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(Hansard)

Speaker: Honourable P.J. McNicholas

Tuesday

5 July 1988

The House met at 2:00 p.m.

MR. SPEAKER (McNicholas):
Order, please!

Statements by Ministers

MR. BARRETT:
Mr. Speaker,

MR. SPEAKER:
The hon. the Minister of Development and Tourism.

MR. BARRETT:
Mr. Speaker, the provincial government and Memorial University have today embarked on a program which will have far reaching implications for the economic development of our Province.

I am pleased to announce to the House that government will provide \$500,000 to Memorial University over the next two years to fund a secretariat to oversee the implementation of the **Oceans 2000** project.

Oceans 2000 is a proposal based on three vital facts: First, future economic development will depend greatly on technological advancement, secondly, a new generation of dedicated scientists and engineers will have to be trained to undertake this technological development, and, thirdly, in Newfoundland, training and technological innovation should concentrate on the oceans and marine industries where we enjoy many natural advantages and have a positive head start in terms of national and international recognition.

Oceans 2000 recognizes these facts and proposes to translate them into action. The program

seeks to build the knowledge base that will lead to greater prosperity and job creation through the following proposed initiatives: - to establish a national centre for oceans studies, - to educate a new generation of highly qualified men and women from our Province, - to apply scientific and technological solutions to enhance the profitability of traditional marine industries including the fishery, oil and gas, communications and marine transportation, - to foster the growth of newer ocean-based industries and promote the development of new marine-related products and processes, - to increase the awareness of the commercial and industrial opportunities arising from the exploitation of Canada's oceans.

Mr. Speaker, the **Oceans 2000** concept illustrates how Atlantic Canada, and Newfoundland in particular, can sponsor a drive towards economic prosperity into the next Century through knowledge, the application of expertise, and exploitation of our ocean resources.

In my personal view, **Oceans 2000** is one of the most significant and important projects ever undertaken cooperatively by government and the university in this Province. It is an ambitious undertaking of Memorial designed to focus attention on the economic potential of our ocean environment. This project will not only enhance the capability and international reputation of Memorial University, but at its essence it will enhance economic development in Newfoundland and Labrador.

And, **Oceans 2000** will become an

integral component of the strategy to establish this Province as a 'Centre of Excellence' in marine-related research and development.

Oceans 2000 proposes the investment of approximately \$850 million in government and private sector funding over the next ten years in a concerted effort to position this Province, this region and this country as a world leader in ocean studies and enterprise.

Over the next ten years, several hundreds of millions of dollars in additional funding will also be levered from the private sector for investment in the numerous commercial opportunities that ultimately will evolve from research and development initiatives fostered under **Oceans 2000**.

The potential economic spinoffs from this initiative are substantial. This estimated expenditure in the next decade of well over a billion dollars in public and private money will bring employment for scientists, for engineers and a host of others engaged in perfecting, manufacturing and marketing those products and concepts which will grow from the pure research supported under this program.

The success of **Oceans 2000** will greatly enhance the scientific capability of Memorial University, but the project goes well beyond the borders of the university and, in fact, the Province. In effect, the **Oceans 2000** proposal is a Canadian initiative, centered in Newfoundland, with far reaching implications for the training of future Canadian scientists, and the provision of scientific

support staff that will be required by the private sector well into the next Century.

With the provision of this funding for the secretariat the provincial government is, in effect, starting the ten year process outlined under the **Oceans 2000** proposal and confirming our long-term commitment to research and development, and the creation of new commercial opportunities based on technological developments for marine industries.

Government recognizes **Oceans 2000** as a bold, new strategy for economic development, and we are delighted to be able to participate on the ground floor with this initial funding for the secretariat.

The provincial Cabinet Committee on Research and Development has been fully briefed on the nature and purpose of this project, and we are excited about the potential it represents for the Province. And, government will continue to work cooperatively with officials at Memorial University to aggressively pursue the **Oceans 2000** project.

SOME HON. MEMBERS:

Hear, hear!

MR. BAKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Gander.

MR. BAKER:

Thank you, Mr. Speaker.

We are pleased to see that the government has announced a half million dollars, over the next two years, for this venture with Memorial to fund a secretariat to

oversee the implementation of this project.

It is amazing, though, to see how, just before an election, this government trots out the obvious and proposes it as brand new ideas, and I refer, Mr. Speaker, to the fact that we need technological advancement. Amazing! The minister is finally realizing that.

'A new generation of dedicated scientists and engineers will have to be trained to undertake this technological development.' What an amazing conclusion.

And, 'In Newfoundland we should concentrate on ocean and marine industries where we enjoy many natural advantages and have a head start in terms of national and international recognition.' Another amazing fact that the minister has come up with.

In his statement, the minister has turned a half million dollar investment over two years into more than a billion. He has \$850 million government money. He has not indicated where this is coming from, or what kind of commitment there is for this \$850 million, plus hundreds of other millions of dollars from the private sector, bringing the total over the next ten years to well over a billion dollars that is going to be spent. I say to the minister, I hope this happens.

I am kind of suspicious that just before an election this kind of thing is trotted out. I remind the minister that he has had an offshore development fund sitting there for three years now. In the first year he was struggling to find ways to spend money, and there was money left there, they

were behind in the spending. That was the time to initiate this. It is kind of late now. All these facts were obvious three years ago. It is kind of late to get at that now. I say to the minister I certainly hope that this does come to fruition. The university has grown by leaps and bounds, and should be recognized for excellence in a field all over the world, and certainly it is already in terms of ocean research.

I am glad to see that government is finally realizing that this is the direction in which we have to go. We need to develop technology in this Province, and we are ideally suited for ocean research. I hope that this is more than simply an announcement of \$500,000 that the government hopes is going to be carried in the press as an announcement of over \$1 billion. I hope that this is a little more, that the minister is being a little more straightforward than that.

In conclusion, Mr. Speaker, congratulations on providing the money to set up the secretariat to study this proposal, but I hope there is a lot more action to it than this \$500,000.

SOME HON. MEMBERS:
Hear, hear!

MR. FENWICK:
Mr. Speaker.

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

MR. FENWICK:
Thank you very much, Mr. Speaker.

Mr. Speaker, yesterday we had a debate here on the economic indicators of the Province, the Premier preparing a statement, and

replies from both the other official parties in the House. When we addressed our comments on it, the argument I put forward was we had to restructure our economy, we needed something different than just the resource based economy in order to even out the cyclical business problems that beset us year after year.

Mr. Speaker, I am pleased to see that this is the kind of initiative that starts addressing that in the long term. What one of our major problems has been is that the out-migration, documented by both the Leader of the Official Opposition (Mr. Wells) and Stats Canada and so on, is usually out-migration of the best people we have got, the university trained people.

MR. BARRETT:
That is not true.

MR. FENWICK:
Yes it is, to a large extent. We have people who graduate from our university, and graduates from our technical schools and so on.

MR. BARRETT:
That is incorrect. That is false.

MR. FENWICK:
This initiative, Mr. Speaker, may go a certain distance towards providing additional employment -

AN HON. MEMBER:
(Inaudible).

MR. FENWICK:
Are you finished?

This initiative may go a certain way towards providing the high technology kind of employment that we need for the graduates of our institutions. At the same time, Mr. Speaker, I should say that I

think there is a broader dimension to the kinds of things that can be done with centres like this at Memorial University. Not only should it be concentrating on an ocean's approach, a marine approach, but there are other resources within the Province that are underdeveloped as well.

These also, I think, should be addressed by the same kind of centres approach that is being earmarked here. If we eventually can produce the high quality trained people and keep them here, they eventually will provide the jobs, they will diversify our economy, they will give us the kind of future where our people can stay here instead of having to go elsewhere in the country in order to seek work.

On that basis, Mr. Speaker, it is an excellent initiative. Five hundred thousand dollars is just a promise at this point, but hopefully in the future it will accomplish the objectives that the minister has laid out for it.

MR. WARREN:
Mr. Speaker.

MR. SPEAKER:
The hon. the Minister of Northern Development.

MR. WARREN:
Mr. Speaker, on many occasions in this hon. House of Assembly, we pay tribute to individuals who have contributed to our Province of Newfoundland and Labrador.

It is with pride and enthusiasm that today I ask this hon. House to recognize the Innu and Inuit players of Hopedale and Davis Inlet who, during the past weekend, have demonstrated their distinct cultural talents in St.

John's, with their three one-act plays.

Mr. Speaker, what is so special is that those young performers reside in two isolated communities, in Hopedale and Davis Inlet, which are approximately forty miles from each other, and they had to travel by ski doo, and use the telephone, in order to practice their respective parts. Each play gives us an insight into the history and culture of the Innu and Inuit and in their final play, both groups combine to summarize their sometimes turbulent past and to express the present harmony which they now share with each other. It is appropriate that as Canada was celebrating its one hundred and twenty-first birthday that the aboriginal people of Labrador, through those young performers, were expressing the important role that they have played in Canada. These talented individuals expressed the importance of all of us to recognize that Canada is a country that we should be proud of and that every individual and/or group has an important role to play in this country of ours.

Mr. Speaker, it is clear from the example that these young people have set - they range from eleven to sixteen years of age - that it is not necessarily where you live, rather it is your will and ambition to succeed which will allow you to fulfil your duties. I would, therefore, like to congratulate these young performers and their directors, Mr. Bill Wheaton of Hopedale, and Mr. Lou Byrne of Davis Inlet.

SOME HON. MEMBERS:
Hear, hear!

MR. HISCOCK:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Eagle River.

MR. HISCOCK:
Thank you, Mr. Speaker.

With regard to the statement by the Minister responsible for Northern Development, we, on this side, are pleased to extend our congratulations to the two communities, and Mr. Bill Wheaton and Mr. Lou Byrne.

Also, Tim Boulos of Sheshatshit has done a lot to promote the native culture, by using their plays as a vehicle to keep their culture going.

We are not surprised on this side, in particular myself, at the talent that is on Coastal Labrador. And the integrated festival, the high school festival they have in Goose Bay each year, the majority of the coastal communities go in there and take part. So there is a lot of talent, Mr. Speaker, on the Coast of Labrador.

I am pleased to see the Innu and Inuit players from Hopedale and Davis Inlet do so well, and also the adult actors and actresses from Nain.

We, on this side, are a little bit upset, though, with regard to the Carol Players who were successful here in the Drama Festival - carried away all the awards - but cannot attend the national festival in Halifax because provincial and federal governments will not give them any funding, because no program has been allocated. I ask the Premier and his Minister of Culture, who happens to be in Europe now on holiday, I believe, that they take

a look at the idea of trying to find \$3000 funding for the Carol Players.

With regard to setting up programs, it is not good enough, Mr. Speaker, to just have our Innu and our Innuit come to St. John's and compete, and when they win on the provincial level and have a chance to go on to the national level, there is no funding for them, or for any other groups in this Province. I hope this government will address this issue, that once they win at the provincial level and then have to go on to the national level, then they will find extra funding. Thank you, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. SPEAKER:

Order, please!

MR. FENWICK:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Menihek.

MR. FENWICK:

Mr. Speaker, I am quite pleased to see the Minister of Northern Development (Mr. Warren) bring forward this statement. The Minister of Northern Development and I both had the distinct pleasure of being able to see the three performances, and I can assure members of the House that if they missed it they missed quite an accomplishment.

I have also had the privilege, in the past, of seeing the high school drama festivals, the one that was held in Clarenville about fifteen months ago, and it is nice to see the development that this particular acting troop is making,

now sort of a combined one. I think what the Minister of Northern Development probably did not emphasize as much, because it is becoming more the rule than the exception, is the extraordinary co-operation that is now occurring between an Innuit settlement of Hopedale and an Innu settlement of Davis Inlet. This is a remarkable degree of co-operation for peoples who, in the past, have not always been able to get along as well as perhaps they might have liked to, and I think the fact that the young people of these communities are getting together, working on a joint accomplishment and doing extremely well at it, gives them the confidence to, hopefully in the future, be able to develop the Torngat Mountains district and the Northern Coast of Labrador in a manner that will be to their ultimate best interest.

I join with the minister in saying bravo! to this acting troupe, the Innu/Innuit, which is probably one of the most accomplished, not just in Labrador, Mr. Speaker, because it always wins the festival there, but throughout the entire Province, because it does well at the provincial festival as well.

Oral Questions

MR. W. CARTER:

Mr. Speaker,

MR. SPEAKER:

The hon. the member for Twillingate.

MR. W. CARTER:

My question goes to the Minister of Fisheries (Mr. Rideout).

Mr. Speaker, on June 30, last Thursday, the minister indicated

in the House, when he replied to a question put to him, that a new caplin fishery would be announced, I believe he said within hours, to accommodate a market that had been found for 4,000 or 5,000 metric tons of caplin in China, and probably other places as well.

I wonder can the minister tell the House when we can expect that announcement?

MR. SPEAKER:

The hon. the Minister of Fisheries.

MR. RIDEOUT:

Today, Mr. Speaker.

MR. W. CARTER:

A supplementary, Mr. Speaker.

MR. SPEAKER:

A supplementary, the hon. the member for Twillingate.

MR. W. CARTER:

Mr. Speaker, then will the minister tell the House what will be the extent of the season? How many tons of caplin will be allowed to be harvested?

MR. SPEAKER:

The hon. the Minister of Fisheries.

MR. RIDEOUT:

Yes, Mr. Speaker, the first thing I want to address in relation to that supplementary question, having answered directly the first question, is the concerns expressed over the last few hours by the hon. gentleman and others about production overrun in the caplin fishery this year.

I was very surprised, although I do not know if it was the lack of knowledge or the lack of research or not caring or whatever - I have not had a chance to check Hansard from yesterday because they are

not available yet, but I understand they will be shortly and I will be doing that - to hear the hon. gentleman last night saying that all of the overproduction occurred in White Bay in the minister's district, and while he was not assigning any motives to that, it was pretty clear that I had somehow or other tinkered around with the management plan for caplin, which caused the overproduction in White Bay.

Mr. Speaker, let me tell the House and the hon. gentleman that both gear sectors in White Bay, the fixed gear and the purse seine gear, had a total overrun of 10 percent, Mr. Speaker. Both gear sectors, the fixed gear fishery and the purse seine fishery, in the hon. gentleman's area in Notre Dame Bay had an overrun of 40.5 percent, Mr. Speaker.

SOME HON. MEMBERS:

Shame! Shame!

MR. RIDEOUT:

I did not expect the hon. gentleman to do that, Mr. Speaker, I must say. I did not expect it from him.

Let me tell the House as well, Mr. Speaker, that every single quota, and every region of Newfoundland except three - the purse seine sector in White Bay, the fixed gear sector in Trepassey - St. Mary's Bay, and the fixed gear sector in Placentia Bay - had an overrun, so that the overrun for the Province as a whole was about 14 per cent, Mr. Speaker.

Every telephone call that I got from the press last night was about the allegation made by the hon. gentleman.

MR. W. CARTER:

I made no allegation.

MR. RIDEOUT:

that the minister somehow or other, he left the innuendo around

MR. W. CARTER:

I did not.

MR. RIDEOUT:

- that the minister somehow or another had manipulated the management plan to the advantage of his fishermen, the implied motive being that it would be to the disadvantage of other fishermen in other parts of the Province. The second greatest overrun, Mr. Speaker, in the whole Province happened to benefit the fishermen in the hon. gentleman's own constituency, and Fogo and in Bonavista North and other constituencies.

Now who takes credit for that, Mr. Speaker? Is that to the detriment of the Minister of Fisheries, hung around his head as a political scandal? It is not. I mean, that is the kind of thing that really gets to me, when people do not bother to do their basic research so that facts come out as facts and not as political innuendo.

Mr. Speaker, in response to the hon. gentleman's supplementary question, I understand that the Federal Department of Fisheries and Oceans - which by the way, starts and stops the fishery, not the Provincial Minister of Fisheries, although there is consultation, another thing that the hon. gentleman did not find convenient to refer to yesterday - will issue a release today. I do not know if it has been released yet, so therefore I am reluctant to say publicly what the details

of it are, but there will be a caplin fishery for non-human consumption markets, with a reserve for Northern White Bay, from Canada Bay down to Cape Bauld, which is not in my district, Mr. Speaker, but in the district of the hon. gentleman from the Strait of Bell Isle (Mr. Decker), looking out for his fishermen, so they will have a chance to get a few caplin and make a few dollars. Those announcements will be made today. I do not know if they have been made yet but in total they will be somewhere around 4,000 or 5,000 tons.

SOME HON. MEMBERS:

Hear, hear!

MR. W. CARTER:

A supplementary, Mr. Speaker.

MR. SPEAKER:

A supplementary.

SOME HON. MEMBERS:

Apologize! Apologize!

MR. W. CARTER:

Mr. Speaker, what we just saw is a total abuse of the rules of this House. There are provisions, Sir, for statements by ministers, and the minister should have taken advantage of that.

Mr. Speaker, my supplementary question to the minister: In light of the fact that an overrun did occur, in fact to the tune of about 6,000 metric tons, I am told, and in view of the fact, Mr. Speaker, that considerable concern has been expressed by the importing company in Japan as to the effect that might have on markets, what plans does the minister have for the disposition of that overrun? Will that be going into Japan, Taiwan, China or

where?

MR. SPEAKER:

The hon. the Minister of Fisheries.

MR. RIDEOUT:

First of all with regard to the hon. gentleman's preamble, what we saw from him yesterday I did not think was characteristic of the hon. gentleman from Twillingate. I did not think it was really characteristic of that hon. gentleman to cast aspersions and innuendo at an individual. If there were any truth to it, then I would take my lumps and I would not mind. That is a fact of life in politics. But when there is absolutely no truth to it, and with a little bit of research or a phone call or two the truth could have become known so that the innuendo was not plugged across this Province last night that somehow or another I did something different for the fishermen in my district than I did for the fishermen in Fogo or somewhere else, that is absolutely unnecessary, Mr. Speaker. It is below the hon. gentleman's dignity, and I am surprised that he, himself a former minister, would participate in that kind of stuff. I am surprised that he would participate in it.

Now, Mr. Speaker, to go on to the hon. gentleman's question. First of all, the fact of the matter -

MR. W. CARTER:

Your feelings are hurt.

MR. RIDEOUT:

I am not worrying about my feelings, I am worried about the truth, Mr. Speaker. And the truth was not what the hon. gentleman told. Maybe he had some calls from his own constituency last night, because I did, Mr. Speaker.

MR. W. CARTER:

On a point of order, Mr. Speaker.

MR. SPEAKER:

Order, please!

A point of order, the hon. the member of Twillingate.

MR. W. CARTER:

Hansard, Mr. Speaker, will prove that I did not charge the minister with showing favouritism to his constituents. What I repeated, Mr. Speaker, were rumours and words that have been coming out of my district.

Mr. Speaker, when you get about seven or eight phone calls in the space of an hour, all from fishermen expressing the same concern, then you cannot ignore it.

MR. BAIRD:

Be a man and apologize!

MR. SPEAKER:

The hon. member is not on a point of order.

The hon. the Minister of Fisheries.

MR. RIDEOUT:

Mr. Speaker, I am pleased to inform the hon. gentleman, sitting at my desk I had a couple of sandwiches and a glass of milk for lunch, while I was doing some work on this particular business and other matters.

Mr. Speaker, in terms of the overrun, anybody who wants to stop and consider for a minute - unlike people who were pressing just a couple of days ago for additional quotas, who have now changed their tack very quickly - realizes there are a number of significant factors. Number one, the five year average for conversion from female to male caplin in this Province

has been that it takes about 2.3 pounds of caplin to get one pound of female caplin. This year there was a significant increase in that. In other words, the conversion factor was about 2.1 this year. Nobody could know that until you got into the fishery, Mr. Speaker, so that alone added about 3,000 tons of additional female caplin to the total allowable catch.

Secondly, Mr. Speaker, we have in place this year under our regulations a maximum overpack of 10 per cent. Last year the overpack ran as high as 33 per cent. So if you take the maximum overpack at 10 per cent, take out the additional 3,000 tons because of the conversion factor, and if you assume, as best you can, that production for Taiwan will go to and stay in Taiwan and not be diverted into Japan -- that is something I cannot guarantee, once it gets to Taiwan whether it is repacked and relabeled and all of that; I can only guarantee that it goes out of here destined for Taiwan -- but if all of that happens, Mr. Speaker, as we expect it will, then the production of female caplin for Japan will be spot on the mark, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. SPEAKER:

The hon. the member for Twillingate, a final supplementary.

MR. W. CARTER:

Mr. Speaker, in view of the fact that the head of the Japanese importers of caplin wired FANL yesterday expressing some concern about the overrun and suggesting that new negotiations be undertaken with a view to negotiating a lower price than

that initially agreed to--

MR. SPEAKER:

Order, please!

MR. W. CARTER:

-- can the minister tell the House whether he views that seriously, and does the Importers Association in Japan still insist on having that kind of a meeting?

