself. The only respect I have is the respect I have got to keep fighting for all the time as a personal individual because I have no official office, I have no secretary, I pay my own telephone, although I use my credit card for my calls the telephone is mine.

MR. ROUSSEAU: One step forward and two steps backwards.

MR. STRACHAN: Oh, it is impossible! I have never been in a job in which I have been held in such disrespect because I do not have anything which identifies me as having any position in this Province whatsoever. And I have got no argument with what the member for Naskaupi (Mr. Goudie) has or other members have and so on, wonderful! But I think the system should be equalized for all of us, because what you are doing is casting aspersions, casting bad feelings, casting attitudes over on this side of the House and creating - and we are all the same, essentially we are all legislators, essentially we are all part of the same kit and caboodle whatever way we are regarded, and I think it is wrong, totally wrong for political reasons to apply the principle to one and not apply the principle equally to other people. And I feel absolutely frustrated in this kind of thing because I think that our first job is to our district, our first responsibility is to these people and unless we can have an efficient system of doing it - My wife, for instance, takes my calls all the time, ten or eleven in the night, two in the morning, any calls she takes and she relates them, passes them on to me. I think it is ridiculous that we have got to get to this level where people cannot contact us on normal hours and cannot get hold of us because we have got a system in which some are favoured and others are not because some are in and some are out. And I think that should be equalized totally so we do have these constituency offices, we do have something which is meaningful.

In my district it is very difficult, because where do you have your constituency office? It is very easy in the district of the minister or the member of Naskaupi (Mr. Goudie) because there are central focal points, Happy Valley - Goose Bay, or Wabush, and in mine I have got almost 700 miles of district and it is extremely difficult to try and light anything.

I notice, for instance, the member for LaPoile (Mr. Neary) on television talking about having twice yearly meetings of the Labrador MHA's to relate to our districts and he states that this should be brought in and we should be relating to them what is going on in their Legislature

MR. STRACHAN: and so on. That is wonderful! Great ideas! I agree with it totally. Where do you get the money? How do you get people in? I have gone to two meetings now and we have not had a representative from Eagle River in, two meetings, because people are stopped by weather or cannot travel in and so on. These are wonderful ideas to represent. But I think we need constituency offices. It is a first, basic thing you need is a secretary, a telephone, a desk and an office to give you some respect and unless we have these then I think that we are going to cast aspersions on you as well as us. And I think that that has to be somehow or other taken care of, I think it should be done quickly and I would like to see it come this year instead of carrying on, limping on in the old idea that MHA's are part-timers, that MHA's are people who only do a job when the House of Assembly is open and they are gone all the rest of the year, because that is not so. We do a great deal of work. It is a hard job and I think we are going to build ourselves up in a position of respect. Otherwise if we continue the way we are we might as well all, like I, myself, we may as well all get the hell out of it and say just leave it to the dogs because that is how we feel many times.

MR. CHAIRMAN: The hon. Minister of Public Works.

MR. ROUSSEAU: First of all I would like to apologize to the hon. member for Lewisporte, He mentioned a constituency office and I did not respond - so many notes when you are trying to answer here.

Mr. Rousseau:

The hon. member for Eagle River (Mr. Strachan), my colleague here nods approval, and I would assume that members of the House of Assembly every member would agree with the necessity of a constituency office. It does not exactly fall in the realm of Public Works and Services, I think it is a decision that government would have to take, but I think in fairness that we progressed somewhat in the past few years. I think differentials have been recognized, as the hon. member for Eagle River and the rest of us who live further away from St. John's understand.

AN HON. MEMBER: Differentials?

MR. ROUSSEAU: You know, differentials in the fact that we have - there are different costs involved in servicing districts that are further away than it is here in St. John's.

MR. H. COLLINS: We progressed more in the past two years than ever before.

MR. ROUSSEAU: You know, that there is a different cost between the hon. member's district, for example, and my colleague from Maskaupi (Mr. Goudie) and mine, and probably the Straits -

MR. STRACHAN: It still does not equalize the cost of it.