MR. SPEAKER:

The hon. the Minister of Fisheries.

MR. RIDEOUT:

Mr. Speaker, we have today consulted with the industry in Newfoundland and Labrador, we have consulted with a number of the larger importers in Japan, and we have been assured that this particular communication is the normal saber rattling you get from Japan at this time of year.

MR. GULLAGE:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Waterford -- Kenmount.

MR. GULLAGE:

Mr. Speaker, my question is to the Minister of Municipal Affairs (Mr. Brett). Is the minister aware that some fifty families and well over 1,000 employees of various businesses located along both sides of the Kenmount Road are living and working without water and sewer services, and that these people exist presently with only wells and septic tanks which have proven totally inadequate, particularly at this time of the year?

MR. WARREN:

What have you been doing in all your time in council?

MR. BARRETT:
There are thousands in Newfoundland like that.

MR. SPEAKER:
The hon. the Minister of Municipal Affairs.

MR. BRETT:
Mr. Speaker, that was a short one for a change.

Yes, Mr. Speaker, I am aware of businesses and people living along Kenmount Road without water and sewer, and as somebody on back of me said a minute ago that is happening all over the Province but I guess it is probably a bit more of a problem here in the city.

We are aware of it and the matter will be addressed in time, Mr. Speaker.

MR. GULLAGE:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Waterford - Kenmount.

MR. GULLAGE:
Would the minister explain why in spite of several representations to the government over the years these 1200 people have been denied services, and some of the residents in particular have to use water buckets which are filled during the evening? The overflow from septic tanks, both residential and business, cause a health hazard -

MR. J. CARTER:
A point of order, Mr. Speaker.

MR. SPEAKER:
A point of order, the hon. the member for St. John's North.

MR. J. CARTER:

Mr. Speaker, the member for Waterford - Kenmount is not intentionally misleading the House, he is a very honourable member and I am sure he would never do that, but nevertheless misinformation is reaching the floor of this House. Part of Kenmount Road is the boundary between St. John's North and Waterford - Kenmount.

AN HON. MEMBER:
Mount Scio moreso than North.

MR. J. CARTER:
No, not exactly. It is a little bit more complicated than that. But the situation is that City Council have been made fully aware of the situation and a remedy has already been suggested which can be implemented. I think it is wrong for the member for Waterford - Kenmount to suggest that this is a problem that the City Council is powerless to dispose of. They have the remedy within their own hands.

MR. SPEAKER:
To that point of order, there is no point of order.

The hon. the member for Waterford - Kenmount.

MR. GULLAGE:
Nobody is denying, Mr. Speaker, that Kenmount Road in fact is a boundary or line between two seats. We are fully aware of that. In fact, Mount Scio-Bell Island, St. John's North and Waterford-Kenmount, all three of them, are contiguous to this particular problem. Nobody denies that.

The rest of my question to the minister: Why does this situation continue to be tolerated, given the seriousness this time of year

of septic tanks overflowing onto properties, and the extreme fire hazard in the absence of waterline, plus the fact that these wells are unworkable and have to be filled with water at night? Why does this continue to be tolerated even though it has been brought up in prior years?

MR. SPEAKER:

The hon. the Minister of Municipal Affairs.

MR. BRETT:

Mr. Speaker, I am tempted to suggest that probably that question would be better directed to City Council, where the hon. member also sits. I cannot be specific because I am not sure of the exact location the hon. member is talking about. Again, I can only tell him that we have many such cases in many areas of the Province which are identical to that. I do not know what if any discussions or negotiations have gone on between the city and the department. Again, perhaps the hon. member is more aware of that than I am, but there is nothing unusual about this particular case. It is happening all over the Province and I am sure that if it is as serious as the hon. member suggests, then City Council would be in discussing it with the department.

MR. GULLAGE:

A supplementary, Mr. Speaker.

MR. SPEAKER:

A final supplementary.

MR. GULLAGE:

Mr. Speaker, to be more specific the area in question extends from --

MR. SPEAKER:

Order, please!

Would the hon. member please ask a question?

MR. GULLAGE:

Would the minister advise the House whether his department will look at this matter once again and consider a cost-sharing arrangement between the City, Mount Pearl and his department to get this problem solved for the people and businesses in question?

MR. SPEAKER:

The hon. the Minister of Municipal Affairs.

MR. BRETT:

Mr. Speaker, if the City of Mount Pearl and the City of St. John's wish to come in and discuss this particular problem with the department, then I am sure there is no objection to it.

MR. BAKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Gander.

MR. BAKER:

Mr. Speaker, a question to the Minister of Finance (Mr. Windsor). The Canadian dollar has been edging higher and has been around U.S. eighty-three cents lately. One of the things that has caused this, of course, as the minister knows --

MR. BARRETT:

It is going down now.

MR. SPEAKER:

Order, please!

MR. BAKER:

Mr. Speaker, may I have some order here?

MR. PECKFORD:

"They also serve who only stand

and wait."

SOME HON. MEMBERS:
Oh, oh!

MR. BARRETT:
It is going down. He should check his figures again.

MR. SPEAKER:
Order, please!

MR. BAKER:
The lack of knowledge of the Minister of Development (Mr. Barrett) is showing, obviously. In one day there was a drop because of the shooting down of the airliner, and I understand that. But the trend is upward and it has been around U.S. eighty-three cents lately.

One of the things that has kept it high and is moving it even higher is the artificially high interest rate policy of the federal government. My question to the minister, Mr. Speaker: I wonder has the minister contacted or talked to the Federal Minister of Finance (Mr. Wilson) to express the view that the continued high interest rate policy of the federal government is starting to hurt this Province, and could hurt it seriously in the near future?

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

MR. WINDSOR:
Mr. Speaker, there is constant communication between this government and the Government of Canada

MR. BAKER:
Ha!

MR. WINDSOR:
The hon. gentleman finds it amusing.

MR. TOBIN:
His federal colleagues let it go to 22 per cent a few years ago.

MR. WINDSOR:
-- constant communication, Mr. Speaker, on all matters dealing with the financial integrity of the Province and the nation. We have input into decisions of the Government of Canada as much as is reasonably possible. Obviously the question that the hon. gentleman is dealing with is one of national policy and, in fact, is very much dealt with by the Bank of Canada. And I do not know if his leader took the opportunity last week, when we both had dinner with the Governor and the Deputy Governor and the Board of the Bank of Canada, to put any opinions forward to the Bank of Canada in relation to monetary policy. I certainly did. I am certainly concerned that a Canadian dollar that gets too strong will be very detrimental to the resource sector in this Province. And, on the other hand, if interest rates go too low, then you may well get involved in inflationary problems. There is a whole balancing act here, Mr. Speaker, that takes into account a whole lot of factors, and obviously the Government of Canada cannot look at one sector of the economy or one province of the nation, because all the factors have to be balanced. I think the Government of Canada's record shows that they have done a tremendous job over the past number of years.

MR. BAKER:
Mr. Speaker.

MR. SPEAKER:
A supplementary, the hon. the member for Gander.

MR. SIMMS:

What about newsprint prices?

MR. BAKER:

Specifically, newsprint prices have remained constant over the last year while the Canadian dollar has inched higher.

PREMIER PECKFORD:

Prices have gone up. Sorry!

MR. STIMMS:

They have gone up several times.

SOME HON. MEMBERS:

Oh, oh!

MR. SPEAKER:

Order, please!

MR. BAKER:

The price has remained constant, within a few dollars, of \$500 a ton for the last year and a half, I inform members. I am just responding to the yacking opposite, Mr. Speaker.

PREMIER PECKFORD:

Get the facts.

MR. BAKER:

I have the facts, but the Premier does not, obviously. Has the minister investigated to determine how serious an effect this is having on our newsprint industry? At what value will the Canadian dollar cause a serious slowdown in the newsprint industry of this Province? Is it around U.S. eighty-five cents? Is that the level? Has the minister investigated this problem?

MR. SPEAKER:

The hon. the Minister of Finance.

MR. WINDSOR:

Mr. Speaker, obviously the hon. gentleman is talking about one factor in a whole economic situation. You have to look at

the overall situation. More than just interest rates impact on an industry. There are salary rates, cost of products and raw materials, and the cost of transportation, so a whole host of factors impact on an industry and the whole thing has to be looked at, not just interest rates. Interest rates are only one factor. That is like looking at the cover of a book and trying to judge the whole book by its cover. Obviously, you cannot do that, you have to consider all the factors that are involved. We are constantly doing that and constantly in contact with the major resource industries in this Province.

MR. BAKER:

A final supplementary, Mr. Speaker.

MR. SPEAKER:

A final supplementary.

MR. BAKER:

Because the rising Canadian dollar has added about 15 per cent to costs in this resource-based economy that we have, will the minister take a serious look at the effect of the rising Canadian dollar on our forestry, fishing, and mining industries?

MR. SPEAKER:

The hon. the Minister of Finance.

MR. WINDSOR:

Mr. Speaker, we are doing that on a continual basis.

MR. FENWICK:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Menihek.

MR. FENWICK:

Mr. Speaker, my question is for the Premier and has to do with the

front page article in today's **Evening Telegram** concerning a \$3000 contract to decorate the executive offices of the Newfoundland and Labrador Housing Corporation headquarters. Since the contract was awarded to the wife of one of his Cabinet ministers I would like to ask the Premier if in accordance with his Conflict of Interest Guidelines permission was received ahead of the awarding of this contract as required in Article 3 of the particular guidelines?

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:
Mr. Speaker, several months ago when this matter arose it was completely investigated, and it was determined that there was no conflict of interest in this particular case. However, after investigating and finding no existing conflict of interest, I went on to indicate and implement a system whereby in future, whilst it is not necessary in law when you are dealing with a consultant, because it was one step removed from the Housing Corporation to a consultant, which then got interior decorators involved, I did issue instructions afterwards to ensure that in future proposals would be called as opposed to just selecting one consultant. In this particular instance there was no conflict of interest, but in the interest of perception I implemented a policy whereby, even in agencies of that sort, in future any kind of work which could be selected without proposal calls could no longer be done, and in future proposals calls will have to be called.

MR. FENWICK:
A supplementary, Mr. Speaker.

MR. SPEAKER:
A supplementary, the hon. the member for Menihek.

MR. FENWICK:
I am not entirely clear that I have gotten exactly what the message is here. If I understand the Premier correctly, what he said was that it was not done by the Housing Corporation, but by a contractor or a subcontractor to that.

PREMIER PECKFORD:
A consultant.

MR. FENWICK:
Clearly, is that not still covered by the Conflict of Interest Guidelines?

MR. SPEAKER:
Order, please!

MR. FENWICK:
Mr. Speaker, it is my understanding that since ultimately that work was paid for out of the government purse that Regulation 3 should have applied, and that there should have been a letter or a request from the minister concerned to the Premier prior to accepting the contract. Are you saying, then, that there was a letter, that you did receive a letter? And can you table it, then, if you received one?

PREMIER PECKFORD:
Mr. Speaker.

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:
There was a letter received and I investigated and found that it was okay. The minister responsible did that at the time, and I said it was okay. Then I did reply also and indicate since the

perception of this thing could lead to somebody accusing the minister of conflict of interest, that in future such agencies and so on, even though it went one step removed to a consultant, would still have to go to proposals.

MR. FENWICK:

A final supplementary, Mr. Speaker.

MR. SPEAKER:

A final supplementary.

MR. FENWICK:

Just one short question: Would you be able to table the actual letter itself, from the minister to yourself, asking to clear the conflict?

PREMIER PECKFORD:

Mr. Speaker.

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

I will check this out, Mr. Speaker, for the hon. member.

MR. DECKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for the Strait of Belle Isle.

MR. DECKER:

Mr. Speaker, my question is for the hon. the Minister of Education (Mr. Hearn). In 1983, the Minister Responsible for Wildlife at the time added an unrefundable \$5 to moose licence applications. And he said, 'Its primary goal is that wildlife education be integrated with the curriculum of our formal school system.' I ask the minister to advise the House whether or not this has been done. And will he tell the House

whether or not the program has been well received in the schools throughout the Province?

MR. HEARN:

Mr. Speaker.

MR. SPEAKER:

The hon. the Minister of Education.

MR. HEARN:

Mr. Speaker, it is a new one on me. Basically, we have incorporated a lot of things into the curriculum in the last few years, and with the changes in the reorganized high school system our curriculum has been broadened tremendously. A number of the new courses have incorporated sections of the Newfoundland arena, including wildlife, forestry, agriculture. Some have been done to a large degree, some others done as a chapter, perhaps, in a textbook, others done by way of just supplementary materials. In fact, just recently we had some very interesting and informative material from the Department of Agriculture delivered to the different classrooms. With our environmental science and biology courses we would be discussing wildlife and its aspects, and, of course, habitat and so on. The results certainly in that regard would be interesting and I would say positive. If the gentleman wants something more specific I can certainly take it under advisement and get him some direct information, including the results on any quizzes, tests, or whatever that our students have done.

MR. DECKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Strait of Belle Isle.

MR. DECKER:

Which is, by interpretation, no. Has any portion of this \$5 nonrefundable fee been allocated to the Department of Education, as the statement of 1983 suggested, by the way? Has any portion of the fee been suggested, so that the minister will not have to skate around on his skateboard when he gets up and answers those questions, but he will give us a specific answer?

MR. SPEAKER:

The hon. the Minister of Education.

MR. HEARN:

Mr. Speaker, the hon. gentleman should know that monies collected by government go into general revenue, and if anybody looks at the tremendous increases in the education budget over the last few years, certainly, yes, and many, many more dollars besides.

MR. DECKER:

Mr. Speaker.

MR. SPEAKER:

A final supplementary, the hon. the member for the Strait of Belle Isle.

MR. DECKER:

I was going to direct my final supplementary to the Minister of Culture, Recreation of Youth (Mr. Butt) but in his absence I will go to the hon. Government House Leader.

Will the Government House Leader advise this House how much money this program has taken in since 1983? And could he suggest where some of this money has gone? Where are the new wildlife officers? Where are the volunteers, and this sort of thing? Or was this just verbal nonsense like a lot of stuff that

this government goes on with?

MR. SPEAKER:

The hon. the President of the Council.

MR. SIMMS:

Mr. Speaker, that is not a very pleasant way to ask a question at all, and for that reason alone it should be out of order, but I will try to answer to question.

Mr. Speaker, there have been since 1983 additional wildlife officers hired. And, Mr. Speaker, there have been funds provided in the estimates of other government departments for educational purposes and other matters. But most important of all, Mr. Speaker, the minister presently responsible, and all of his predecessors, have worked in a magnificent way to manage that very important resource for the benefit of the people of this Province, and will continue to do so. As a matter of fact, I believe the increase in licences over the past couple of years indicates how well managed that resource is.

Incidentally, I am rather curious that it would take the member five years to ask a question on something that was announced five years ago. Where was he five years ago? Why did he not ask a question then?

MR. BAIRD:

He was running a boarding house.

MR. SIMMS:

He could have asked it then. He could have asked it anytime within the last five years. It just goes to show, Mr. Speaker, that they really have run out of ammunition over there on that side of the House.

MR. EFFORD:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Port de Grave.

MR. EFFORD:
My question is to my good friend, the Minister of Municipal Affairs (Mr. Brett), and it is concerning the councils in Port de Grave district. Mr. Speaker, since the capital grants of \$42.5 million that the minister recently announced are in the form of loan guarantees and not actual cash outlays, would the minister tell this House why councils in the district of Port de Grave, for example, the Town of Bay Roberts, which has a AAA credit rating, did not receive a loan guarantee so that they could carry on their water and sewage work for this year?

MR. SPEAKER:
The hon. the Minister of Municipal Affairs.

MR. BRETT:
I would have to take that as notice, Mr. Speaker. Many requests for approval to borrow come in each week and I would not necessarily know about them until they go through the finance committee and then come back to my desk. So really I would have to get that information before I could answer the question.

MR. EFFORD:
A supplementary, Mr. Speaker.

MR. SPEAKER:
A supplementary, the hon. the member for Port de Grave.

MR. EFFORD:
Mr. Speaker, it is a bit unfair for the Minister of Municipal

Affairs to make a statement misleading the House like that when he knows full well that the Mayor of Bay Roberts for the last three years has held meetings with the Department of Municipal Affairs concerning this matter. This is not a small community. It is one of the top communities in the Island of Newfoundland.

Why is it that the Minister of Municipal Affairs, who just recently announced these grants, would not approve a loan guarantee. You do not give the money. Why would you not approve loan guarantees for the communities of Clarke's Beach, Cupids and Bay Roberts? They have excellent credit ratings and have always paid their bills at no cost to the Province.

MR. SPEAKER:
The hon. the Minister of Municipal Affairs.

MR. BRETT:
Mr. Speaker, the same answer, I would have to go and check on that specifically before I would be prepared to answer it.

MR. EFFORD:
A final supplementary, Mr. Speaker.

MR. SPEAKER:
Order, please!

The time for Oral Questions has elapsed.

Answers to Questions
for which Notice has been Given

PREMIER PECKFORD:
Mr. Speaker.

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:

I would like to respond to questions asked yesterday. How much has Mr. Lougheed, the former Premier of Alberta, who works for the Government of Newfoundland, been paid so far this year? Answer: \$600. The amount of money that has been paid this year to the law firm Mr. Lougheed is attached to which does work for the Province on legal and taxation matters relative to the offshore. Answer: Zero dollars.

AN HON. MEMBER:

Is that this fiscal year?

PREMIER PECKFORD:

Yes. That is what I was asked for, this year.

MR. SPEAKER:

Order, please!

PREMIER PECKFORD:

The question was asked how much money did former Premier Lougheed receive this year? It is \$600. And for the law firm to date this year: Zero dollars. How much will we pay Mr. Lougheed before the year is out? He is under a contract of \$40,000 a year, and that money will be paid according to work performed. How much will the law firm receive before the year is out? We do not know. That depends on the negotiations and what work we give the law firm to do.

Somebody alleged yesterday that the law firm was paid \$400,000. I am having that checked out to see how much the law firm was paid last year. The money they were paid last year, however much it was, and hopefully I will get that figure before the day is out, was paid for work performed by the firm on both legal matters dealing with negotiations on the offshore,

and most particularly as it related to taxation and royalty matters dealing with the offshore, to give us the best background information to negotiate with at the table with the federal government and with the companies.

Oh, yes, the quarterly reports from Mr. Lougheed: We have not been able to make those reports public, primarily because all the reports and information Mr. Lougheed provided us with is very, very germane to, in particular, the Hibernia negotiations.

MR. TULK:

There patented, I suppose?

PREMIER PECKFORD:

No, no.

MR. SIMMS:

You guys might be stupid enough to do it, but we would not.

PREMIER PECKFORD:

Mr. Lougheed is working for us this very moment as it relates to Hibernia, at this very hour, this very second. He is into talks with the federal government and the companies, and we could not in all conscience release that information that has been forthcoming over the last couple of years from Mr. Lougheed, because most of it is germane to the companies we are dealing with. For example, I can give in a general way his assessment of the companies, of their structure, of the way they are structured as companies, their involvements around the world, how he perceives they will approach different issues dealing with Hibernia, and even more sensitive information. Because over the years not only has he provided us with that information, he has, on instructions from the government,

met with the companies on an ongoing basis as well as with members of the federal government, both political and bureaucratic. So I could not release it at this point in time, in particular, because it would bear directly upon the ongoing talks that we are having with the oil companies.

Specifically \$600 has been paid to Mr. Loughheed since April 1, and zero dollars to the law firm. Mr. Loughheed will be paid, because he has been re-engaged by the government this year at \$40,000 as its retainer for doing this work for the government. How much the law firm will be paid before the year is out will depend on what work we give them in either the Hibernia negotiations or, latterly, the Terra Nova talks, which may occur before the year is out.

MR. SIMMS:
A good answer.

DR. COLLINS:
Mr. Speaker.

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

DR. COLLINS:
Mr. Speaker, in Question Period yesterday the hon. the member for Port de Grave stated that there were two patients who, last Wednesday, June 9, turned up at the Health Sciences Complex after an accident, and he claimed that these patients required admission and were denied it for a number of hours. I said I would look into this matter and I have done so.

MR. EFFORD:
A point of order, Mr. Speaker.

MR. SPEAKER:
A point of order, the hon. the

member for Port de Grave.

MR. EFFORD:
The hon. the Minister of Health is misleading the House, and that is the point I want to make. I said very clearly yesterday that the young girl had an accident; the other was a Pentecostal Pastor from the community of Port de Grave who had taken ill. That is the reason he was in that corridor. There were not two people in an accident.

MR. SPEAKER:
Order, please!

That is not a point of order.

The hon. the Minister of Health.

DR. COLLINS:
Mr. Speaker, in view of this information, I will have something else to look into and I will bring that back tomorrow.

MR. EFFORD:
(Inaudible).