MR. ROUSSEAU: No. Oh, no. No. But I mean the concept of a differential has been acknowledged. There are more logical steps and the final - maybe the final logical step would be the constituency office. And as the hon. member for Lewisporte (Mr. White) was saying, you know, besides that there are people who do not like to go into your house when you are cooking. It is a very difficult thing. And I know I maintain my home in Wabush, and people are coming and going, and you got one in the kitchen, and one in the living room, and one in the dining room, and trying to carry on meetings, and people are not too happy when they are meeting in one room and somebody is waiting for a meeting out in the other room, because say three thirty or, you know, twenty to four, or twenty after three or whenever they are around because it is that sort of an informal life. I can only say as an MHA I have no compunction whatsoever in saying that we should have constituency

MR. ROUSSEAU:

offices, none whatsoever. And I would hope that it would be something that would come about.

By the way, I have five master keys, five masters, and I have the names here who have them. There are some sub masters I do not have those. The ministers only have keys to the front door actually, and a key to the private elevator. But there are only five master keys for the building. There will be six, I guess, because my new deputy minister just told me he did not have one.

MR. WHITE: If the minister will permit. I do not want to ask the minister the names of the people who have pass keys to the building, but I would appreciate the courtesy of sitting down with the minister privately and finding out, and letting him have information that I have.

MR. ROUSSEAU: I have no - I can tell the hon. member that the people who have them are the senior officials of the Department of Public Works only, The deputy minister does not have one, I just found out, but I presume he will have one very soon. The ADMs, and the Director and the Assistant Director and the building maintenance supervisor of maintenance, so these are the only people who have master keys to our knowledge.

MR. WHITE: What about cleaners and people like that?

MR. ROUSSEAU: I think the cleaners are isolated. They may have some masters because they work on certain floors, you know. So anyway that is the list. And if the hon. member wants to get together, if he has something in particular in mind I will be certainly more than pleased to hear about it.

By the way, on the local preferences, I might point out there has been a committee of Cabinet appointed, and the hon. my colleague, the Minister of Industrial Development, has been carrying this through as well as other departments and other ministers involved. There is the whole question of local preferences now being looked at by government. There is no question the 10 per cent preference is

Mr. Rousseau:

a difficult thing. As I said, it is for goods wholly or mainly manufactured in the Province. You have a problem when you have one man down here selling for a mainland company; Is that goods wholly or mainly produced in the Province? I think generally speaking there is sympathy for those companies who employ people regardless of where it comes from originally, where the product that they are selling or the service they are providing comes from, as long as there are people employed in it. There is, as I said, a 10 per cent preference for goods wholly or mainly manufactured here. You know, I gave the 10 per cent preference in a ministerial statement here but it took a year and a half for people to get me tied out on that one, but there is a situation that now has occurred where we are looking at it again. There is a situation whereby the 10 per cent could be greater than 10 per cent at the discretion of the Cabinet in the given set of circumstances I suggested. But the whole thing is now being reviewed by a Cabinet committee.

The question of the public building in Wabush that the hon. member for Eagle River brought up is certainly a question. It is unstaffed, but we have been working on it. I think there has been some progress made but not nearly enough. There are many individual offices that we need up there. But in his master plan for services in Labrador, I would certainly hope that, and I know he will, that the minister of Industrial Development who is responsible - the Minister of Rural Development responsible for the Labrador Services Division, will provide services



MR. ROUSSEAU: for Labrador West as well as Eastern Labrador and the Labrador region, so I would hope that in the staffing policies in Labrador that Labrador West will not be forgotten.

The last point that I think that I have here, the question of building, the elaborateness of buildings. The average price by the way, per square foot in the Province, and I can be corrected on this, the average price is about \$55 to \$60 a square foot to construct buildings now and that would depend of course whether it is outside of St. John's -

MR. WHITE: I was talking about rental rates as well.

MR. ROUSSEAU: Well I tabled all, whatever it was. Normally the average I would think, and I am guessing here, they go from as low as \$2 or \$3 to \$7, \$8, \$9, \$10 maybe depending on the location, but I think the average rental rate would now be in the area of \$5, \$6, somewhere in that area. But you know of course the demands here in the urban areas are much more difficult in terms of cost and they would be in the isolated areas. The worst per cost is the Health Sciences Complex with \$80 a square foot. So that gives you an indication, relatively speaking.

But we certainly are maybe tending towards too elaborate buildings and providing elephants where mice would suffice. But the question I think government is attempting to cope with now, because the court house that was announced recently by my colleague, the Minister of Justice, for Grand Banks is a court house that is done with a set of plans that hopefully will apply to the court house that my hon. friend from Lewisporte hopes to get in the future or any other court house in the Province, we are trying to do a basic set of plans. In doing the planning that we were doing for certain hospitals we have tried again to do the same basic planning. Not that we want to have a Province where every building is the same in every part of the Province, but certainly it cuts down on the planning costs and it will attempt to try and cope with the real problem we have in respect to the amount of dollars available, in respect to having buildings that we can cope with and that we can service at less

MR. ROUSSEAU: cost than we would have to service if they were too elaborate a building.

Well, Mr. Chairman, it is ten to eleven, I presume somebody may have something else to say. You know, I have got notes all over the place, if there are any questions left that I have not answered - to the best of my knowledge I have. Do I have one I did not answer from you? Go ahead. If I have not, go ahead, and I will try and answer the rest of them, if any other members have any questions.

MR. GOUDIE: Mr. Chairman, I just wanted to - considering the vast amount of real estate which exists in the Goose Bay portion of Happy Valley - Goose Bay, I am just wondering if there is any particular plans put forth by the provincial government because obviously the federal government is closely related here with it having been passed, I believe, from the American Government to the Canadian Government and some consequently to the Provincial Government. But would the minister have any idea how much real estate this Province owns in the Goose Bay portion to date? I am thinking particularly of the hangars on what is referred to as the American side of the base - the south side of the base. There are vast hangar space up there and vast warehousing space and I know there are at least two concerns which have already made requests for space there; the Ryer Van Beke operations, I understand, have made approaches and another firm, I have forgotten the name at the moment, But I am wondering if the Department of Public Works has formulated any kind of policy or any type of priority list, not in terms of companies who would receive property but perhaps the use to which buildings on that portion of the Goose Air Base are located.

And one other thing I mentioned under the heading of Crown lands in the Forestry and Agriculture estimates, I believe the minister's department is directly concerned here, Public Works, and that is the charging of rent, if you will, per month for property in the Hamilton Heights area, Goose Bay. I am not sure of the exact figure but it seems like it is in the vicinity of \$30 a month

MR. GOUDIE: that some people have to pay rent to the provincial government for their property which works out to what - \$360 a year just for the rent of the land alone. Would the minister be familiar with that and if he is perhaps give us some indication of whether or not that is going to continue or if there may be some way

MR. GOUDIE: that may be resolved shortly. It seems unfair that a small handful of people would have to pay rent for land when other people can get outright grants for it. These are some of the concerns.

MR. ROUSSEAU: I do not have that information, Mr. Chairman, right now. I will have it tomorrow morning; the boys will look for it. I am just looking here - and this is not prompted, by the way - I said there was \$333,000 for the Paddon Hospital; there is also \$125,000 in here for the installation of a heating plant for building 86 at Goose Bay; there is also \$91,000 to correct a mechanical difficulty or to complete that. So the hon. member has \$550,000 worth of maintenance being done up there from Public Works which is not a department that normally has that much involvement really outside of the public buildings across the Province. But that building 86, the heating plant has to go in there and that is in addition to the public building at the Paddon and the \$333,000 is in addition - the \$91,000 to complete the other work. As the hon. member asked, the boys in the department will check that out and I will have that information for the member in the morning.

I know that the buildings we have they have all been put on public tender - all the buildings at Goose Bay and in all instances to my recollection have been given to the highest tender in this instance because it was bidding of buildings, and the many people in the Happy Valley-Goose Bay area of course and other areas have a bid on these buildings and bid reasonable prices because where the prices were not reasonable we did not accept any tender bid but it certainly provided an ability of them to secure building space and hopefully provide a better accommodations for them. But in respect to - oh, plus \$1.75 million for the DREE students' hostel of course in Happy Valley that is going ahead, I presume. The hon. member and the hon members

MR. ROUSSEAU: will have enough going on in Labrador East I hope to provide some employment at least this Summer period. But I will have that information tomorrow morning and give it to the hon member.