DR. COLLINS:
What I will bring up at the present time is that I contacted the Health Sciences administration, not directly but through people in my department. I might say incidentally, Mr. Speaker, that when this matter came up yesterday the hon. the Leader of the Opposition - I think Hansard will show that - and someone else said, 'Oh, Mr. Efford had been in touch with the administration, or been in touch with the hospital.' When I got in touch with them they said they had not heard from Mr. Efford, and, indeed, they had been unable to contact Mr. Efford as a result of my getting in touch with them.

MR. EFFORD:

A point of order, Mr. Speaker.

Mr. Speaker, that is a total untruth.

MR. SPEAKER:
Order, please!

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

He is misleading the House.

SOME HON. MEMBERS:
Sit down! Sit down!

MR. EFFORD:
Mr. Speaker, my point of order is that Saturday morning I phoned the administrator at the hospital -

MR. SPEAKER:
Order, please! Order, please!

The hon. member is not raising a point of order.

The hon. the Minister of Health.

DR. COLLINS:
Mr. Speaker, I will read Hansard of today and I will backtrack over this, so let me get on with what I am saying now. Having contacted the Health Sciences Complex, they gave me this information:

MR. EFFORD:
Is that factual? (Inaudible).

DR. COLLINS:
Are you saying they are telling me lies?

MR. EFFORD:
You are repeating lies there now.

DR. COLLINS:
I am going to tell you what they told me.

MR. SIMMS:
He is giving the information he

was given by the Health Sciences Complex.

DR. COLLINS:
The information I was given on June 29: Two patients from motor accidents were treated in our emergency department. One patient arrived at twelve o'clock, was treated for lacerations and discharged at 14:30, that is two and a half hours later. This was out-patient treatment given to that particular patient.

The other patient arrived at 11:40, twenty minutes to twelve, and had a colle's fracture which was determined to require reduction. A colle's fracture, and the hon. former Minister of Health will, I am sure, confirm this, is a fracture of the wrist. That required reduction and the patient was kept in the out-patients department until -

MR. EFFORD:
You are wrong. You are wrong.

DR. COLLINS:
- until the operating room was ready -

MR. EFFORD:
There was nothing done with them until the next night at seven o'clock.

MR. SPEAKER:
Order, please!

DR. COLLINS:
- at 1700 hours. That is approximately five hours and twenty minutes later.

MR. EFFORD:
You are wrong.

DR. COLLINS:
I am quoting what I have been told by the Health Sciences Complex.

The patient was treated there and was subsequently admitted, after the operation, and was discharged on July 3.

Mr. Speaker, I bring out these facts as another refutation of the sleaze campaign that has been put in place by the Leader of the Opposition since he came into this House as a way of "raising the level in this House". I have stood in my place and I have refuted on the basis of factual information -

MR. EFFORD:

On a point of privilege, Mr. Speaker.

MR. SPEAKER:

A point of privilege, the hon. the member for Port de Grave.

MR. EFFORD:

Mr. Speaker, I am a member of this House of Assembly as well as is the hon. the Minister of Health. My privileges in this House are being violated by this Minister of Health standing and saying that everything I said here in this House of Assembly yesterday is totally untrue. The Minister of Health knows full well that what he is saying to the House this afternoon is totally false and is making me out to be a liar.

SOME HON. MEMBERS:

Right on!

Hear, hear!

MR. EFFORD:

If the Minister of Health is going to check the facts

MR. SPEAKER:

Order, please!

The hon. member, as far as I can see, is abusing the privileges of

other members. The hon. member has also accused the hon. the Minister of Health of conveying falsehoods, in other words, that he is lying to the House, and I would ask the hon. member to withdraw these remarks he made.

The hon. the member for Port de Grave.

MR. EFFORD:

Mr. Speaker, what I did say was that the hon. the Minister of Health was making me out to be a liar. I did not say that he was lying, I said he was making me out to be lying to the House of Assembly. If, in some way, I did misinterpret his words, I will withdraw any comment I made accusing the Minister of Health of uttering untruths.

DR. COLLINS:

Mr. Speaker, just to finish out my answer to the question.

MR. SIMMS:

Was there no point of privilege?

MR. SPEAKER:

I would like to finish on that point of privilege.

The hon. member was not in any way making a point of privilege, he took advantage to get up and explain his point of view on a certain matter that the hon. the Minister of Health was replying to, and that is not a point of privilege, no prima facie case whatever.

The hon. the Minister of Health.

DR. COLLINS:

Mr. Speaker, I am relaying to the House the information given to me by a high official at the Health Sciences Complex, the General Hospital in other words, who is

responsible for that institution, and also, incidentally, for the Miller institution. I have a written communication from him on the matter which I have factually given to the House. I am willing to table this letter but not today, I have not gotten back to the individual to get his permission. I do not know if I need permission, but I am certainly not going to do it without bringing it to his attention. I will do that as soon as I can, and if there is no problem from that individual, I will table the letter, because I think the hon. member has suggested. I do not know what has happened to him today - that I wish to lie to the House over this matter. I cannot conceive what advantage it would be to do so. I am quoting the information given to me in written form, and if the person who wrote the letter is willing to have it tabled, I have no problem in tabling it.

SOME HON. MEMBERS:

Hear hear!

MR. SPEAKER:

The hon. the Minister of Public Works.

DR. TWOMEY:

Thank you, Mr. Speaker.

I wish to table in this hon. House the answer to question 187 asked by the hon. the member for Burgeo - Bay d'Espoir.

MR. BRETT:

Mr. Speaker.

MR. SPEAKER:

The hon. the Minister of Municipal Affairs.

MR. BRETT:

Mr. Speaker, I wish to table the

answers to questions placed on the Order Paper by the hon. the member for Bonavista North and the hon. the member for Stephenville. I do not have the numbers, but there are answers to five questions.

MR. WARREN:

Mr. Speaker.

MR. SPEAKER:

The hon. the Minister of Northern Development.

MR. WARREN:

Mr. Speaker, I table the answer to a question asked yesterday by the hon. the member for St. Barbe on the minister's Special Warrant for \$45,000.

MR. SIMMS:

Why did you not answer it?

MR. WARREN:

Mr. Speaker, maybe I should answer it. Since January, 8, Salaries - \$19,735.67; Travel - \$13,363.21; Supplies - \$387.76; Purchased Services - \$1,822.02, for a total of \$35,308.66. Actually we did not use the full \$45,000. There was a saving of \$9,691.34.

SOME HON. MEMBERS:

Hear, hear!

Petitions

MR. BAKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Gander.

MR. BAKER:

I would like to address a petition. Really, Mr. Speaker, there are two petitions in one, but rather than tying up time, I will put them both together. They

are about the same topic, a request that the provincial government exert its influence to prevent the removal of the steel bridge over the Northwest Gander River, and we so petition the House of Assembly. The other petition, Mr. Speaker, has to do with the maintenance of that road in a passable condition, which involves keeping the bridge across the river.

I would like to say that there are 1,100 names on these petitions combined, from a total of sixty-six communities in Newfoundland, from Port aux Basques to St. John's. They represent the concern that residents all over the Province have about the Northwest Gander woods road.

Mr. Speaker, you will recall that Kruger, or Bowater, pulled their woods operation totally out of Glenwood, out of the Northwest Gander area. In doing so, they removed all the jobs for the people in Glenwood and the town was devastated financially. Now this fall, it has been discovered, they are planning to take the last vestige away from that community; Kruger are going to remove the bridge across the Northwest Gander River which allows access to this area.

Mr. Speaker, people from all over the Province use this road. There are 400 moose licences issued every Fall by the Department of Culture, Recreation and Youth, four hundred moose licences, in that small area. There are at least thirty or forty cabins on that woods road, legally, given permission by the government, by the Department of the Environment. The road is a source of income for the people from

Glenwood in terms of the outfitting and the hunting and fishing it provides, and a source of food in terms of the berry season, where a lot of people go up there and pick the variety of berries that are available.

It also provides them with something to look to in the future, because a lot of plans have been made, Mr. Speaker, concerning the use of that road to develop the community, to develop a tourism industry, a hunting, fishing and guiding industry, based in that community. All of a sudden we discover that the road is going to be removed. Upon investigation, of course, it was discovered it would be quite expensive to rebuild the bridge. It is possible to put a temporary bridge there that could be operative for a couple of months during the Summer, but it would have to be taken out again in the Fall. It is a very serious situation.

The residents of the area, including Lewisporte, Mr. Speaker, formed an association. They have collected money. So far they have collected around \$2,000. They have done some repair work on the road. They did not come to the Minister of Transportation and say Look, it is your responsibility to keep this road, they did something themselves; they put their time, effort and money into keeping the road in at least passable condition, and all they are asking is a little help from government at this time to ensure that that bridge stays there so that the whole of the Northwest Gander area remains available not only to them but to people from all over the Province.

Mr. Speaker, I would like to table

the petition.

MR. FUREY:
Mr. Speaker,

MR. SPEAKER:
To the petition, the hon. the member for St. Barbe.

MR. FUREY:
Mr. Speaker, I am happy to rise to support the prayer of the petition presented so capably by the member for Gander and to say, Mr. Speaker, that it is commendable the hardwork that he has put in on this particular project to save this particular bridge, because it is tantamount to cutting off a lifeline to some particular residents of the communities, in particular the community of Glenwood.

Mr. Speaker, he raised the issue in Question Period yesterday, and I did not see any quick action or any sense of urgency by the government to stall the destruction of this bridge or, indeed, to exert pressure on Kruger to ensure that this bridge is a vital transport link between the Northwest Gander River area for all these communities.

Now, Mr. Speaker, I suppose what we are seeing essentially, by seeing Kruger want to dismantle and remove this bridge, is the final death blow, in many ways, for the people of Glenwood.

This a community, Mr. Speaker, that for many years has survived. Indeed, all the jobs there were directly related to the woods industry; we had our loggers and all the particular woods workers who worked there. We essentially saw a community destroyed when we saw the pullout of Bowater at that particular time, and now what we

are seeing is the final death blow, the final insult, the salt in the wound, as it were, Mr. Speaker, when we see this particular vital transportation link being taken away. All the member for Gander has been asking for the last number of days, and, indeed, will continue to ask, is that this steel bridge continue to be maintained, be looked after.

MR. CALIAN:
(Inaudible) essential.

MR. FUREY:
The hon. the member for Bellevue knows what I am talking about, he has bridges in his riding which are direct transport links.

MR. BAIRD:
You burnt all the bridges in your riding?

MR. FUREY:
The mouth for Humber West, I suppose, he would even know if he took the time to think about it.

MR. WELLS:
He walks on the water.

MR. FUREY:
Yes, the member for Humber West, that great member who walks on water, even that member would know if he took three or four months to put his brain in gear to think about just how important it is to the people of Glenwood, Gander and Lewisporte.

Government itself has issued licenses for people, some thirty or forty cabin owners in the Northwest Gander River area, to carry on and use these as recreation facilities, as fishing camps and hunting camps. In fact, as the hon. member for Gander so rightly pointed out, they have to pay a fee to use this property,

this Crown land. So what the government is saying with the left hand is pay your fee to use your cabins, and on the right hand it is turning a blind-eye to these people who desperately need this steel bridge to access that recreational area.

That road, as the member for Gander points out, is not just a recreational road, it is a source of food, it is a source of income, and, Mr. Speaker, if it is taken away permanently - and the member for Bellevue just agreed with me - that source of income is gone, that source of food is gone, that source of recreation is gone, probably forever. Because, Mr. Speaker, to reconstruct that bridge would be an incredible cost to the government, to start brand new. We have a steel bridge there and we are asking that it be maintained. It is in good working order, it gives the people of Glenwood, Gander, Lewisporte, and all the communities encompassed in that area, direct access to the dozens of cabins on the other side, it gives them direct access to the road on the other side.

As the member for Gander so rightly pointed out, the people of Gander, Glenwood, Lewisporte, and all the encompassing communities, formed themselves into the Northwest Gander Association, and this association has put in money, it has put in time, it has put in a lot of energy to keep this road workable, to keep it passable, and to keep it in good working order. The road can be kept up for all time, but, Mr. Speaker, if you have no access to that road you might as well just close it down and let it grow over into grass for the cows. This bridge is essential, it is vital, it is important to the people of

Glenwood. Mr. Speaker, when it comes down to saying to the House, to the Parliament of this Province, that some people need this bridge as a direct access to food, surely nobody can be against that. Nobody in their right mind, inside or outside of this House, can be against that. I know that the Minister of Transportation (Mr. Doyle) will rise now and support this petition.

MR. DOYLE:

It is not mine, it is in Forestry, so Len is going to speak to it.

MR. FUREY:

Somebody on that side will rise and the support this petition so ably presented, so capably presented by that good and hon. member for Gander. I am sure the President of the Executive Council, the member for Grand Falls (Mr. Simms) knows what we are talking about. He has bridges in his riding which give direct access to rivers, to forestry and to recreation. The member for Humber West is yawning, Mr. Speaker, but it is important. Yawn away, but it is important.

MR. BAIRD:

The sound of your voice would make anyone yawn.

MR. SPEAKER:

Order, please!

MR. FUREY:

In conclusion, Mr. Speaker, when it comes down to direct access for food, for dignity, for subsistence, then government ought to perk up, wake up, and start shaking up Kruger. Thank you very much, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMS:
Mr. Speaker.

MR. SPEAKER:
The hon. the President of the Council.

MR. SIMMS:
It never ceases to amaze me, Mr. Speaker, how a member grapples for something to say to fill out five minutes: 'The hon. the member for Humber West is smiling,' and stuff like that. What does that have to do with the petition? Nothing.

The other thing that never ceases to amaze me is the fact that at the very end of his comments he had to be nasty and bitter and attack the government, and all that kind of stuff. There is no need for that kind of nonsense. The Leader of the Opposition will tell the hon. member that, I am sure, later on this afternoon. He should not get on that way.

Mr. Speaker, what we have here is a very, very reasonable request from a number of people out in the Central Newfoundland area. I am not sure if they are all from the Gander/Appleton area.

AN HON. MEMBER:
(Inaudible) St. John's -

MR. SIMMS:
Yes. So, the petition is probably Province wide. There may even be somebody here from Grand Falls.

MR. BAKER:
There are some.

MR. SIMMS:
There are some? Well, in that case I shall definitely elaborate on my remarks.

Mr. Speaker, what the hon. member has presented, of course, is, in

fact, two petitions, as he has said.

AN HON. MEMBER:
With 1,100 names.

MR. SIMMS:
I will not go through all those, that will certainly take up five minutes. What the hon. member has presented here, in fact, are two petitions. There are really two petitions. Although I do not want to go into detail on them or anything, one deals with the condition of the road that existed there.

I was involved in it myself; I had some calls about it a year or two ago. In fact, the former member, now that I recollect, Mr. Harold Collins, I believe has a cabin in the area, or some friends - I think he does - and he spoke to me some time ago about trying to see if we could find some funding to help fix the road up.

AN HON. MEMBER:
Did you do anything about it?

MR. SIMMS:
Unfortunately, no. We did not do anything about it because the rules do not permit it. That is the reality of the situation. Although in Cabinet and in government and in caucus, without elaborating on what is said in confidence in Cabinet or whatever, it has always been a concern of ours, because there are a hundred roads like that around the Province, a hundred that provide some aid to cabin owners and that type of individual to get in.

But we do not have funding for maintenance. We would like to and maybe one day soon we will. Perhaps in our budget next year we might be able to find some

accommodation.

MR. DOYLE:

That is in forestry, right?

MR. SIMMS:

Not necessarily Forestry, it could be done in Transportation.

Mr. Speaker, that is one issue, and that is one we can sympathize with. We are quite familiar with it, and I, personally, have, on occasions in the past, tried to assist groups to do something similar.

The point outlined in the other petition asks government specifically to use whatever influence it can to stop Kruger, Corner Brook Pulp and Paper, from removing the steel bridge over the Northwest Gander River. Now that, too, is another issue that I am familiar with, simply because a number of years back I had occasion to try to use what ever influence I had with another company in the Province who owned a bridge in an area, a bridge that was falling apart. That was a difficult situation because of liability questions and everything else, but I was able to use my small bit of influence in getting them to not only leave the bridge there, but to fix the bridge up.

MR. BAKER:

Who did it?

MR. SIMMS:

I did not say who it was. I believe the bridge I am referring to was probably smaller than this particular bridge, but it was a bridge that was about to come apart and it would have cut off access for a number of people, cabin owners and hunters and so on in that area.

MR. TULK:

The former member for Windsor - Buchans got them to do that.

MR. SIMMS:

He may have raised it, but it was I who did it, and that is the important thing.

Now, Mr. Speaker, with respect to this particular request, I am not sure what the circumstances are, although I do recollect talking about this very issue with Kruger myself a couple of years ago, when I was involved as Minister of Forestry. I do not believe the bridge there is in any kind of a dilapidated condition, it is simply an expensive bridge, as I recall - the hon. member is nodding - and the company wishes to use it elsewhere. Now that presents a difficult situation, obviously, because they are expensive bridges. My colleague, the Minister of Forestry, is not here today, he is on Her Majesty's Service elsewhere, but I can assure the hon. member that I will speak to the Minister of Forest Resources afterwards, on his behalf and in acknowledgement of this petition, and ask the Minister of Forest Resources if he would be prepared to take up discussions with Corner Brook Pulp and Paper on behalf of these 1,100 people to see if, indeed, we can use any influence.

But let it be understood clearly, Mr. Speaker, that it is personally and privately owned by that company and the government cannot order them to do it, nor would I think the member would want us to order them to do it, that is a little bit difficult. But we may be able to use some sort of persuasive powers to influence them into reconsidering the position which they have taken up

to now, I gather, which is to remove the bridge, and maybe they will indeed do that. But I will talk to the Minister of Forest Resources about it, for the member, and see what transpires. Thank you, Mr. Speaker.

Orders of the Day

MR. SIMMS:

I am sorry, Mr. Speaker, I did not hear you. We are back on Finance motions and we will go with Motion 4, Bill No. 67, which we deferred yesterday because there was some problem with it.

On motion, that the House resolve itself into Committee of the Whole on Supply to consider a certain resolution for granting further Supplementary Supply to Her Majesty, Mr. Speaker left the Chair.

Committee of the Whole on Supply

MR. CHAIRMAN (Parsons):
Order!

MR. SIMMS:
Mr. Chairman.

MR. CHAIRMAN:
The hon. the House Leader.

MR. SIMMS:
Mr. Chairman, members will recall that yesterday we were debating this particular bill, Bill No. 67, and there was a difficulty pointed out by the member for Gander, and subsequently other members, in that there was some kind of anomaly, or some kind of problem with the schedule as printed, and he was absolutely correct. We give the member for Gander full

credit for picking it up and pointing it out. Government has done what it rightly ought to have done, and that is arrange to have the new schedule printed, which eliminated \$1.1 million. So the new schedule has been printed and it has been circulated to all hon. members, and I think everything is in order with respect to the schedule.

With respect to whether or not there are any further questions, we could perhaps move on to those kinds of things. The Minister of Transportation is here, and the Minister of Finance now has returned from serving Her Majesty's business yesterday, and we will just carry on from there. I just wanted to explain that particular point.

MR. BAKER:
Mr. Chairman.

MR. CHAIRMAN:
The hon. the member for Gander.

MR. BAKER:
Thank you, Mr. Chairman.

I do not know if the return of the Minister of Finance indicates that he came back to straighten this up, or whether it was purely coincidental and the whole thing was straightened up before he came. If he straightened up the mess, I thank him.

This deals with \$24 million. The note attached at the bottom, of course, is an addition as well. There is a change in the actual schedule, but the note at the bottom is an addition as well and I think that is to substitute for the other part of section 3.2.04, which indicates that there are revenues coming in to defray some of that cost. In fact, \$15

million will be coming from the federal government, so we are left with \$9 million that we are voting as a government in this bill.

I do not know why it was not straightened out simply by going through the same procedure as was done in the estimates, but I guess that is the way. The note was attached to the bill, and I suppose it will appear in the revised estimates at the end of the year in a slightly different form, and not in the form that is in this bill.

The highways money, as was pointed out before, is in connection with the railway agreement, and this railway agreement has come in for much discussion in the House in the last few weeks. It is \$24 million over and above the amount that was originally intended to be spent and represents, as the Leader of the Opposition pointed out, the blood money that resulted from the agreement to pull out the railway from this Province, and to provide us with what is described in the agreement as 'a comprehensive transportation system that will satisfy our needs.' To me, this means that the agreement we signed, Mr. Chairman, is an agreement for fifteen years, and that the money that we will see for transportation is the only money we will see for fifteen years.