MR. CHAIRMAN: The hon. member for Lewisporte.

MR. WHITE: Mr. Chairman, I just want to make a couple of more points with respect to this because we are getting some information tonight, Mr. Chairman, and this is what we want. There have been a lot of things bugging us. This is almost a kind of bread and butter kind of department that we are talking about.

The minister mentioned a moment ago, Mr. Chairman, that rental space throughout the Province ranges from \$2.00 per square foot up to in some cases \$10 per square foot and I am sure the minister knows as well as I do that there are government offices and government buildings scattered throughout the city and scattered throughout the Province. And I am wondering if we could not get a list of all the government offices -

MR. ROUSSEAU: To table it and the rentals.

MR. WHITE: You tabled it, I see, and the rentals paid in each instance.

MR. ROUSSEAU: I just tabled now - and I only have one copy; I think maybe the clerk of the House can get some tomorrow morning of all the departments of government and the crown agencies, where they are, how many square feet, what the price is, who it is leased from and I think the date of expiry of the lease may or may not be on it, I do not know.

AN HON. MEMBER: Did you point out if they were Liberals or Conservatives?

MR. ROUSSEAU: No. All the pertinent information in respect to the leasing of space has been tabled.

MR. WHITE: Yes, Mr. Chairman, that is just fine. Somebody said that I had a copy but I have the -

MR. ROUSSEAU: No, I had one and I gave it to the Clerk.

MR. WHITE: draft of the project proposals. That is the copy that I have. But I would be interested in having a copy because I would like to find out for my own information, and I am sure other members would as well, you know, how many buildings are rented throughout the Province. I would like to know how many are rented in Lewisporte, for example, because I do not know now, and how much is paid for each.

But I would like to get back to this point, Mr. Chairman, that I mentioned earlier because I ran out of time before I finished the comments that I was making, and we do not want to start going down through the estimates yet because tomorrow there may be a few other members who are not in the House tonight who have some things to say and they may be restricted because we are still on the minister's salary and that is where we want to keep it at least until tomorrow morning.

We respect to offices for MHA's, Mr. Chairman, I was trying to make the point earlier that the bite, if you will, the inconvenience, if you will, and the unsatisfactory conditions that some members have to go through are not felt by members opposite as much as they are felt by members here on this side because there are more of us and more of us from outside St. John's. And for that reason, Mr. Chairman, I would like for the members opposite to give this some serious consideration and to see, Mr. Chairman, if we cannot get a decision on this relatively soon. And I say this both from a personal standpoint and also from the standpoint of gentlemen here who are pretty frustrated with what they have to do, particularly, Mr. Chairman, when you see ordinary

Mr. White:

members as we are all ordinary members, MHAs elected, by that I mean differentiating between ministers and MHAs who have access to office space. And I can go right through, Mr. Chairman, this House and I can name just about every member on the other side, and in one way or other just about everybody on the other side has access to office space for their constituents, For instance, the eleven members opposite who reside in St. John's have adequate space here in this building for constituency visits and so on.

AN HON. MEMBER:            **Big deal!**

MR. WHITE:            That is eleven right off the bat. And if I represented a constituency in St. John's, I would not be complaining about a constituency office, but I am complaining about a constituency office, Mr. Chairman, because it is very, very important.

The member for the Bay of Islands, (Mr. Woodrow), for instance, he is just a backbencher as I am, but the member for the Bay of Islands has access to a government office on the West Coast of the Province. And you phone up there, as members here have done as an experiment, and you ask for the member for the Bay of Islands and you are put through to the member for the Bay of Islands. There are other members here that I could name as well, Mr. Chairman, who have access to office space. I was in, for instance, and I know that the member for Naskaupi (Mr. Goudie) is an assistant to the Premier, but I was in his office in Labrador with a couple of secretaries, and it is a nice little office. I am not looking for anything as elaborate as that, Mr. Chairman. And I just wanted to emphasize that point. I am not going to, but a minute ago I jotted down the names of a lot of districts here, and I have a whole list of them, where there are office space for members but not office space for members over here on this side of the House.