This is something that has been asked during Question Period but has not been dealt with by members opposite, by the Minister of Transportation or the Premier. By signing the agreement, we are saying that will provide us with a comprehensive transportation system in the Province, that that amount of money, the \$400 million for the Trans-Canada Highway, this

top-up of the ERDA agreement and so on, will provide us with a complete transportation system, a comprehensive system. And the question has been asked, and I would like someone to answer it here, quite honestly - I was going to say frankly, but I thought the member for Menihek (Mr. Fenwick) might get startled in relation to this bill; this is the money we are talking about.

What about extra money for transportation? Is it indicated anywhere that we can go out and get more money from the federal government for transportation next year or the year after? If that is so, I would say to the Minister of Transportation, then that is not what is in the agreement that we signed, the **Toward 2000** agreement. That is not what is there. We have agreed, in writing, that this is all the transportation money we will need for fifteen years. Because of the nature of Question Period, perhaps, because the tendency in Question Period is to try to obfuscate and to try to confuse, because that is the purpose of Question Period, maybe in this particular forum we may be able to get a straight answer from the Minister of Transportation concerning transportation money for the next fifteen years, concerning this ERDA agreement when it runs out. Is it possible to get an extension of this agreement or another new agreement before the year 2004? These are the things I would like to Minister of Transportation to answer, and I eagerly await his answers. Thank you, Mr. Chairman.

MR. CHAIRMAN:

The hon. the Minister of Transportation.

MR. DOYLE:

Mr. Chairman, it has been pointed to members opposite on many, many different occasions, and to the member for Gander, that this agreement that we have on the railway of \$805 million is all new money. That has been repeated time, after time, after time. It is incremental, it is all new money, this \$805 million, and it does not hinder our ability in any way, shape or form to get new monies year after year, top-ups or extensions, to our current ERDA agreement. This is brand-new money.

Also, Mr. Chairman, we have a commitment from the federal government, as well, that the eight year reopener clause will examine the package of funding that we received from the federal government, and the purpose of that clause will be to ensure that we have, as a government, achieved the objectives that we set out to achieve with that \$800 million. I do not know how we can make it any clearer. It is all new money. It does not hinder in any way, shape or form our ability to get additional monies as top-ups or enrichments to our current ERDA agreement. That has been made perfectly clear. The statement has been made by the federal government. It has been aired sufficiently well here in the House, and, Mr. Chairman, there is very, very little to be said about it in addition to that, except that this is a brand-new package of funding to bring in a good and efficient transportation system for the Province in place of the railway, and we will continue to get additional monies from the federal government over the years.

MR. GILBERT:

Mr. Chairman,

MR. CHAIRMAN:

The hon. the member for Burgeo - Bay d'Espoir,

MR. GILBERT:

It is interesting to hear the Minister of Transportation talk about this infusion of new money that came into the Province last week, when he signed the railway deal, this \$805 million he is talking about. The first question the member for Gander asked had to do with the top-up of \$100 million to the current ERDA agreement.

In debating this bill, Bill No. 67, we are finding that this is the Province's share of the top-up agreement, because the money that was in the ERDA agreement, which was signed in 1985, was expanded for this year. But with the signing of this new top-up agreement, there is going to be another \$24 million spent. This, I think, is what we are saying, and out of it the Province has to put in \$9 million and the federal government is going to put in \$15 million.

When we talk about new money, this is certainly not new money, this is \$63 million in blood money, sort of thing, that we took for selling the railway and selling our transportation system. The question the member for Gander asked was what happens in 1991 when this ERDA agreement expires? Is there another ERDA agreement? Can we then open another ERDA agreement, or are we going to go to the next process in that agreement we signed, which is \$235 million to be used for trunk roads and things like that? This, to me, is a sort of a mystery, because again it is not going to be discussed this year; next year we are going to talk about what happens to that \$235 million that

is there. I assume that is \$235 million we are getting from the federal government as part of the blood money, as part of the sale.

MR. W. CARTER:

How is it blood money?

MR. GILBERT:

We gave away our constitutional rights to a transportation system.

MR. J. CARTER:

We did not have any constitutional rights.

MR. GILBERT:

Mr. Chairman, we gave away our constitutional rights to have a transportation system provided in Newfoundland. This is the point that we take exception to. We see that they jump very quickly to spend this money, and we are saying that Term 31 of the Terms of Union guaranteed a transportation system to Newfoundland, albeit it was railway and steamship.

The point we have made is that if we were entering Confederation today, the Trans-Canada Highway would be the point there. So when I look at the provincial budget now I notice that 47 per cent of the total transportation budget for this year is to be used for maintenance of highways which, it has already been pointed out by various studies that have been engineered and undertaken at the suggestion of government, are now 83 per cent defective compared to highways in the other Maritime Provinces.

I find it extremely difficult to figure out what is going to happen once we start to get our highways upgraded. We are going to upgrade our highways now with this infusion of money, which the

minister says is new money and I say it is not. The federal government was putting approximately \$80 million a year into a system in Newfoundland which we, in the Opposition, agree was inefficient and ineffective. But it was \$80 million a year that the federal government was putting into this system.

Now, we have no problem at all with the fact that the railway had to close. That is not the point. We see what has happened as the greatest sell-out in the history of this Province, the fact that we have said to the federal government, Okay, you can cancel the railway and get off the hook for the \$80 million a year that you are putting in to maintain a system that is inefficient and ineffective. But this \$800 million of new money the minister is talking about, before this fifteen year agreement is completed, the federal government is going to be in \$400 million on this deal. We have not looked at that at this point in time.

The money the federal government would normally have put into the operation of CN Marine in Newfoundland is now cut off, so this \$805 million of new money - it amuses me when I hear the Minister of Transportation talking about it - is really not new money. The federal government has just worked a deal with Newfoundland which has taken them off the hook for providing a transportation system for Newfoundland, a system we were guaranteed under the Terms of Union. When I hear about this new money I am very much afraid that in fifteen years time this \$800 million will all be spent. And it is a total highway package, as pointed out in the Memorandum of

Agreement, to provide for the transportation needs of Newfoundland into the year 2000

We are 83 per cent behind the rest of Canada as far as highways are concerned, and once we get this system, what is going to happen? Who is going to maintain this system when all this new money the minister is talking about is spent? The federal government are off the hook for the \$80 million a year they were putting into Newfoundland to maintain that system which, as I said, was not effective or efficient, and they must be laughing. They are off the hook, they have no more responsibility to provide this. And, as I have said, by the time the fifteen years is up, the federal government is going to be \$400 million to the good by virtue of the fact that they have the railway out of the Province. So how can the minister stand there and say he has successfully concluded a deal for new money?

Every time I spoke about this in the last ten days my concern was about the deception that there is new money. And if the deal is as good as the minister and members opposite would have us believe, they would not have to be spending close to \$200,000 in an advertising campaign to convince the people of Newfoundland that it is a good deal, the deal would stand on its own merit. You would not have to advertise to sell it to the people of Newfoundland, if the deal is as good as we are led to believe.

The thing that frightens me most is the fact that at the time this deal expires in fifteen years time, we are left with the situation of having to maintain a highway system in Newfoundland and

we do not have the money to do it. This is the thing I am concerned about.

I am concerned about the workers. I asked the minister a question yesterday concerning the non-union, middle management people who really feel they have been cut adrift and not protected. I am concerned the deal was concluded in secrecy. All winter, when we were raising these points in this House, the minister at first denied there was discussions concerning the closing of the railway, and now we find, all of a sudden, there was an awakening. The minister was saying, "Yes, there are discussions but there is nothing to report."

What I am afraid of is this \$800 million, which the minister is now saying is new money was not for the good of the people of Newfoundland, but was created so that there would be a slush fund created so members opposite would have some money to go into an election. That is my concern.

So when I stand here today and I see the first \$24 million of the new interim supply bill on the current year before us, I am a little concerned and I think the minister should answer the question that my colleague from Gander asked first: "What is going to happen when the ERDA agreement expires in 1991?" The rest of the questions I have raised, I think, are worthy of an answer, too.

MR. EFFORD:

Mr. Chairman.

MR. CHAIRMAN:

The hon. the member for Port de Grave

MR. EFFORD:

Thank you, Mr. Chairman.

The statement the minister made earlier was that this was \$800 million of new money. I have a question to get clear for my own end of the Island. The Trans-Canada has already started to be twinned from St. John's to, well, we will use Whitbourne Holyrood. Now, that money was already here.

The question to the minister is, where is the extra money over and above that in the agreement? The other question is, when will that road be twinned? Is that extra money going to be put into the area now and the road twinned immediately, or is it going to be like the rest of it, in 1992 and onward before we get that road completed? That was already designated to be twinned anyhow, although the minister just mentioned there that it would be as far as Holyrood, but I am sure, with the railway still in place for the next ten to fifteen years, that road would have gone further than Holyrood and possibly on to even Whitbourne. My question is very clear. Where is the extra money? How much is it? And, what time is it going to be spent? Are we going to have to wait ten years or whenever for it to be spent?

MR. DOYLE:

Mr. Chairman.

MR. CHAIRMAN:

The hon. the Minister of Transportation.

MR. DOYLE:

To respond to the hon. the member for Port de Grave, the current four-laning which has been going on over the last two or three years is money which was in the

present cost-shared ERDA agreement or current ERDA agreement. The current four-laning that is taking place was under that agreement. That would take us into the Holyrood area, and you would have to stop right there because there was no further money available under ERDA to undertake any further dividing and four-laning.

So after that, the four-laning which will take us into Argentia will come from the Trans-Canada Highway agreement that we have in place now on the railway, which is the \$405 million. That will kick in the year after next and continue with the four-laning from there onto the Argentia Access Road and a number of interchanges will have to be built in between; the interchange at the Holyrood Access Road, the interchange at the Salmonier Line Access Road, the interchange Avondale Access Road and on it goes.

MR. EFFORD:

Did the minister not say 1990?

MR. DOYLE:

That will kick in the year after next, yes. So, that is to answer that part of the question.

I do not know, Mr. Speaker, if I should get into answering some of the comments made by the member for Burgeo Bay d'Espoir (Mr. Gilbert) because I feel like a record here. I have answered that same question at least a half a dozen different times here in the House about what the present agreement is going to do and what it is going to give. Everybody is familiar with it. I really do not feel like repeating it and going into all the terms and conditions of the agreement itself, what the employees are going to get, and how we were not guaranteed under

the Terms of Union for the continuance of a railway. I really do not want to get into that again simply because I have answered that question at least a half a dozen different times.

But the question that the member for Port de Grave posed was a very substantive, legitimate question and I wanted to respond to that one.

MR. FUREY:
Mr. Chairman.

MR. CHAIRMAN (Parsons):
The hon. the member for St. Barbe.

MR. FUREY:
Mr. Chairman, I would like to ask the minister with respect to the railway, the minister claims the reopener clause is a protective clause in that after so many years, I think eight years, we could look at the agreement in 1996 which had been entered into in 1988 to see whether in fact, I think the wording is, 'That the Newfoundland transportation system would be on par with the Maritime system.' Is that the correct wording of the agreement? I think I have it right.

Well, I would like to ask the minister if in fact that is true, the reopener clause

MR. DAWE:
(Inaudible) road conditions.

MR. YOUNG:
Go and read it.

MR. FUREY:
But specifically, does it not say, in terms of the transportation system, that after eight years both parties are bound to look at this agreement specifically to see if Newfoundland's transportation

system is on par with the Maritime system?

SOME HON. MEMBERS:
Oh, oh!

MR. FUREY:
Well, the Minister of Mines (Mr. Dinn) says no, he has not read it, the Minister of Transportation (Mr. Doyle) says yes, and the Minister of Intergovernmental Affairs (Mr. Dawe) is still looking at his notes. So I would assume the Minister of Transportation is correct.

So, after eight years, the reopener clause automatically kicks in so both parties will sit down to see whether in fact Newfoundland's transportation system is on par with the Maritimes.

Now, my question for the minister is this: Eight years from now, when a lot of the cash is used up, if Canada and Newfoundland sit down and Canada says, 'Newfoundland's road system and transportation system is on par with the Maritime system,' and the government of that day, the new Liberal Government says, 'No, it is not. Newfoundland's road and transportation system is not on par with the Maritimes,' I would like to ask the minister, much like the free trade agreement, is there a dispute settling mechanism in place when two parties agree to disagree? If Canada says, 'You are on par with the Maritimes,' - can the Minister of Transportation hear me? I know he is being bothered by the Minister of Intergovernmental Affairs. Just tell him to be quiet, his turn will come.

I would ask the Minister of Transportation, in eight years

From now, Canada says our transportation system is on par with the Maritimes and the new Newfoundland government of the day says, 'No, we are not on par with the Maritimes,' what security do we have built in with this reopener clause which protects us and guarantees us there will be future monies made available in the event we agree to disagree eight years hence?

MR. WELLS:

Even if we both agree, it is not spelled out.

MR. FUREY:

And even if we both agree the road system and the transportation system is not on a par, what will be there? What exactly is there for us in the event we agree? More importantly, what is there in the event we disagree? So would the minister answer those questions with respect to the reopener clause, notwithstanding the flapping mouth of the Intergovernmental Affairs Minister?

MR. DOYLE:

Mr. Chairman.

MR. CHAIRMAN:

The hon. the Minister of Transportation.

MR. DOYLE:

Mr. Chairman, I thank the hon. member for his question. Yes, there is an eight year reopener clause and the purpose of that is to assess that highway's package. If it turns out to be inadequate in terms of the funds committed today, then both governments are committed to reviewing the need for further funding. Now, under this agreement we have identified a certain number of projects long before we sat down and signed an agreement. We identified A, B, C,

D, E, F and G projects which have to be undertaken in the Province. Presumably, not presumably, definitely, those number of projects we have indentified now, in terms of the Trans-Canada Highway and the Trans-Labrador Highway and all of the other projects which have been indentified, if those projects are undertaken today and were finished today, then we would have a system of transportation in Newfoundland equal to the national standard. All of these projects which we have outlined in the agreement, if they were completed today, we would have a highway system in Newfoundland equal to the national standard, in terms of the Trans-Canada Highway and other secondary roads in the Province.

Now, after that eight year period, because anything can happen between this and fifteen years, if you are looking at a fifteen year agreement, anything could happen in terms of inflation and what have you, lessening the value of that \$800 million, but that \$800 million is to be used to complete those projects which we have outlined in the agreement. If, after an eight year period, we find we are not on course; we have not been able to achieve under the current cash flow which will have flowed by that time to the eight year period, if we have not achieved the number of projects we should have achieved, then, under the agreement, the federal government and the Province sits down and says, 'Newfoundland, you have not done in that eight year period what you had intended to do in terms of those projects and in completing the Trans Canada Highway and what have you, and your current cash flow is not going to be enough to complete the projects. So we have to look at

it again and provide further funding to you to complete those projects.'

AN HON. MEMBER:
Hear, hear!

MR. DOYLE:
So, that is the guarantee we need.

MR. FUREY:
Mr. Chairman.

MR. CHAIRMAN:
The hon. the member for St. Barbe.

MR. FUREY:
Well, my reading of the agreement is that after eight years the reopener clause will kick in, which will allow the Government of Canada and the Government of Newfoundland to sit down and decide whether or not Newfoundland's transportation system is on par with the Maritimes. Notwithstanding the projects the minister talked about, whether they are completed, half completed, three-quarters completed or anything like that, I would like to ask the minister if he is listening - can the minister hear me? Mr. Chairman, is the minister able to hear me or is he being distracted? I was not sure if he was talking to the Minister of External Affairs over there or not.

I ask the minister, what happens in the event that Canada and Newfoundland sit down during the reopener clause and Canada says, 'You are now on par with the Maritimes,' and Newfoundland says, 'No, we are not on par with the Maritimes?' Can the minister tell the House what security we have? What is our fall-back position if Canada says, 'We have given you X hundreds of millions of dollars, you have blown it, or you have

done it to the ability that we see you are on par with the Maritimes?'

Can the minister tell the House what is Newfoundland's fall-back position in the event Canada says, 'You are now on par with the Maritimes,' and Newfoundland says, 'No, we are not?' Can the minister answer that simple question?

MR. CHAIRMAN:
The hon. the Minister of Transportation.

MR. DOYLE:
Mr. Speaker, the hon gentleman is grabbing at straws there. It is a very, very easy determination to make by any engineering firm in the land. In terms of our own engineering people, in terms of the RTAC (Road and Transportation Association of Canada) people, the national people who set transportation standards in Canada, that is a very, very easy determination to make as to whether or not Newfoundland is up to the national standard.

As I indicated to the member, and I do not know if he was listening or not, under this current package of \$800 million, we have identified the numbers of projects that have to be undertaken to bring us up to the national standard, in terms of the Trans-Canada Highway and other secondary roads in the Province.

If, after that eight year period, we have not, under that agreement, achieved our objectives, then the federal government is committed to review the need for further funding. It is a very, very simple process, Mr. Speaker, for any engineering firm, from our own department, the people who set the

national standards, like RTAC for instance, to say, 'Well, obviously, Newfoundland is still below the national standard,' at which time another part of it will kick in and Newfoundland will be eligible for more funding, Mr. Speaker, if we did not achieve that.

MR. FUREY:
Mr. Chairman.

MR. CHAIRMAN:
The hon. the member for St. Barbe.

MR. FUREY:
Supplemental to that, Mr. Chairman, the hon. minister keeps walking around in the tall grass. I asked a very specific question! Mr. Minister, the question is very simple. Eight years from now, if Canada decides that the \$800 million cash grab that the government, way back in 1988 took, was sufficient to bring the standards of our transportation system up to the Maritime average, what is Newfoundland's fall-back position if Canada says, 'You spent \$800 million, you are up to the Maritime average?' The minister even takes us to the national average! I am glad to see that. I would love to know how we would get to the national average at \$800 million. That is what he said, but should read that it does not say, it says the Maritime average.

Can the minister tell the House what is Newfoundland's fall-back position after all of those hundreds of millions of dollars are spent? If Newfoundland says to Canada, 'We are not on the Maritime average, we need \$3 billion more,' and Canada tells us to jump in the lake, what do we do then? So much for the reopener clause then, if Canada tells us to

jump in the lake.

Now, I would like to know specifically from the minister, where in that reopener clause, Clause 8 which we should all hate, where in that reopener clause does Newfoundland have a fall-back position to protect us in perpetuity?

MR. CHAIRMAN:
The hon. the Minister of Transportation.

MR. DOYLE:
Yes, Mr. Chairman, we do have that guarantee under the Memorandum of Understanding. Not only does it protect us in terms of the number of projects which we need to have undertaken to bring us up to the national standard, but it also determines the level of service in interprovincial surface, including marine freight transportation to and from the Island of Newfoundland so it is adequate to meet the transportation needs of the Province in the manner comparable to that then prevailing in the Maritime region of Canada.

Also, Mr. Chairman, it will be assessed at the time, the progress in implementing the two highways agreements and the adequacy of the project work plans in place at that time, in relation to the financial commitments agreed upon, the impact of inflation, and any other factors which may have a bearing on the completion of the projects included in the two agreements, in conformity with such performance, engineering or other standards as form part of the respective agreements.

The purpose of it is to assess the surface, including marine intermodal freight rate structure, to determine if it is then, in any

way, and to what extent a more significant factor in the economic development prospects of the Province. It is all protected, Mr. Speaker, in the Memorandum of Understanding, a real good agreement that this Province signed with the federal government.

MR. WELLS:
Mr. Chairman.

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

MR. WELLS:
Mr. Chairman, there are a couple of comments I wish to make. To begin with the minister and others in the Chamber are talking about \$800 million to solve our transportation problems. That is wrong. Seventy-five of that \$800 million is to meet the companies obligations to its employees under its various collective agreements.

MR. HISCOCK:
That is their own money.

MR. WELLS:
Well, whatever the right is, it is seventy five of the \$805 million, so that drops it immediately to \$730 million. Another \$15 million is for communities in Port aux Basques and Bishop's Falls; another \$8 million is for port development. So when you really get down to it and look at it, you are talking about the \$405 million designated for the Trans-Canada, the \$235 million designated for the fifteen year trunk road program; and the \$62.5 million that is going to be used now as the political fund for this coming election. That is what we are talking about.

DR. COLLINS:
There is a certain amount of

subjective argument there.

MR. WELLS:
That is right. A certain amount of subjective argument is always helpful, always beneficial. So what we are looking at is \$700 million, not \$800 million. So let us not confuse the issue. We are looking at \$700 million. That is one factor.

The other factor you have to look at, Mr. Chairman, is that is probably about the same, perhaps really it is not as much, as we would have gotten had the railway gone on and continued on, we would have had that much for highroad improvement from the federal government in any event.

The truth is, we got nothing for our railroad. That is the reality of it. So we might just as well face that fact as well. Over the last fifteen years, we have gotten proportionately as much as we are going to be getting under this agreement without having to close the railway. So, make no mistake about what the government has done in terms of the measure of this sell out. The measure of this sell out is immense by any standard of judgment.

The other factor you have to look at, Mr. Chairman, is it has been costing the federal government at least \$40 million a year to subsidize the Newfoundland Railway operation and another \$20 million a year to subsidize the rail portion of the Gulf ferry operations. That will also go. So, the federal government is going to save about \$60 million a year and, in fact, they are going to end up making money on it over the term of the agreement. They are going to save money.

DR. COLLINS:

Round it off at \$100 million.

MR. WELLS:

The minister can laugh if he wants too, but the measure of the sell out is going to be made known and people of this Province know the magnitude of this sell out. They are becoming very much aware of it!

SOME HON. MEMBERS:

Hear, hear!

MR. WELLS:

Now, the minister can have a supercilious laugh about it if he wants to sit back in this Chamber and pretend there is nothing to this, but people in this Province know of the magnitude of this sell out. They are already very much aware of it.

It makes Churchill look like a glaring profit operation, because this will put us into bankruptcy. This will put us into bankruptcy!

SOME HON. MEMBERS:

Oh, oh!

MR. WELLS:

We will see. We are going to deal with the Churchill when the time comes. Do not worry about that. When the time comes, then it is coming very soon incidentally, you will want to know. The time is coming very soon and the real truth about the Churchill and where all those hon. gentlemen and all their cohorts stood and what they said about it, and where they stood on the Churchill, just how brave their words were in 1968, 1969 and 1970; we are going to see what brave words they were speaking. We will see how brave their words were then. A few people are going to have to swallow some healthy words.

Now, Mr. Chairman, having set that straight as to just where we are in dollars, let us go back and ask the minister why he refuses to answer the question asked by the hon. the member for Gander (Mr. Baker) on the other question asked by the hon. the member for St. Barbe (Mr. Furey). Let us just take a look at it.

This question the hon. the member for St. Barbe was just speaking about, the so-called reopener clause, is an absolute shame. It says yes, they will take a look at it, they will meet to determine whether the level in inter-provincial service, including marine freight transportation to and from the Island of Newfoundland, is adequate to meet the transportation needs of the Province in a manner comparable to that then prevailing in the Maritime region and then to assess the surface intermodal freight.

What do they do when they assess it and, as the hon. member for St. Barbe (Mr. Furey) says, if the Newfoundland Government says, 'No, it is not adequate,' and the federal government says, 'Well, we consider it to be adequate.' Where is the obligation to do anything?

The answer, Mr. Chairman, is there is not any in it. There is not any. At least the infamous Term 29 contained an expressed obligation on the part of the federal government to provide additional financial support for Newfoundland. There is absolutely nothing here! The so-called reopener is a total sham! The government has gotten nothing!

Now, maybe it is that they are incompetent and they do not know

the difference, but they cannot tell anybody who can read this document it obligates the Government of Canada in any manner to do anything eight years from now, other than take a look at it. There is no undertaking to do anything! No wonder the minister cannot answer the question, it just is not there.

Now, Mr. Chairman, the next clause I want to look at is clause 10 (1), this is the one that deals with the question asked by the hon. the member for Gander. The real question he asked the minister to answer, based on clause 10 (1) is this: How much, if any, for highways work in Newfoundland will the federal government agree to pay to Newfoundland if this agreement is put into effect as it stands? Would the minister explain what is meant by the following phrase?

"The foregoing arrangements are, however, offered herein by Canada as a comprehensive transportation package." Now, if that is a comprehensive transportation package, then on what basis does the minister say he is going to get anything else next year or the next year or five years from now?

Does the federal government agree that this is a comprehensive transportation package or do they say that the minister is correct and there is more money coming for transportation in the future? This is only for the railway. Tell me how? What it says is it is a comprehensive transportation package and Newfoundland accepts it as such. It is to be comprehensive and comprehensive means all encompassing, it includes everything. Comprehensive transportation, that is what is provided for in this

agreement, Mr. Chairman.

No wonder the minister is trying to deny that it is a comprehensive transportation package and trying to pretend there is more money going to be available to Newfoundland in the next five years because he is ashamed of it and he ought to be ashamed of it! It is a total sell out of this Province's rights!

SOME HON. MEMBERS:
Hear, hear!

DR. COLLINS:
There will be. We are not going to say there will not be when there will not be.

MR. WELLS:
This agreement provides that it is a comprehensive. It would be contrary to the agreement, Mr. Chairman. It would be a contravention of the agreement and I would like the Prime Minister of Canada to confirm that there is more money and that this is not a comprehensive transportation agreement.

DR. COLLINS:
That is what you are saying, that is not what the agreement says.

MR. WELLS:
No, no, that is what the agreement says. The minister knows and he is trying to pretend. No wonder he is trying to pretend, he is as ashamed of this document as he ought to be.

DR. COLLINS:
You are a practiced lawyer and you can twist any words you like, (inaudible).

MR. WELLS:
I can read. The hon. gentleman cannot or he is deceiving us into

thinking he cannot read and there is something else there other than what the document says.

DR. COLLINS:

Newfoundland (inaudible) nature of the offshore. That is the way you read it and you worked it that way, but (inaudible).

MR. FUREY:

You were going to kick-start the economy.

MR. PATTERSON:

God forbid the day that you ever become Premier of Newfoundland! You will still fleece the Liberal Party, rip them off, like you are doing now. You are a sham!

MR. WELLS:

Somebody should set a mouse trap in here to get rid of the mice.

SOME HON. MEMBERS:

Oh, oh!

MR. WELLS:

Really, Mr. Chairman, we ought not to allow these mice to be nibbling away all the time like that and making no contribution, just nibbling and making no contribution whatever. We should really get rid of mice. There really is no place for them in the House of Assembly.

SOME HON. MEMBERS:

Oh, oh!

MR. WELLS:

Now, Mr. Chairman, back to Clause 10 (1) again. I asked the Minister of Transportation to tell the member for Gander (Mr. Baker), as he asked him to do, why this is not a comprehensive transportation package, an all inclusive package. Comprehensive means all inclusive. Why is this not an all inclusive transportation package

when the document on its face says that it is so and says that Newfoundland must acknowledge that it is so and that that is its purpose?

Further down it says, "and Newfoundland acknowledges that these arrangements are made for such purpose." Now, it is there! We have got to acknowledge it.

The minister may sit here now and try to deny it, but the agreement says we have got to acknowledge it. Maybe they anticipated the minister would sit in this Chamber and try and deny it. Would the minister tell us why those words do not mean what they say? Why do those words not mean that this is to be an all encompassing transportation package, as the minister contends and as the Minister of Health pretends, not contends.

In the meantime, would he tell us exactly what the Government of Canada is obligated to do under Clause 8?

MR. CHAIRMAN:

The hon. the Minister of Transportation.

MR. DOYLE:

Mr. Chairman, in an attempt to address some of the points that the Leader of the Opposition made with respect to the agreement itself, it is quite obvious to everyone in the Province now, Mr. Chairman, what the Opposition Leader is attempting to do. He is obviously playing very, very poor politics with the issue. They realize that this deal is unbelievably good one, Mr. Chairman, —

SOME HON. MEMBERS:

Oh, oh!

MR. DOYLE:

- for the people of the Province which will take Newfoundland into the 21st Century with an excellent transportation link, Mr. Chairman.

The Opposition Leader is somehow now in his obvious and consistently pious fashion trying to make a phony constitutional issue out of this when, in reality, everybody in the Province knows no constitutional issue is here, Mr. Chairman.

I am not a lawyer, Mr. Chairman, but we do have some very, very good ones who give us advice on a continuous daily basis.

AN HON. MEMBER:

(Inaudible).

MR. DOYLE:

Now, would the member be quiet for a few minutes? Just be quiet for a few minutes. I do not interrupt him when he is speaking and I would ask him to do me the same courtesy.

Every legal opinion that we have had, Mr. Chairman, over the last number of years says we do not have any constitutional protection whatsoever, no constitutional obligation upon the federal government to maintain the Newfoundland Railway. There is no constitutional obligation upon the federal government to maintain the Newfoundland Railway. There is not, there never was, the Terms of Union do not provide for the operation and maintenance of the railway in perpetuity.

Now, that has been repeated time and time again and it has to be repeated and I will continue to repeat it to the member as long he continues to stand in his place and try to make some kind of a

phony constitutional issue out of this. The Terms of Union did not provide for the continued operation and maintenance of the railway. It simply states that Canada will take over the railway. There was no statement at all that Canada has to operate it in perpetuity.

The only obligation on Canada relates to the Gulf Crossing, Mr. Chairman, where the federal government is required to maintain in accordance with the traffic offering of freight and the passenger marine service.

So, Mr. Chairman, the hon. gentleman continues to try and cloud that issue. As long as he continues to do that, I will continue to stand and bring him to order, Mr. Chairman, and to bring his attention to what the legal people of the Province are saying. Mr. Chairman, it has to be highlighted. There is no obligation upon the federal government to maintain the railway in Newfoundland.

Now, the hon. gentleman as well makes reference to Clause 8, which states, "During the year following the eight full year after the date of closure of the Newfoundland Railway, a federal/provincial review shall be undertaken!" Mr. Chairman, it says, "shall be undertaken", not 'could be' or 'maybe, if we agree we will', it says, "shall be undertaken".

Now, the leader of the Opposition (Mr. Wells), Mr. Chairman, last week he was here in the House of Assembly saying Canada had an obligation to provide the railway in Newfoundland simply because the framers of the Terms of Union were having discussions at the time leading up to the signing of the

Terms of Union which indicated they felt Newfoundland should have some constitutional protection in that regard. This is the kind of issue the member is getting on with.

You cannot take into a court of law, as the member should know, intentions or discussions leading up to the framing of the Terms of Union. What you will have to produce in a court of law is the document which shows what constitutional obligation Canada has. There is no point in going in, Mr. Chairman, and saying, 'Well, I believe they have some thoughts about that. They discussed that in some detail, and as a result they do now have some obligation.' No, Mr. Chairman, there is no point in doing that.

The eighth year review says "a federal/provincial review shall be undertaken: (a) to determine"

MR. DINN:

He should understand that.

MR. DOYLE:

"whether the level of service in interprovincial surface (including marine) freight transportation to, from and on the Island of Newfoundland is adequate to meet the transportation needs of the Province in a manner comparable to that prevailing in the Maritime region of Canada."

That is the first clause, Mr. Chairman. I think it is perfectly clear. The hon. gentleman, being a lawyer, should know that that is perfectly clear.

MR. DINN:

He is not good at it.

DR. COLLINS:

Lawyers twist things.

MR. DOYLE:

"(b) To assess the surface (including marine) intermodal freight rate structure to determine if it then is, in any way, and to what extent, a more significant factor in the economic development and prospects of the Province than it was immediately prior to the closure of the Newfoundland Railway;

"(c) To assess the progress in implementing the two highways agreements."

In other words, all of the projects we have outlined in the agreement right now, which will be sufficient to bring Newfoundland's highways up to a national standard, will be reviewed under the terms and conditions of this agreement.

"To assess the progress in implementing the two highways agreements (items (d) and (e) in article 5 hereof) and the adequacy of the project work plans in place at that time in relation to the financial commitments agreed upon, the impact of inflation," even the impact of inflation, Mr. Chairman, is taken into account.

If the Leader of the Opposition back in the 1960s when he was signing the Churchill Falls agreement had been as concerned as we are today about the impact of inflation, we would not have the problem we have today with Churchill Falls, Mr. Chairman.

DR. COLLINS:

But he says there is no problem with Churchill Falls.

MR. DOYLE:

But the hon. gentleman disavows any knowledge of that, he was not part of that administration back

then. We are going to continually remind the people of this Province, Mr. Chairman, that he was a very, very important part of that administration back then which gave away that great resource which Newfoundland owns and should have access to today.

So, Mr. Chairman, we have complete protection under this agreement and we certainly would not have signed the agreement if we were not convinced the projects we have in place right now will be sufficient to bring Newfoundland's highways up to a national standard. The eight year review will be important. This is all new money. The federal government has stated that, is committed to it, that is new money. It is over and above any money we would normally receive under ERDA agreements and top-up to FRDA agreements, and any other negotiations we might become involved in.

In other words, we are not going to have to go to the federal government and say, 'Because we have an \$800 million railway agreement, we do not have the right now to negotiate an extension to our ERDA agreement.' The federal government will not say that to us. They will say, 'Yes, you have just as much right as any other province in Canada to sit down and to negotiate new agreements for secondary roads and regional trunk roads and extensions to ERDA agreements, not based upon the fact you have a \$800 million railway package, so, therefore, we are not going to give you any money.' This money is put in place in total and complete recognition that we no longer have a railway in Newfoundland. This is the negotiated settlement we came to,

Mr. Chairman.

Of course, if it had been left to hon. members, the entire \$800 million would have gone to upgrade the Trans-Canada Highway. But, Mr. Chairman, we did not want to do that. We realized what we had was a Newfoundland Railway. It was a railway which applied to every nook and cranny of the Province. It was not just a railway for the Avalon Peninsula or for the communities who happen to live along the Trans-Canada Highway; it was a railway for all of Newfoundland.

That is why we got involved in the process of making that \$800 million available to as many communities as we possibly could in the Province. Not only on the island portion of the Province, but in the Labrador portion of the Province as well.

That is why we put \$19 million aside to try to complete the link of the Trans-Labrador Highway between Wabush and Churchill Falls; that is why we put monies in there to start and complete the Penetanguishene by-pass. Also, up in Marystown, in Red Harbour, we have put a lot of money into that area, approximately \$4.5 million. Also, the Red Bay road, a very, very important resource exists in that area, Mr. Chairman, that the people are now going to have access to. We intend to put \$7 million into the Red Bay road.

The hon. member for the Strait of Belle Isle (Mr. Decker) over there should be quite pleased that there is going to be \$2.5 million put into the paving of the Plum Point road toward Englee, and the Bonavista Highway, including the interchange in that area.

A host of projects, Mr. Chairman, which people all around the Province, not just the people who happen to live in St. John's or Central Newfoundland or Port aux Basques, every single area of the Province is going to benefit from this agreement. A new road that is going to be built to Petit Forte.

Hopefully, Mr. Chairman, as we have said before, that \$405 million will be the catalyst we will need to provide a good transportation link in the Province which will address an awful lot of the problems which truckers all around the Province have and people generally.

So, Mr. Chairman, this is a very, very good agreement, an excellent agreement which will take Newfoundland into the 21st. Century with an excellent transportation link. No amount of negative comments from the hon. gentleman opposite is going to deter us at all. We are going to continue.

MR. GULK:

In an arrogant way.

MR. DOYLE:

The hon. members are trying to hold up this bill and we are trying to get tenders awarded for the road in Burgeo, trying to get tenders awarded for the Trans-Labrador Highway, trying to get tenders awarded for work up in the Strait of Belle Isle, and, Mr. Chairman, obviously these are the same people now who have been screaming now for the last number of months about the Burgeo road. We have got a project now ready to go on the Burgeo road.

This is just a routine bill we brought in here for supplementary

supply, to give us effect to the cash flow. Under the ERDA agreement, it is necessary to call those tenders, award those tenders, and hon. members opposite are holding all that up.

But I will not be slow in telling the people of Burgeo all about that, Mr. Chairman, what the leader of the Opposition is trying to pull here with filibustering and all the rest of it.

Mr. Chairman, this is an excellent agreement and I will just hold it right there.

MR. WELLS:

Mr. Chairman.

MR. CHAIRMAN:

The hon. the Leader of the Opposition.

MR. WELLS:

Mr. Chairman, I just have a couple of other points. The hon. the minister just spoke about having legal opinions telling him that Canada does have an obligation on the reopener clause and that this is not to be interpreted as a comprehensive highroad's agreement. If he has such legal opinions, please table them. Please let us have them.

Frankly, I do not believe he has them because no self-respecting lawyer would ever give such an opinion which so clearly flies in the face of a written document.

DR. COLLINS:

There is only one lawyer in the Province.

MR. WELLS:

There is no lawyer in the Province would give that opinion that the hon. gentleman is talking about.

Now, with respect to the constitutional obligation Canada has, which he was talking about, it is not a constitutional obligation to operate the railway and nobody ever said it was. Clearly they had a constitutional obligation and still have a constitutional obligation to maintain within Newfoundland the Newfoundland portion of the coast to coast transportation system. The federal government made that clear at the time the Terms of Union were being negotiated.

They acknowledged that agreeing to operate the railway was the same thing as providing, for the government of Newfoundland, the Newfoundland portion of the national transportation system. The phrase they used was the coast to coast transportation system. That constitutional obligation they acknowledged they had. The document clearly says it.

The federal government, at the time, in negotiating the Terms of Union said, 'Yes, okay, we can agree to put into the Terms of Union an undertaking to operate the railway and the steamship and related marine services because that is nothing more than providing for Newfoundland the Newfoundland portion of the coast to coast transportation system.'

Now, that document makes it clear and there is no question whatsoever that that obligation is there. Any reasonable federal government would, in the end, honour that obligation.

Prime Minister Mulroney was quoted as saying he would honour the constitutional obligation with respect to the railway, and he acknowledged it was a constitutional obligation.

In discussions just recently in the House of Commons, Mr. Mazankowski acknowledged that obligation was there. Two years ago, Eric Neilson, the then Deputy Prime Minister, acknowledged that the constitutional obligation was there and indicated clearly that the present federal government would honour that constitutional obligation. He made that clear, that there is that constitutional obligation.

PREMIER PECKFORD:

Where is the agreement of the passenger service? Where is the agreement on Argonia? Where is the agreement on Carbonear or Bonavista?

MR. WELLS:

There is no question what the obligation is. The obligation is clear. It is the obligation to provide for Newfoundland the Newfoundland portion of the coast to coast transportation system.

MR. DAWE:

Where does it say that?

MR. WELLS:

I have a produced a document that shows that.

MR. DAWE:

(Inaudible) letters.

MR. WELLS:

No, I produced the minutes of the meeting and the undertakings of the federal committee negotiating the Terms of Union.

MR. DAWE:

Why was it not in the agreement?

MR. WELLS:

Because they said that that is what those words in the agreement mean! You can put those words in the Terms of Union because that is

what they mean! That is exactly what they say.

SOME HON. MEMBERS:

Oh, oh!

MR. DOYLE:

You are all wet, 'boy'.

MR. J. CARTER:

Ridiculous!

MR. WELLS:

When they were asked to assume responsibility for the railway and related marine services, here is what they said in a memorandum dated July 31, 1947. Here it is:

"It is suggested that assumption of the railway and steamship services," that is what Term 31 says, "would be justified on the grounds that it was merely the extension of the coast to coast transportation system to take care of the needs of the new Province." That is what they were doing.

Mr. Chairman, a federal Liberal government has indicated quite clearly they will acknowledge that that obligation is there and they will continue it. This government wants to say no to that, wants to turn down even that obligation.

So clearly, Mr. Chairman, let us be sure of what we are doing. Let us vote on this knowing exactly what we are doing.

PREMIER PECKFORD:

Mr. Chairman, I would like to have a few words on this.

MR. CHAIRMAN:

The hon. the Premier.

PREMIER PECKFORD:

I have to take the Leader of the Opposition up on what he is saying

here in this House, Mr. Chairman, because he does not know what he is talking about.

I mean, this is the most ridiculous foolishness. I am sure the leader of the Opposition, in his more sober moments, in his more conjugative moments, realizes it. Mr. Chairman, what is he saying here in the House?

I would like for the Leader of the Opposition (Mr. Wells) to do me a favour, I would like for him to do Newfoundland a favour, produce legal opinions from any lawyer who will say there is a legal or constitutional obligation on the federal government. That is number one.

Our Department of Justice has done a full examination of this with many lawyers involved, and they indicate to us that there is no legal or constitutional obligation on behalf of the federal government to maintain the railway in perpetuity. There is not. The Leader of the Opposition says any ordinary person would know.

The wording of the Terms of Union, which I tabled in the House a long time ago, says that they will take over the railway, take over.

MR. DAWE:

It was like buying a house.

PREMIER PECKFORD:

They could have sold it the next day, Mr. Chairman, now that is number one. There are no legal opinions around which demonstrate -

SOME HON. MEMBERS:

Oh, oh!

PREMIER PECKFORD:

We had a far better chance on the offshore and on the water

Reversion Act as it related to Hydro and offshore than we ever had constitutionally on the railway. That is number one.

MR. TULK:

Are you posturing now?

PREMIER PECKFORD:

No, I am not posturing.

MR. TULK:

Prove it.

PREMIER PECKFORD:

I am just trying to deal with the information that the leader of the Opposition mentions, that is number one.

Number two, what is even more significant, if in fact you can find something more significant than what I just said, even more significant is this: From 1949 to today, or three or four weeks ago, what has happened to the railway? This is the series of events that have occurred. A gradual erosion and phase down of passenger service. If in fact, as the leader of the Opposition alleges, there was some constitutional and legal requirement on behalf of the federal government to maintain the railway in Newfoundland as of 1949, Bonavista should be opened and running as a modern railway; the Carbonear line should be open and running; Argentia; Lewisporte.