SOME HON. MEMBERS:    **Hear, hear!**

MR. WHITE: And we are in our districts, Mr. Chairman, we are in our districts for, you know, 75 per cent or 80 per cent of the time.

MR. A. MURPHY: If the hon. member would permit, if he would not mind. It is hardly a fair statement to make because of the fact that once these members were elected in the districts the office did not follow them, but they were elected in districts where the offices were. Would that be a fair statement or not?

MR. WHITE: Mr. Chairman -

AN HON. MEMBER: Let us hear it.

MR. WHITE: Mr. Chairman, I did not want to mention this but I will tell the -

SOME HON. MEMBERS: Oh, oh!

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

MR. WHITE: I will tell the hon. member -

MR. N. WINDSOR: Do not forget the Premier's office now.

MR. WHITE: I will tell - there are two offices in Grand Falls, Mr. Chairman, and the member for Mount Pearl (Mr. N. Windsor) knows very well that the Premier has an office in Grand Falls, where Mrs. Hornell is the secretary to the Premier in Grand Falls, and that the member for Grand Falls (Mr. Lundrigan), who is the minister, also has an office in Grand Falls with a secretary, and with an executive assistant stationed in Grand Falls. Now that is two offices that the constituency of Grand Falls has access to, and I would suggest that the residence of Grand Falls do not need to have an office where they can go and talk to their member as bad as the people in Lewisporte do, where you have a lot of rural communities and they all come to Lewisporte, they all live within twenty and thirty miles, they come to Lewisporte to see their doctor. They come to Lewisporte for everything, if I am there they can come and see me. And that is all we are asking for, you know.

SOME HON. MEMBERS: Oh, oh!

MR. STRACHAN: The office in Happy Valley was created - the last election the Premier's office was created. It is a constituency office. It may be called what you like. And I do not



MR. STRACHAN:

interfere about this, that I have anything against it; I think the member for Naskaupi (Mr. Goudie) needs it. It should be there. I do not think it should be a Premier's office, it should be a constituency office. But he needs it. And I welcome the fact that he has it. But people will say that he has an office, he has a secretary, he has everything available to him -

AN HON. MEMBER: He is half -

MR. STRACHAN: - and people like ourselves do not, and therefore people will compare one to the other.

MR. WHITE: That is right. Mr. Chairman -

SOME HON. MEMBERS: Oh, oh!

MR. WHITE: Mr. Chairman, I just wanted to make one point in contradiction to what the member for St. John's Centre (Mr. Murphy) said a moment ago. Previously the member for St. George's previously who was Mr. Dunphy, there was an office erected for him in his district by the government, furnished by the government, two offices, one on the inside for him, one on the outside for his secretary, paid for out of public funds, with carpet, desk, and so on

MR. MURPHY: In St. George's.

MR. WHITE: - in St. George's district, that has since the member has been defeated has been offered to the member for St. George's (Mrs. MacIsaac), the presenting sitting member for St. George's has been offered to her for her use, the only problem is that she has not been offered a secretary as the former member for St. George's, Mr. Dunphy, was.

MR. A. HICKMAN: Mr. Chairman, I want an office too.

SOME HON. MEMBERS: Oh, oh!

MR. HICKMAN: I hope. And I am going to get one, and I will tell you that I am not going to be pushed around any more, I have been using Council offices. Mr. Chairman, I move that the Committee rise, report progress and ask leave to -

AN HON. MEMBER: A pavilion.

MR. HICKMAN: --- a pavilion - sit again.

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

MR. SPEAKER: The hon. Chairman.

MR. CHAIRMAN: Mr. Speaker, the Committee of Supply have considered the matters to them referred, have made some progress and ask leave to sit again.

On motion, report received and adopted, Committee ordered to sit again on tomorrow.

MR. SPEAKER: It being eleven o'clock the House is adjourned until tomorrow Friday, May 27, at 10:00 A.M.