The governments of the day, through the 1950s and 1960s, without any agreement - was there an agreement on the passenger service for maintenance of the highway across Newfoundland, Mr. Chairman? Was there an agreement?

SOME HON. MEMBERS:

No, no!

PREMIER PECKFORD:

Was there an agreement when the passenger service went out of Newfoundland, between the Government of Canada and the Government of Newfoundland? Was there an agreement?

SOME HON. MEMBERS:

No, no.

PREMIER PECKFORD:

Was there a compensation package in that agreement and a reopener and a maintenance agreement?

SOME HON. MEMBERS:

No!

PREMIER PECKFORD:

We were losing the passenger service! Look at the thousands of cars and trucks that were going to be on the highway. You talk about fourteen extra now, as if it was going to destroy the road. What about the road that was not that good back about twenty years ago when we had all those hundreds and hundreds more cars coming on the Trans-Canada, the so-called Trans-Canada of today? Was there an agreement between the Government of Newfoundland and the Government of Canada when this passenger service went, which was the first death knell, the first strike or two strikes out of three on the railway anyway, Mr. Chairman? Was there any agreement?

Did the Government of Newfoundland stand up at the time and say there must be an agreement between the two governments for a compensation package a reopener clause, an ongoing maintenance agreement? No, Mr. Chairman.

MR. TULK:

It seems to me you are posturing again now.

PREMIER PECKFORD:
I am not posturing.

Number two, Mr. Chairman, was there an agreement on any of the branch lines between the Government of Newfoundland and the Government of Canada? Is there a super highway going to Bonavista today as compensation for the Bonavista branch line closing out?

SOME HON. MEMBERS:
No.

PREMIER PECKFORD:
Is there a super highway to Carbonear, Mr. Chairman -

MR. J. CARTER:
You cannot even pass a car.

PREMIER PECKFORD:
- because they phased out the branch line? That was the railway, just as much as the railway as any other part of the railway was. Was there money from the federal government under an agreement for the Lewisporte branch? No. On Argentia they agreed to build a road and then forget it. Then it was up to the Province to handle it from there on. There was no agreement.

MR. DAWE:
I wonder who did that?

PREMIER PECKFORD:
Let alone reopeners.

The hon. the Leader of the Opposition is standing in his place, when he was a member of a Liberal Government in this Province which gave away the Upper Churchill with no reopeners, and he is criticizing a fifteen year agreement, after eight of which we have a reopener, Mr. Chairman.

SOME HON. MEMBERS:

Shame! Shame!

MR. DAWE:
The gall.

PREMIER PECKFORD:
The gall! The audacity of the hon. gentleman to stand up in his place!

SOME HON. MEMBERS:
Hear, hear!

PREMIER PECKFORD:
He should be ashamed of himself! He should let this bill go through so fast to get it out of his conscience so that somebody would not embarrass him, Mr. Chairman.

MR. BAIRD:
He does not have a conscience.

PREMIER PECKFORD:
What a stupid, intellectually dishonest way for the Leader of the Opposition (Mr. Wells) to get on, Mr. Chairman.

MR. TULK:
Intellectually dishonest?

MR. SIMMONS:
Who did the posturing?

PREMIER PECKFORD:
With all of these phases out of the railway since 1949, not one agreement, let alone reopeners, let alone compensation packages. Nothing! Zero, Mr. Chairman.

And now the Leader of the Opposition can get up in his place in this House and try to perpetuate on the people here and anybody who is listening some kind of procedure completely the antithesis of what he and his cohorts did years ago, Mr. Chairman. Try and find some consistency in it. It is completely the opposite to what

they perpetrated.

They allowed the railway to die decades ago, Mr. Chairman, and did nothing on it. Not one dollar of compensation, let alone an agreement with a reopener clause in it.

I just do not understand, Mr. Chairman. Yes, we know what they are doing. Did the Leader of the Opposition know what he was doing when he was in a Cabinet when they gave the approval to go ahead on the Upper Churchill contract and all the rest of it, Mr. Chairman, and all the other deals that they did at the time?

There are no deals like that now. St. Lawrence is not like that any more. The mining industry is not like that any more. The forestry industry is not like that any more. Mr. Chairman, it is done now on tender. It is done on leasing. It is done to allow the public to fully participate in it, Mr. Chairman. That is the way it is done now.

Suddenly he cocooned himself, spin himself around and pretend consistency with all of these things that happened to the railway over the years, and not one agreement!

MR. TULK:

Are you posturing now?

PREMIER PECKFORD:

And the passenger service was the key. When the passenger service went everybody knew at the time we were in grave danger of seeing the railway eroded away.

We tried to keep it, Mr. Chairman. We tried to keep it. We got the federal government to spend over \$79 million on

containers in trying to keep it, all of which can be used today, Mr. Chairman.

MR. TULK:

(Inaudible) the PC's in Ottawa.

MR. SIMMONS:

Mulroney would not (inaudible).

MR. TULK:

The other Brian nailed you.

MR. SIMMS:

There are an awful lot of interjections after the Leader's lecture to us in the way his members should act.

PREMIER PECKFORD:

Oh, yes.

MR. SIMMS:

What hypocrisy!

MR. J. CARTER:

What kind of cement does he use to keep you in place?

PREMIER PECKFORD:

It is inconceivable to me how the Leader of the Opposition can stand in his place and so piously articulate a position after the horse has left the barn. He was responsible for having it leave the barn! I would not mind it half as much if he was a brand new leader coming into politics for the first time and could discard himself completely from what has happened in the past and he was not involved in all these other things that happened with the railway.

But to be part of a government which engaged in contracts and deals, under the table, by the side table, all over the place, not including even the railway, and then to come in here after all of these things have been done

with the railway over the years with not an agreement, and then somehow criticize us because we got one, with 20 per cent of the freight of the Province going on the railway no more, 80 per cent going other ways, water, air, and on the roads, it is very difficult to understand how they can sustain any credibility arguing this.

Now, if the leader of the Opposition and his party, when they were members of government, during all those years, got an agreement for compensation on Argentia, had an agreement for compensation on Carbonear, had an agreement for compensation on Bonavista, had a big agreement for compensation when the passenger service went down, thereby putting a bigger amount of traffic on the roads, and in that was a compensation package and a reopener, they would have to have all of that, plus a maintenance agreement to be better than the one we got. They would have to have all of what I just said, plus a maintenance agreement, and then they could legitimately criticize it.

The cannot now, Mr. Chairman, because they are the people responsible for doing nothing with the railway, only letting it die. We are responsible for getting a \$800 million compensation package for a railway which has been a liability on the Government of Newfoundland, helped cause our bankruptcy back in the 20s and 30s, and has been a liability on the people of Canada for the last fifteen or twenty years. We got an \$800 million deal with a reopener after eight years.

We want to teach the Opposition how to operate in government so that in the year 3000, when, by

some streak of luck, they do perhaps have an opportunity to form the government, they will learn the right way to do things.

SOME HON. MEMBERS:

Hear, hear!

MR. WELLS:

Mr. Chairman.

MR. CHAIRMAN:

The hon. the Leader of the Opposition.

SOME HON. MEMBERS:

Hear, hear!

MR. WELLS:

Mr. Chairman, what you will never see is a Liberal government perform like that!

SOME HON. MEMBERS:

Hear, hear!

MR. WELLS:

No self-respecting government in this Province would ever sign this agreement! You can be absolutely sure! We would be ashamed of our lives to call ourselves Newfoundlanders!

SOME HON. MEMBERS:

Hear, hear!

MR. WELLS:

Mr. Chairman, why they keep insisting on creating the straw man that they can blow down because they do not have the confidence to knock down anybody else -

MR. PATTERSON:

A point of order, Mr. Chairman.

MR. CHAIRMAN:

A point of order, the hon. the member for Placentia.

MR. PATTERSON:

Mr. Chairman, in one of the papers over the weekend I noticed the statement attributed to the Leader of the Opposition saying, if and when he becomes Premier of Newfoundland, he will insist that he will receive \$50,000 a year from unknown persons -

SOME HON. MEMBERS:
Order! Order!

MR. PATTERSON:
- and if the unknown persons ask him for a favour, he will tell them to go to Hell.

MR. TULK:
Is that allowed, Mr. Chairman?

MR. PATTERSON:
I ask the hon. Leader of the Opposition to come clean, bare his soul, tell who is paying his salary, or resign and come down to Placentia and run against me.

MR. CHAIRMAN:
Order, please!

SOME HON. MEMBERS:
Hear, hear!

MR. CHAIRMAN:
There is no point of order.

MR. WELLS:
Just do not tempt me.

Mr. Chairman, I am going to draw your attention to something. The Speaker, this afternoon, when the hon. member for Port de Grave (Mr. Efford) stood up and raised a point of order in that manner, he called the member to order, as I believe he ought to have done. I just draw your attention to it because it is not a valid point of order. This member does that every, single time he stands up, as does the member for St. John's North (Mr. J. Carter).

So, Mr. Chairman, I would ask you to follow the example set this afternoon by the hon. Speaker and do the same, so that both sides are treated alike in this House. We must have both sides treated alike if we are to have a democracy in this House.

Now, Mr. Chairman -

MR. CHAIRMAN (Parsons):
To that point of order, the Chair -

MR. TULK:
That was not a point of order.

MR. CHAIRMAN:
- feels that there is ample time given to both sides and that the Chair is being fair.

MR. TULK:
Did you raise a point of order?

MR. WELLS:
I am talking about this Chair. I am drawing this Chair's attention to what the Speaker did this afternoon and asking that it be done the same way, Mr. Chairman.

MR. FUREY:
You are earning your money today.

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

MR. J. CARTER:
On a point of order, Mr. Chairman.

MR. WELLS:
Another spurious point of order, Mr. Speaker.

MR. CHAIRMAN:
The hon. the member for St. John's North.

MR. J. CARTER:
The Leader of the Opposition knows full well, whoever the Chairman is

or whoever the Speaker is, he is deemed to be the same person and the criticism of one is the criticism of all. That is a disgrace, a disgrace!

MR. SIMMS:

And you should take your seat when the Chair is talking to you.

MR. CHAIRMAN:

To that point of order, there is no point of order.

The hon. the Leader of the Opposition.

MR. WELLS:

Thank you, Mr. Chairman.

Now, Mr. Chairman, I know why the hon. gentlemen opposite, whenever they stand up to speak, want to say that I maintain that there is a constitutional obligation to operate the railway because they cannot deal with the real one I have put forward because they cannot deal with it. So they do anything they can. They find these little straw men, which is the total of their competence, to deal with straw men. They have no competence beyond that. So they have to find a straw man to deal with because they cannot deal with the real man.

SOME HON. MEMBERS:

Oh, oh!

MR. WELLS:

What the constitutional obligation is, and is acknowledged by a great many people to be, is that the federal government has to provide for Newfoundland the Newfoundland portion of the coast to coast transportation system.

MR. TULK:

Not necessarily the railway.

MR. WELLS:

That does not mean operating the Carbonear Branch Line, or the Argentia Branch Line, or the Bonavista Branch Line; it means making sure that there is provided to Newfoundland the Newfoundland portion of the national transportation system, at federal expense.

MR. TULK:

That is the key.

MR. WELLS:

That is what the Terms of Union say.

DR. COLLINS:

Is this the Bible according to 'Clyde?'

MR. WELLS:

No, no it is the sound judgement of numerous lawyers who have looked at it. It is the sound judgement and the obligation and undertaking of the Liberal Party of Canada. They will make sure of it, but that hon. member wants to turn up his nose at it and reject it! He does not want it even when the federal government offers it!

SOME HON. MEMBERS:

Right on! Hear, hear!

MR. WELLS:

They want to pretend it is not there! They are so ashamed of what they have done, and so they should be, that they cannot even say yes to that offer. They have got to turn down that offer. That is the state they have got themselves in, Mr. Chairman. The obligation is clear.

Now I am going to deal with Churchill Falls in the next little while and make very clear exactly what happened with Churchill Falls, exactly what my position

was, and exactly what was done when I was in Cabinet; exactly what was done when I was in the House of Assembly, along with the Hon. John Crosbie, the Hon. Gerald Ottenheimer, Val Earle, Alex Hickman, and numerous other former Tories who all voted for it and worked in favour of it because everybody sitting over there thought at the time it was done Churchill Falls was the best things since sliced bread. Those were the opinions which were expressed at the time.

MR. DOYLE:
Where is the reopener clause?

MR. FUREY:
Ask John Crosbie.

MR. WELLS:
They will see, and so will the whole of Newfoundland see exactly where each and every one of those brave soldiers who now look at it twenty-five years later and say, 'What a terrible thing,' all of those brave intelligent souls and see exactly what they said and did at the time.

We will get a measure of the intellectual honesty the Premier is talking about and we will get a measure of his intellectual honesty too, at the time that he was secretary to the Green Bay Liberal Association, championing the support for Churchill Falls! We will get a measure of that too!

SOME HON. MEMBERS:
Hear, hear!

MR. WELLS:
Talk about hypocrisy and intellectual dishonesty! The man should not use the words. He does not recognize them. He would not recognize them if he fell over them.

SOME HON. MEMBERS:
Oh, oh!

MR. TULK:
Now, are you fellows not ashamed?

MR. WELLS:
Mr. Chairman, we are going to get the full story out, the full story on Churchill Falls is going to come out, but the full story on the railway is already out.

The position is so clear, Mr. Chairman, under the terms of this agreement, there is no obligation to do anything eight years down the road, none. It is a political sham perpetrated by both the federal and the provincial Tories. Their representation of clause 10 (1) is an equal sham. Their pretence that ordinary highway money will be available in the immediate future of Newfoundland, as it was in the past, is a complete sham because this document says it will not.

Those same people who stood and said there is no constitutional obligation, how silly they are over there to talk about constitutional obligation, wrote in the agreement, there are the words they wrote in this agreement: 'It is offered in full satisfaction of all Canada's constitutional obligation.'

If there are none, why are you talking about it? Why does it find its way in this agreement? Why does Newfoundland have to say, 'we are accepting it in satisfaction of Canada's constitutional obligation.' Why do we have to say that if there is none that exists?

We know the full story, Mr. Chairman. They have sold out the future of this Province.

Fortunately, Mr. Chairman, the Liberal Party will come to the rescue of this Province, as it did in the case of Term 29, and ensure that Newfoundland is treated with fair play once again.

Thank you, Mr. Chairman.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMONS:

Mr. Chairman.

MR. CHAIRMAN:

The hon. the member for Fortune-Hermitage.

MR. SIMMONS:

Mr. Chairman, I recall when I used to be school principal, a young lady came to me one day in Springdale. She was in Grade VIII or IX at the time, and she wanted to tell me what a marvellous English teacher the present member for Green Bay was. She went on at some length telling me what a marvellous teacher he was.

Of course, as in every case like that, there is always a little but. Her one reservation was she said, "But, Sir, when he does not know what he is talking about, he waves his arms a lot and does a lot of shouting in class."

I thought as I watched him, not much has changed. When he does not know what he is talking about, when he is on the defensive, Sir, he waves his arms a lot and shouts a lot. He was at his shouting best today I thought.

MR. WELLS:

And waving best.

MR. SIMMONS:

His waving best as well.

MR. TULK:

Did it not remind you of 1979, 1980 and 1981 when he used to say what a constitutional right we did have?

MR. SIMMONS:

Mr. Chairman, I would like to see the legal opinions. The Minister of Transportation went on about the legal opinions they have. They have legal opinions supporting several positions and most of them mutually exclusive.

In 1986, Mr. Chairman, the Premier claimed he had a legal opinion supporting our constitutional claim. Now, Mr. Chairman, they tell us there is no claim, and to hear the Minister of Transportation today give us his interpretation of clause 10, I certainly hope, quite apart from any partisan considerations, I hope he is not the minister eight years down the road. God help Newfoundland if he is because, Mr. Chairman, what is crystal clear is that this minister does not even understand what is in the agreement.

MR. DOYLE:

I will be here. You will not, but I will be here.

MR. SIMMONS:

Now, Mr. Chairman, this reopener clause is not worth the paper it is written on. Of course we will review in eight years. We are reviewing now after two weeks and we will review after four weeks, and the people of Port aux Basques have been reviewing it every hour because they realize how completely the shaft was put to them by their provincial member and their federal member, who did not look out for their interests. I continue to get calls from Port aux Basques in particular, Mr.

Chairman, about how completely they feel abandoned by this particular agreement. It is a shame, an absolute shame, and people, Mr. Chairman, are going to have to answer for what was done to the people of Port aux Basques.

But let me come back to clause 10 which affects adversely, not only the people of Port aux Basques, but the people of all of this Province. Of course we will review. We have been reviewing. We will review this year and next year and the year after.

Maybe, Mr. Chairman, there is something prophetic in the time frame in this review period, eight years. It seems to me that there was another review provided for in eight years. In the Terms of Union, Term 29 provided that in eight years there would be not only a review, there would be a review with a view to providing extra compensation and so on. We all know what happened to that particular review under a Tory regime led by Mr. Diefenbaker in 1957. They wanted to even deny that the provision for the review existed, let alone that there ought to be any results to flow from it which would be a benefit to the people of Newfoundland and Labrador.

So, Mr. Chairman, let us not get too terribly excited about this particular review clause, particularly when it is clearly demonstrated to the Committee that the minister who administers the agreement or, at least, has part responsibility for administering the agreement is not even aware or cannot even articulate what the review means.

Now, Mr. Chairman, what can be more convoluted than this business

of a comprehensive package is not really a comprehensive package? I mean, how many ways can you have it? He says he has legal opinion. Where is the lawyer or where is the legal opinion that will say comprehensive is not comprehensive? That is the sum and substance of what the minister said, Mr. Chairman.

MR. J. CARTER:
(Inaudible) poison.

MR. SIMMONS:
The member has such a knowledgeable view of himself that he expects the same of others at all times.

MR. J. CARTER:
(Inaudible).

MR. SIMMONS:
Mr. Chairman, if he wants poison, it is this agreement, I say to him. If he has got a fetish for the adverse and the warped, I suggest he read this agreement. I suggest he read in this agreement what these two government, federal and provincial Tory governments, have done to the people of Newfoundland, particularly the people of Port aux Basques, but generally to the people of Newfoundland and Labrador, in this particular agreement and he will see all of the poison, all the adverse effect that he would want to have a nightmare about.

Mr. Chairman, this convoluted reasoning about the comprehensive nature of this package, if you were take the agreement at its face value even, it says in very clear wording, Mr. Chairman, "This is a comprehensive transportation package intended to address the parties concerned to provide a full and effective transportation service." Now, we keep hearing

from the minister that, notwithstanding that particular phrase, comprehensive transportation package, he keeps saying it is not comprehensive at all, there is going to be an add on at the appropriate time.

Mr. Chairman, if you reflect on the various debates we have had in this House more recently or currently about Meech Lake and a little while ago on the Atlantic Accord and before that on factory freezer trawlers and so many other issues which have come before this particular Chamber in the last few years, I believe you will have to agree, Mr. Chairman, that nowhere has the administration of the day, in this case the Tory administration, squirmed so much or screamed so loud in trying to answer for his actions. That, Mr. Chairman, is because of their own gut feeling, supported by the outrage being heaped upon them by people all over this Province. People who have hardly ever seen a railway track in some of the coastal communities along the South Coast were mentioning this railway agreement to me this past week. They have two very clear messages from it: One, that there was a few transportation dollars that were applied somewhat unfairly, but two, it was a disastrous deal.

The Leader of the Opposition (Mr. Wells) is right. The people of Newfoundland got the message on this one very, very quickly. I will tell you one of the reasons, Mr. Chairman.

This government, in its feigned outrage about Churchill Falls, trying to rewrite a feigned outrage, a phoney outrage, knowing full well that men like the member for St. John's North, were he in

the House, would have supported it as his colleagues did -- the Ank Murphys of this world probably supported it on the advice of the member for St. John's North, at that particular time, because there was unanimity at that time because there was not the benefit of 20/20 vision at that particular time, and now we see all this feigned outrage, and my point is this: That because of the years of feigned outrage by this administration, they raised the expectations of the people of Newfoundland that if this administration had an opportunity to cook a deal with Ottawa about the offshore, about the railway, about anything, it would be a good deal.

And that was their sin, Mr. Chairman. They raised the expectation so much that when the time came for scrutiny, the people of Newfoundland and Labrador were ready for that scrutiny and inside of a week were able to return their verdict in terms of what they feel about the railway agreement. They found it to be a shoddy agreement in Burgeo, in St. Alban's, in Harbour Breton, all along the South coast where no railway runs. They told me this past weekend that they see it as a terrible deal. In Hermitage on the weekend, a lady who has been a fairly consistent, she tells me, Conservative supporter, said to me, 'I did not think Brian would have done that. I did not think Brian would go and do that.'

Even his erstwhile supporters have lost faith in him, Mr. Chairman. Even people who thought that he would deliver are now disappointed, shattered. He has lost faith even among --

MR. TULK:

In himself.

MR. SIMMONS:

Of course, I thought he was not himself today, in terms of basic confidence, all that shouting and screaming, giving you the opinion that somehow he believed what he was saying. That is the word about him, by the way, these days, that he is not himself anymore, that the fight has gone out of him, that he must be getting ready his own retirement package, and so he should, after the sellout that this railway agreement constitutes. Shame!

MR. J. CARTER:

Your time is up.

DR. COLLINS:

This is very repetitious.

MR. SIMMONS:

Oh, the minister is back. Yes, it is very repetitious, and it is intended to be repetitious, and we are going to get the message through. We will never get the message through to the Minister of Health, because, Mr. Chairman, we have not been able to get the message through on hospital beds and what he is doing to the sick of this Province. So I do not expect to get the message through to him. He does not understand, Mr. Chairman, and I would not even try to get the message through to the minister who has wreaked such havoc on the hospital and health system in this Province.

What would he know about railways? What would he care about the welfare of workers in Port aux Basques? What would he care about the welfare of workers in Bishop's Falls? What would he care that it is a complete sellout?

MR. CHAIRMAN:

The hon. member's time has elapsed.

MR. SIMMONS:

Is that ten minutes or twelve, Sir?

MR. CHAIRMAN:

That is just about twelve.

MR. SIMMONS:

Thank you, Sir.

Resolution

That it is expedient to introduce a measure to provide for the granting to Her Majesty for defraying certain additional expenses of the Public Service for the financial year ending the 31st day of March, 1989, the sum of twenty-four million dollars (\$24,000,000).

On motion, resolution carried.

On motion, clauses 1 and 2 carried.

On motion, schedule as amended carried.

A bill, "An Act For Granting To Her Majesty Certain Sums Of Money For Defraying Certain Additional Expenses Of The Public Service For The Financial Year Ending The Thirty-First Day Of March One Thousand Nine Hundred And Eighty-Nine And For Other Purposes Relating To The Public Service."

MR. SIMMS:

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:

Order, please!

The hon. the member for St. John's East Extern.

MR. PARSONS:

Mr. Speaker, the Committee of the Whole has considered the matters to it referred and has directed me to report that it has adopted a certain resolution, with amendment, and recommends that a bill be introduced to give effect to the same.

On motion, report received and adopted, resolution ordered read a first and second time, bill ordered read a first, second and third time.

On motion, resolution read a first and second time.

On motion, A bill, "An Act For Granting To Her Majesty Certain Sums Of Money For Defraying Certain Additional Expenses Of The Public Service For The Financial Year Ending The Thirty-First Day Of March One Thousand Nine Hundred And Eighty-Nine And For Other Purposes Relating To The Public Service", read a first, second and third time, ordered passed and its title be as on the Order Paper. (Bill No. 67).

MR. SPEAKER:

The hon. the President of the Council.

MR. SIMMS:

Mr. Speaker, before moving the motion to adjourn I want to inform hon. members of the House that we have an agreement amongst all parties to use the time allocated for the sitting tomorrow, from two o'clock to five, to deal with government business and, therefore, we will not be dealing with the Private Member's

resolution. Hopefully, we will get through some government business. The intention is to deal with the first motion on the Order Paper, the other finance motion.

MR. TULK:

Do not forget the rest of the agreement.

MR. SIMMS:

Oh, yes, if we are here next week, we have agreed to let the other motion come on the floor, the one from that side, the Liberals.

MR. SIMMONS:

The next in order.

MR. SIMMS:

The next in order, yes. I will keep my word. The hon. member need not worry about that. I did not want to tell everybody about the behind-the-scenes conversations and arrangements we make, but you have my word on that.

Anyway, Mr. Speaker, we will be dealing with Motion 1 tomorrow. If we make reasonable progress on Motion 1, we will call Meech Lake and see how far we will get with Meech Lake. That is agreed to by all parties.

MR. TULK:

Mr. Speaker, before you adjourn the House, the hon. gentleman should know -

MR. SPEAKER:

Is it agreed to stop the clock?

MR. TULK:

It has already been agreed.

Before the hon. gentleman moves the adjournment of the House I want to say I am not worrying about him going back on his word, I am afraid that the hon.

gentleman, through death or injury, or if we drive him insane, might not be here next Wednesday.

MR. SIMMS:

Mr. Speaker, if they happen to be successful in driving me insane, I know where I shall take my seat, over on that side.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMS:

Hon. members will have an election, in time.

Before I move the adjournment, I want to give notice that tomorrow we will be raising a point of privilege to deal with an inaccurate story that appeared in the newspaper today relating to a question in Question Period yesterday about \$400,000 being last year to Lougheed's firm. That is an inaccurate story and an inaccurate comment, and we will be dealing with it under the point of privilege procedure.

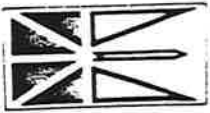
I move that the House adjourn until tomorrow, Wednesday, at two of the clock, and that this House do now adjourn.

On motion, the House at its rising adjourned until tomorrow, Wednesday, July 6, 1988, at 2:00 p.m.

Index

Answers to Questions
tabled

July 5, 1988



Hansen



Tracked 5 July, 1988



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ST. JOHN'S
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Answers to Questions asked by the Honourable Member for St.

Barbe on 1988.07.04:

Minister's Office - Northern Development

Special Warrant 1987-88 \$45,000.00

| | <u>Budget</u> | <u>Expenditures</u> | <u>Balance</u> |
|--------------------|--------------------|---------------------|-------------------|
| Salaries | \$21,000.00 | \$19,735.67 | \$1,264.33 |
| Travel | 20,000.00 | 13,363.21 | 6,636.79 |
| Supplies | 2,000.00 | 387.76 | 1,612.24 |
| Purchased Services | 2,000.00 | 1,822.02 | 177.98 |
| | <u>\$45,000.00</u> | <u>\$35,308.66</u> | <u>\$9,691.34</u> |

Answered

Tabled 8 July, 1988

ANSWERS TO QUESTIONS ASKED IN THE HOUSE OF ASSEMBLY:

QUESTION # 187 - Mr. Gilbert (Burgeo-Bay d'Espoir) - To ask the Honourable the Minister of Public Works and Services to lay upon the Table of the House the following information:

1. With respect to E.I.L. Holdings Limited who were awarded a contract by a Government Funded Body without Tender Invitation, I request the following information:
 - (a) Date of original lease.
 - (b) Rate per square foot of original lease.
 - (c) How much additional space has been added since this lease was originally signed.

ANSWER:

1.
 - (a) November 13, 1985 (commencement date October 24, 1985)
 - (b) \$9.50
 - (c) None

QUESTION:

2. With respect to William Chipp, Baie Verte, Newfoundland, I ask the same three questions (as listed above).

ANSWER:

2.
 - (a) May 24, 1983 (commencement date May 4, 1983)
 - (b) \$6.00
 - (c) None

QUESTION:

3. With respect to Lewis R. Bussey of Bay Roberts, Newfoundland I ask the same three questions (as listed above) - However with a fourth question which is:
4. Would the Minister of Public Works and Services provide a detailed explanation of the difference in contract price between Lewis R. Bussey in Bay Roberts and E.I.L. Holdings Limited in Harbour Grace.

ANSWER:

3. (a) June 12, 1985 (Commencement date June 1, 1985)
(b) \$6.95
(c) None
4. Contract prices are based on rental rates quoted by Landlords when tender proposals were submitted.

QUESTION:

4. What is the purpose and usage of the office space leased from E.I.L. Holdings Limited?

ANSWER:

4. Accommodations for Public Health Offices.

QUESTION:

5. What is the purpose and usage of the office space leased from William Chipp?

ANSWER:

5. Accommodations for Department of Social Services District Office.

QUESTION:

6. What is the purpose and usage of the office space leased from Lewis R. Bussey?

ANSWER:

6. Accommodations for Public Health Offices.

QUESTION:

7. Prior to the awarding of the contract to E.I.L. Holdings Limited for space for the Department of Health, where were these office spaces located in Harbour Grace?

ANSWER:

7. Thompson Memorial Professional Building.

QUESTION:

8. What is the date that the Department of Health moved into the office space owned by E.I.L. Holdings Limited? Would the Minister of Public Works and Services please provide a detailed explanation of the reason for this move to E.I.L. Holdings Limited from the previous Landlord?

ANSWER:

8. October 24, 1985. Space occupied by the Public Health Nurses in the Thompson Memorial Professional Building consisted of an office shared by two Nurses and the use of private Doctor's waiting area. Additional space was required to provide an additional private office, space for pre-natal classes, clinic and laboratory space and secure storage room for drugs, etc. The required additional space was not available in the Thompson Memorial Professional Building.

QUESTION:

9. Would the Minister of Public Works and Services provide a detailed list of all properties leased by the Government of Newfoundland in the Harbour Grace/Bay Roberts area, and the contract price of these office spaces?

ANSWER:

9. Saunders Building, Bay Roberts - Department of Social Services District Office:

Rental Area - 3,654 square feet
Rental Rate - \$9.50 per square foot
Annual Rent - \$34,713.00
Expiry Date - June 30, 1990

9. Bussey Building, Bay Roberts - Department of Health, Public Health Offices:

Rental Area - 1,798 square feet
Rental Rate - \$6.95 per square foot
Annual Rent - \$12,496.10
Expiry Date - May 31, 1989

Murrin Building, Spaniard's Bay - Department of Culture, Recreation and Youth, Wildlife Division:

Rental Area -
Office Space - 112 square feet
Rental Rate - \$9.50 per square foot
Annual Rent - \$1,064.00

Storage Space - 456 square feet
Rental Rate - \$4.50 per square foot
Annual Rent - \$2,052.00

Freezer Space - 80 square feet
Rental Rate - \$500.00 per month
Annual Rent - \$6,000.00

Total Rental Area - 648 square feet
Total Annual Rent - \$9,116.00
Expire Date - September 15, 1990

Taylor Building, Harbour Grace (E.I.L. Holdings Ltd.) - Department of Health, Public Health Offices:

Rental Area - 2,500 square feet
Rental Rate - \$9.50 per square foot
Annual Rent - \$23,750.00
Expiry Date - July 14, 1990

Taylor Building, Harbour Grace - Various Government Offices:

Rental Area - 9,423 square feet
Rental Rate - \$9.40 per square foot
Annual Rent - \$88,576.20
Expiry Date - July 14, 1990

Garland Building, Harbour Grace - Department of Social Services Regional Office:

Rental Area - 3,165 square feet
Rental Rate - \$9.75 per square foot
Annual Rent - \$30,858.75
Expiry Date - February 28, 1990

QUESTION:

10. Would the Minister explain the reasoning of members of his staff informing my staff that any questions pertaining to E.I.L. Holdings Limited would have to go to the Minister's office? While the Minister's staff was quite willing and prepared to give information with respect to William Chipp and Lewis R. Bussey, they withheld information regarding E.I.L. Holdings Limited and referred a staff member to the Minister's Office.

ANSWER:

10. The Tendering and Contracts Division will provide the following information to the general public concerning tenders:

1. Name and address of all bidders.
2. The amount of the bid.
3. Name of successful bidder and date of award.

Recent enquires made concerning E.I.L. Holdings Limited and the leasing of office space for the Department of Health, Harbour Grace were referred to the Minister's Office because the Tendering and Contracts Division has no record of awarding a tender to E.I.L. Holdings Limited.

Hansen

Tabled by Hon. Minister
Municipal Affairs
5 July, 1988

QUESTION

Mr. Aylward (Stephenville) - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

With reference to assessments of business properties, are there properties assessed on the basis of market value or replacement cost?

ANSWER

Market value.

QUESTION

Mr. Lush (Bonavista North) to ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

- A. How many people currently work on the Minister's staff?
- B. How many of these persons were appointed by Order in Council?
- C. List each title and salary applied to that title.
- D. Table a job description for each Order in Council appointment.
- E. Were any of these jobs advertised in order to give the unemployed the chance of applying?

ANSWER

- A. 4
- B. 2

| | <u>Salary</u> |
|-----------------------|---------------|
| C. Special Assistant | \$42,082 |
| Press Secretary | 28,523 |
| Secretary to Minister | 23,262 |
| Secretary to Minister | 22,422 |

- D. See attachments (2)

E. These jobs were filled in a similar manner to that used to fill similar positions in the Office of the Leader of the Opposition.

PRESS SECRETARY

The Press Secretary is a Special Assistant to the Minister responsible for public relations and media liaison and a member of the Minister's political staff. Any information emanating from a department for public consumption should be coordinated through the Press Secretary's office, ultimately flowing through the Minister's office, as well as the appropriate senior management personnel.

The Press Secretary's role will vary from department to department, however, some of the duties that would be executed by this post would include: research and writing of speeches, writing of news releases, monitoring the media for stories relevant to the department and the Minister, ministerial advertising, arranging and conducting news conferences, among other duties. The Press Secretary will arrange any media requests for interviews with the Minister or other department officials and fully brief senior management and the Minister on all direct contact made by the media with the department. The Press Secretary would also assume an advisory role, in consultation with the Minister and senior management, on the establishment of any public relations plan or strategy that a department would implement.

The Press Secretary is expected to provide some direction to information personnel within a department, including Public Relations Specialists, Public Information Officers and others, to ensure a consistent and coordinated approach to information dissemination.

DUTIES AND RESPONSIBILITIES

SPECIAL ASSISTANT TO THE MINISTER

- Responds to requests from constituents and the general public at large regarding government policy and programs in the department and government in general. Follows up on such requests and advises the Minister of sensitive or important aspects of such requests.
- Routinely prepares letters of congratulations to recognize significant achievements of constituents.
- Maintains close liaison with various community groups in the Minister's district. Advises the Minister of matters of concern, problems being experienced, projects needing assistance, current issues in the district or the Province, matters that may come to attention regarding the Department and any other matters the Minister may require information for future action by either the Minister or the Special Assistant.
- Takes steps to maintain high district profile of the Minister both in the district or provincial level.
- Responds to requests for speaking engagements in the district and from any group or organization anywhere. Initiates speaking engagements for the Minister on topical subjects from time to time.
- Co-ordinates the preparation of notes for speaking engagements.
- Confirms and arranges meetings for Minister with individuals requiring direct consultation while researching subject matter for meeting and advising possible course of action.
- Arranges logistical details of dinners, receptions, etc. being hosted by the Minister in any location in the world. Insures proper protocol for inviting guests, insures any problems that may arise are acted upon expeditiously.
- Represents Minister on various interdepartmental committees as requested.
- Represents Minister upon request at speaking engagements for which he is unavailable.
- Meets delegations on behalf of Minister, takes appropriate action in consultation with the Minister.

- Regularly attends House of Assembly sittings. Prepares and compiles notes for debates in the House of Assembly. Co-ordinates preparation of replies to questions on the Order Paper.
- Maintains close liaison with Special Assistants to other Ministers. Ensures requests from other Ministers are dealt with expeditiously.
- Becomes familiar with programs and policies of the Department and the government at large affecting constituents, the business community, and general public at large.
- Other duties which may arise or be assigned from time to time.

QUESTION

Mr. Lush (Bonavista North) - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

1. Invoices, vouchers, receipts, etc., to cover the cost of accommodations, travel, car rentals and entertainment incurred by the Minister, Parliamentary Assistant and/or Parliamentary Secretary and other members of the Minister's staff in the Province between the dates of November 25th and December 18th, 1987, inclusive.
2. List regions visited during that period and for what purpose.

ANSWER

No travel was undertaken by the Parliamentary Assistant and/or Parliamentary Secretary during the period specified.

1. Vouchers for Minister's travel attached.
2. Minister visited Ottawa to attend Federal/Provincial Conference December 2 - 4, 1987. He also visited Glovertown December 11, 1987, returning on the 12th, to attend the Dairymen's Association Meeting.



FISCAL YEAR

87/88

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR TRAVEL EXPENSE CLAIM VOUCHER

CLAIM NUMBER TC 27089

CLAIMANT: R. Charles Greth, 9 Glenora Place, St. John's, A1A 3H8

DEPARTMENT: Social Services, DIVISION: Minister, POSITION TITLE: Minister

FOR ACCOUNTING USE ONLY: CAPS VENDOR NO: 11002631, TYPE: 14, PAYING ENTITY: SS, DATE: 88 01 06, PAYMENT AMOUNT: 456.93, MANUAL CHEQUE NO: 3588486

PURPOSE OF TRIP: Entertainment

Table with columns: DATE, PARTICULARS, TIME OF DEPARTURE, TIME OF RETURN, DOCUMENT NUMBER, MEALS, ACCOMMODATIONS, TRAVEL, PRIVATE VEHICLE, OTHER. Includes entries for Dec 3/87 Dinner for 6 (263.86), Dec 9/87 Dinner for 4 (125.01), and Dec 11/87 Refreshments for 20 (68.07).

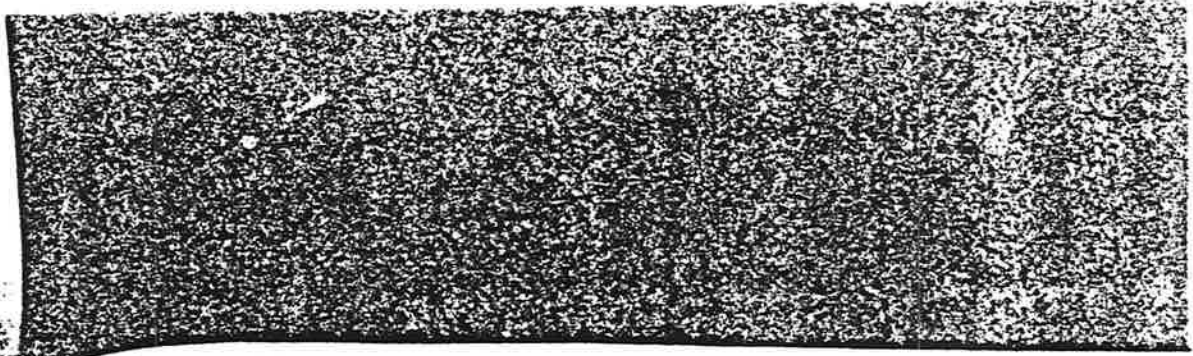
PRE AUDIT CLAIM TOTAL \$456.93 COLUMN TOTALS 456.93

Table for accounting distribution with columns: TOTAL AMOUNT OF CLAIM, PAYMENT AMOUNT, ACCOUNTING DISTRIBUTION (ACCOUNT, CENTER), PROJECT NUMBER, GROUP. Includes rows for standing travel advance, less amounts, and total payment amount.

I CERTIFY THAT THE WHOLE OF THE EXPENSES INCURRED BY ME WERE ON GOVERNMENT BUSINESS AND ARE IN ACCORDANCE WITH TREASURY BOARD TRAVEL RULES. Date: Jan 4/88, Signature: R. Charles Greth

CLAIM VERIFIED BY: J. Johnston, ACCOUNTS DIVISION. APPROVED BY: [Signature], ACCOUNTANT. AUTHORIZED FOR PAYMENT BY: [Signature], DEPUTY MINISTER.

MAJ
C(M)
THE
MOR
THE



Mandarin
Restaurant St. John's, Nfld.

Guest Receipt

| DATE | GUESTS | AMOUNT | |
|----------|--------|--------|--------|
| Dec 9/87 | | 125.00 | 151689 |

Guest Receipt - Reçu du Client

B30 BUSINESS FORMS BURNABY 5105323

10176



| Date | Persons | Type of Entertainment Nature de l'invitation | Amount | Amount |
|---------------------------------|---------|---|----------|--------|
| Dec 3/87 | | | \$263.86 | |
| Name of Client Nom du Client | | Name of Company Nom de Compagnie | | |
| By: _____ | | | | |

QUESTION

Mr. Lush (Bonavista North) - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

A list of each community, by district, which received capital works funding during the fiscal year 1985/86, specifying the amount and identifying the specific projects - water and sewer, roads, fire protection equipment.

ANSWER

See attached.

DEPARTMENT OF MUNICIPAL AFFAIRS
1985/86 CAPITAL WORKS PROGRAM
SORTED BY ELECTORAL DISTRICT

| MUNICIPALITY | WATER AND SEWER ROADS PROGRAM | |
|--|-------------------------------|------------------|
| ===== | ===== | ===== |
| ** ELECTORAL DISTRICT ** BAIE VERTE-WHITE BAY | | |
| BURLINGTON | 200000.00 | 0.00 |
| FLEUR DE LYS | 20000.00 | 0.00 |
| FLEUR DE LYS | 250000.00 | 0.00 |
| FLEUR DE LYS | 11600.00 | 0.00 |
| LA SCIE | 0.00 | 137000.00 |
| MIDDLE ARM | 200000.00 | 0.00 |
| NIPPER'S HARBOUR | 20000.00 | 0.00 |
| NIPPER'S HARBOUR | 22000.00 | 0.00 |
| PACQUET | 250000.00 | 0.00 |
| SEAL COVE, W.B. | 7500.00 | 0.00 |
| ** Subtotal ** | 981100.00 | 137000.00 |
| ** ELECTORAL DISTRICT ** BAY OF ISLANDS | | |
| COX'S COVE | 0.00 | 129000.00 |
| GILLAMS | 78000.00 | 0.00 |
| HALFWAY POINT-BENOIT'S COVE | 0.00 | 7500.00 |
| IRISHTOWN | 300000.00 | 0.00 |
| MCIVERS | 75000.00 | 0.00 |
| SUMMERSIDE | 400000.00 | 0.00 |
| ** Subtotal ** | 853000.00 | 136500.00 |
| ** ELECTORAL DISTRICT ** BELLEVUE | | |
| NORMAN'S COVE-LONG COVE | 19000.00 | 0.00 |
| ** Subtotal ** | 19000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** BONAVISTA NORTH | | |
| BADGER'S QUAY-VALLEYFIELD | 200000.00 | 0.00 |
| BADGER'S QUAY-VALLEYFIELD | 17000.00 | 0.00 |
| BADGER'S QUAY-VALLEYFIELD | 38000.00 | 0.00 |
| DOVER | 330000.00 | 0.00 |
| GREENSPOND | 5200.00 | 0.00 |
| HARE BAY | 11300.00 | 0.00 |
| WAREHAM | 5000.00 | 0.00 |
| WESLEYVILLE | 200000.00 | 0.00 |
| ** Subtotal ** | 806500.00 | 0.00 |
| ** ELECTORAL DISTRICT ** BONAVISTA SOUTH | | |
| BONAVISTA | 0.00 | 250000.00 |
| BONAVISTA | 0.00 | 50000.00 |
| ELLISTON | 20000.00 | 0.00 |
| KEELS | 0.00 | 48000.00 |
| PLATE COVE WEST | 50000.00 | 0.00 |
| ** Subtotal ** | 70000.00 | 348000.00 |
| ** ELECTORAL DISTRICT ** BURGEON-BAY D'ESPOIR | | |
| MILLTOWN-HEAD OF BAY D'ESPOIR | 330000.00 | 0.00 |
| MILLTOWN-HEAD OF BAY D'ESPOIR | 20000.00 | 0.00 |
| ST. ALBAN'S | 3500.00 | 0.00 |
| ** Subtotal ** | 353500.00 | 0.00 |
| ** ELECTORAL DISTRICT ** BURIN-PLACENTIA WEST | | |
| BAIN HARBOUR | 8000.00 | 0.00 |
| BURIN | 0.00 | 250000.00 |
| LEWIN'S COVE | 40000.00 | 0.00 |

DEPARTMENT OF MUNICIPAL AFFAIRS
1985/86 CAPITAL WORKS PROGRAM
SORTED BY ELECTORAL DISTRICT

| MUNICIPALITY | WATER AND SEWER ROADS PROGRAM | |
|---|-------------------------------|-----------|
| ----- | ----- | ----- |
| LEVIN'S COVE | 200000.00 | 0.00 |
| MARYSTOWN | 359000.00 | 0.00 |
| MARYSTOWN | 100000.00 | 0.00 |
| MARYSTOWN | 0.00 | 200000.00 |
| RED HARBOUR | 25000.00 | 0.00 |
| RED HARBOUR | 8000.00 | 0.00 |
| RED HARBOUR | 7000.00 | 0.00 |
| RUSHOON | 10000.00 | 0.00 |
| ** Subtotal ** | 757000.00 | 450000.00 |
| ** ELECTORAL DISTRICT ** CARBONEAR | | |
| CARBONEAR | 0.00 | 124000.00 |
| CARBONEAR | 100000.00 | 0.00 |
| CARBONEAR | 130000.00 | 0.00 |
| VICTORIA | 200000.00 | 0.00 |
| VICTORIA | 200000.00 | 0.00 |
| ** Subtotal ** | 630000.00 | 124000.00 |
| ** ELECTORAL DISTRICT ** CONCEPT. BAY S./HARBOUR MAIN | | |
| CONCEPTION BAY SOUTH | 0.00 | 200000.00 |
| CONCEPTION BAY SOUTH | 300000.00 | 0.00 |
| CONCEPTION BAY SOUTH | 1000000.00 | 0.00 |
| ** Subtotal ** | 1300000.00 | 200000.00 |
| ** ELECTORAL DISTRICT ** CONCEPT. BAY S./MOUNT SCIO | | |
| PARADISE | 250000.00 | 0.00 |
| PARADISE | 100000.00 | 0.00 |
| PARADISE | 0.00 | 150000.00 |
| ** Subtotal ** | 350000.00 | 150000.00 |
| ** ELECTORAL DISTRICT ** EXPLOITS | | |
| BOTWOOD | 170000.00 | 0.00 |
| BOTWOOD | 63000.00 | 0.00 |
| BOTWOOD | 0.00 | 450000.00 |
| ** Subtotal ** | 233000.00 | 450000.00 |
| ** ELECTORAL DISTRICT ** FERRYLAND | | |
| FERMEUSE | 200000.00 | 0.00 |
| FERRYLAND | 0.00 | 173000.00 |
| PORT KIRWAN | 150000.00 | 0.00 |
| RENEWS-CAPPAYDEN | 12000.00 | 0.00 |
| ** Subtotal ** | 362000.00 | 173000.00 |
| ** ELECTORAL DISTRICT ** FOGD | | |
| CARMANVILLE | 20000.00 | 0.00 |
| MUSGRAVE HARBOUR | 245000.00 | 0.00 |
| ** Subtotal ** | 265000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** FORTUNE-HERMITAGE | | |
| BELLEGRAM | 215000.00 | 0.00 |
| HERMITAGE-SANDYVILLE | 51000.00 | 0.00 |
| HERMITAGE-SANDYVILLE | 350000.00 | 0.00 |
| ST. BERNARD'S | 500000.00 | 0.00 |
| TERRENCEVILLE | 10000.00 | 0.00 |

DEPARTMENT OF MUNICIPAL AFFAIRS
1985/86 CAPITAL WORKS PROGRAM
SORTED BY ELECTORAL DISTRICT

| MUNICIPALITY | WATER AND SEWER ROADS PROGRAM | |
|--|-------------------------------|-----------|
| ===== | ===== | ===== |
| ** Subtotal ** | 1126000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** GANDER | | |
| APPLETON | 100000.00 | 0.00 |
| GLENWOOD | 20000.00 | 0.00 |
| ** Subtotal ** | 120000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** GRAND BANK | | |
| FORTUNE | 0.00 | 93000.00 |
| FORTUNE | 30000.00 | 0.00 |
| FORTUNE | 0.00 | 25000.00 |
| FORTUNE | 50000.00 | 0.00 |
| GARNISH | 250000.00 | 0.00 |
| GRAND BANK | 0.00 | 200000.00 |
| GRAND BANK | 420000.00 | 0.00 |
| LAWN | 250000.00 | 0.00 |
| LAWN | 30000.00 | 0.00 |
| LAWN | 26000.00 | 0.00 |
| ** Subtotal ** | 1056000.00 | 318000.00 |
| ** ELECTORAL DISTRICT ** GRAND FALLS | | |
| GRAND FALLS | 327600.00 | 0.00 |
| GRAND FALLS | 0.00 | 400000.00 |
| ** Subtotal ** | 327600.00 | 400000.00 |
| ** ELECTORAL DISTRICT ** GREEN BAY | | |
| BEACHSIDE | 200000.00 | 0.00 |
| KING'S POINT | 70000.00 | 0.00 |
| KING'S POINT | 215000.00 | 0.00 |
| KING'S POINT | 20000.00 | 0.00 |
| KING'S POINT | 100000.00 | 0.00 |
| KING'S POINT | 300000.00 | 0.00 |
| LITTLE BAY | 50000.00 | 0.00 |
| LITTLE BAY ISLANDS | 6000.00 | 0.00 |
| LUSHES BIGHT-BEAUMONT | 250000.00 | 0.00 |
| LUSHES BIGHT-BEAUMONT | 18000.00 | 0.00 |
| LUSHES BIGHT-BEAUMONT | 15500.00 | 0.00 |
| PORT ANSON | 21000.00 | 0.00 |
| SPRINGDALE | 102000.00 | 0.00 |
| SPRINGDALE | 180000.00 | 0.00 |
| SPRINGDALE | 0.00 | 50000.00 |
| SPRINGDALE | 0.00 | 200000.00 |
| TRITON | 20000.00 | 0.00 |
| ** Subtotal ** | 1567500.00 | 250000.00 |
| ** ELECTORAL DISTRICT ** HARBOUR GRACE | | |
| HARBOUR GRACE | 110000.00 | 0.00 |
| HARBOUR GRACE | 0.00 | 200000.00 |
| SPANIARD'S BAY | 13300.00 | 0.00 |
| SPANIARD'S BAY | 200000.00 | 0.00 |
| UPPER ISLAND COVE | 500000.00 | 0.00 |
| ** Subtotal ** | 823300.00 | 200000.00 |
| ** ELECTORAL DISTRICT ** HARBOUR MAIN | | |
| AVONDALE | 0.00 | 259000.00 |

DEPARTMENT OF MUNICIPAL AFFAIRS
1985/86 CAPITAL WORKS PROGRAM
SORTED BY ELECTORAL DISTRICT

| MUNICIPALITY | WATER AND SEWER ROADS PROGRAM | |
|---|-------------------------------|------------|
| ***** | ***** | ***** |
| COLLIERS | 0.00 | 75000.00 |
| HARBOUR MAIN-CHAPEL COVE | 400000.00 | 0.00 |
| ** Subtotal ** | 400000.00 | 334000.00 |
| ** ELECTORAL DISTRICT ** HUMBER EAST | | |
| PASADENA | 25000.00 | 0.00 |
| ** Subtotal ** | 25000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** HUMBER EAST AND WEST | | |
| CORNER BROOK | 0.00 | 400000.00 |
| CORNER BROOK | 0.00 | 350000.00 |
| CORNER BROOK | 0.00 | 750000.00 |
| CORNER BROOK | 320000.00 | 0.00 |
| ** Subtotal ** | 320000.00 | 1500000.00 |
| ** ELECTORAL DISTRICT ** HUMBER VALLEY | | |
| DEER LAKE | 0.00 | 500000.00 |
| HAMPOEN | 225000.00 | 0.00 |
| ** Subtotal ** | 225000.00 | 500000.00 |
| ** ELECTORAL DISTRICT ** KILBRIDE | | |
| GOULDS | 150000.00 | 0.00 |
| GOULDS | 0.00 | 150000.00 |
| ** Subtotal ** | 150000.00 | 150000.00 |
| ** ELECTORAL DISTRICT ** LA POILE | | |
| BURNT ISLANDS | 100000.00 | 0.00 |
| CHANNEL-PORT AUX BASQUES | 0.00 | 98000.00 |
| CHANNEL-PORT AUX BASQUES | 0.00 | 950000.00 |
| ** Subtotal ** | 100000.00 | 1048000.00 |
| ** ELECTORAL DISTRICT ** LEWISPORTE | | |
| BIRCHY BAY | 510000.00 | 0.00 |
| CAMPBELLTON | 265000.00 | 0.00 |
| COMFORT COVE-NEWSTEAD | 175000.00 | 0.00 |
| COMFORT COVE-NEWSTEAD | 11000.00 | 0.00 |
| EMBREE | 300000.00 | 0.00 |
| LEWISPORTE | 0.00 | 200000.00 |
| ** Subtotal ** | 1261000.00 | 200000.00 |
| ** ELECTORAL DISTRICT ** MOUNT PEARL | | |
| MOUNT PEARL | 350000.00 | 0.00 |
| MOUNT PEARL | 0.00 | 552000.00 |
| ** Subtotal ** | 350000.00 | 552000.00 |
| ** ELECTORAL DISTRICT ** MOUNT SCIO/ST. JOHN'S EAST EXT | | |
| PORTUGAL COVE | 765000.00 | 0.00 |
| ** Subtotal ** | 765000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** NASKAUPI | | |
| NORTH WEST RIVER | 330000.00 | 0.00 |

DEPARTMENT OF MUNICIPAL AFFAIRS
1985/86 CAPITAL WORKS PROGRAM
SORTED BY ELECTORAL DISTRICT

| MUNICIPALITY ===== | WATER AND SEWER ROADS PROGRAM ===== | |
|---|--|------------|
| ** Subtotal ** | 330000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** PLACENTIA | | |
| FOX HARBOUR | 25000.00 | 0.00 |
| PLACENTIA | 180000.00 | 0.00 |
| PLACENTIA | 70000.00 | 0.00 |
| ** Subtotal ** | 275000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** PORT AU PORT | | |
| KIPPENS | 0.00 | 165000.00 |
| KIPPENS | 265000.00 | 0.00 |
| ** Subtotal ** | 265000.00 | 165000.00 |
| ** ELECTORAL DISTRICT ** PORT DE GRAVE | | |
| BAY ROBERTS | 460000.00 | 0.00 |
| CLARKE'S BEACH | 269000.00 | 0.00 |
| ** Subtotal ** | 729000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** ST. BARBE | | |
| BIRD COVE | 10500.00 | 0.00 |
| ST. PAUL'S | 0.00 | 85000.00 |
| ** Subtotal ** | 10500.00 | 85000.00 |
| ** ELECTORAL DISTRICT ** ST. GEORGE'S | | |
| ST. GEORGE'S | 250000.00 | 0.00 |
| STEPHENVILLE CROSSING | 0.00 | 192000.00 |
| ** Subtotal ** | 250000.00 | 192000.00 |
| ** ELECTORAL DISTRICT ** ST. JOHN'S EAST EXT. | | |
| FLATROCK | 0.00 | 103000.00 |
| POUCH COVE | 470000.00 | 0.00 |
| POUCH COVE | 15000.00 | 0.00 |
| TORBAY | 17000.00 | 0.00 |
| TORBAY | 390000.00 | 0.00 |
| ** Subtotal ** | 892000.00 | 103000.00 |
| ** ELECTORAL DISTRICT ** ST. JOHN'S ETC. | | |
| ST. JOHN'S | 0.00 | 2000000.00 |
| ** Subtotal ** | 0.00 | 2000000.00 |
| ** ELECTORAL DISTRICT ** ST. MARY'S-THE CAPES | | |
| ADMIRAL'S BEACH | 100000.00 | 0.00 |
| PORTUGAL COVE SOUTH | 15000.00 | 0.00 |
| ST. MARY'S | 15000.00 | 0.00 |
| ST. MARY'S | 10000.00 | 0.00 |
| ST. MARY'S | 10000.00 | 0.00 |
| TREPASSEY | 300000.00 | 0.00 |
| ** Subtotal ** | 450000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** STRAIT OF BELLE ISLE | | |
| ST. LUNAIRE-GRIQUET | 10000.00 | 0.00 |

DEPARTMENT OF MUNICIPAL AFFAIRS
1985/86 CAPITAL WORKS PROGRAM
SORTED BY ELECTORAL DISTRICT

| MUNICIPALITY ===== | WATER AND SEWER ROADS PROGRAM ===== | |
|---|--|-------------|
| ** Subtotal ** | 10000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** TERRA NOVA | | |
| EASTPORT | 150000.00 | 0.00 |
| EASTPORT | 50000.00 | 0.00 |
| GLOVERTOWN | 720000.00 | 0.00 |
| HAPPY ADVENTURE | 60000.00 | 0.00 |
| HAPPY ADVENTURE | 0.00 | 15000.00 |
| HAPPY ADVENTURE | 0.00 | 7500.00 |
| PORT BLANDFORD | 250000.00 | 0.00 |
| ** Subtotal ** | 1230000.00 | 22500.00 |
| ** ELECTORAL DISTRICT ** TRINITY NORTH | | |
| CATALINA | 15000.00 | 0.00 |
| CATALINA | 0.00 | 125000.00 |
| CLARENVILLE | 250000.00 | 0.00 |
| CLARENVILLE | 0.00 | 190000.00 |
| CLARENVILLE | 45000.00 | 0.00 |
| CLARENVILLE | 160000.00 | 0.00 |
| PORT REXTON | 20000.00 | 0.00 |
| SHOAL HARBOUR | 300000.00 | 0.00 |
| ** Subtotal ** | 790000.00 | 315000.00 |
| ** ELECTORAL DISTRICT ** TRINITY-BAY DE VERDE | | |
| BAY DE VERDE | 320000.00 | 0.00 |
| HANT'S HARBOUR | 0.00 | 84000.00 |
| HEART'S CONTENT | 200000.00 | 0.00 |
| HEART'S DELIGHT-ISLINGTON | 30000.00 | 0.00 |
| HEART'S DELIGHT-ISLINGTON | 115000.00 | 0.00 |
| NEW PERLICAN | 15000.00 | 0.00 |
| OLD PERLICAN | 200000.00 | 0.00 |
| ** Subtotal ** | 880000.00 | 84000.00 |
| ** ELECTORAL DISTRICT ** TWILLINGATE | | |
| BAYVIEW | 20000.00 | 0.00 |
| COTTLESVILLE | 300000.00 | 0.00 |
| DURRELL | 13000.00 | 0.00 |
| SUMMERFORD | 300000.00 | 0.00 |
| TWILLINGATE | 20000.00 | 0.00 |
| ** Subtotal ** | 653000.00 | 0.00 |
| ** ELECTORAL DISTRICT ** WINDSOR-BUCHANS | | |
| WINDSOR | 0.00 | 400000.00 |
| ** Subtotal ** | 0.00 | 400000.00 |
| *** Total *** | 22361000.00 | 10987000.00 |

PROVINCIAL/MUNICIPAL FIREFIGHTING PROGRAM

1985/86 Expenditure

| Provincial District | Municipality Local Service District | Equipment | Total Cost | Mun. 25% | Prov. 75% |
|----------------------|--|-------------------|------------|------------|------------|
| Baie Verte-White Bay | Brent's Cove | F.F. Package # 2 | 14,794.36 | 3,698.59 | 11,095.71 |
| | Middle Arm | F.F. Package #2 | 14,794.36 | 3,698.59 | 11,095.71 |
| Bay of Islands | Irishtown McIvers | 625 G.P.M. Pumper | 103,690.42 | 25,922.60 | 77,767.82 |
| | | Pick-up Assembly | 46,263.54 | 11,565.88 | 34,697.66 |
| Ferryland (Kilbride) | Fermeuse Goulds | Intermediate | 58,878.10 | 14,719.52 | 44,158.58 |
| | | Misc. | 6,666.66 | 1,666.66 | 5,000.00 |
| Fogo | Tilting | Hose | 2,274.00 | Nil | 2,274.00 |
| Grand Bank | Garnish | Intermediate | 59,121.14 | 14,780.28 | 44,340.86 |
| Green Bay | Lushes Bight Sheppardsville(LSD) | Intermediate | 59,289.14 | 14,822.28 | 44,466.86 |
| | | F.F. Package #1 | 14,039.16 | 3,509.79 | 10,529.37 |
| Harbour Main | Avondale Holyrood | 625 G.P.M. Pumper | 101,580.01 | 25,395.00 | 76,185.01 |
| | | Misc. | 6,666.66 | 1,666.66 | 5,000.00 |
| LaPoile | Petites (LSD) Rose Blanche | F.F. Package #1 | 14,189.16 | 3,547.29 | 10,641.87 |
| | | F.F. Packange #4 | 24,157.30 | 6,039.32 | 18,117.98 |
| St. Barbe | St. Paul's | F.F. Package #3 | 22,844.70 | 5,711.17 | 17,133.53 |
| St. Mary's-The Capes | Mount Carmel St. Joseph's | Pump | 8,700.00 | 2,175.00 | 6,525.00 |
| | | Misc. | 1,339.60 | 334.90 | 1,004.70 |
| Trinity-Bay de Verde | Cavendish (LSD) | F.F. Package #3 | 22,569.70 | 5,642.42 | 16,927.28 |
| Trinity North | Clarenville | 840 G.P.M. Pumper | 109,644.01 | 27,411.00 | 82,233.01 |
| | | | 691,529.23 | 172,313.75 | 519,195.07 |

Advertising Tender Call

804.93

520,000.00

QUESTION

Mr. Lush (Bonavista North) - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

- A. Is the vehicle the Minister currently drives purchased by the Department or leased by the Department? In either case, did it go to tender?
- B. Provide a list of the companies who tendered on the vehicles and the amount of their bids.

ANSWER

- A. The vehicle was purchased by the Department and it was not tendered.
- B. Not applicable.

QUESTION

Mr. Peter Fenwick, M.H.A. for the District of Menihek - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

1. What plans the Department has to promote the hiring of handicapped people in their Department over the next year?
2. What funds have been allocated to help in programmes like this?
3. What funds have been allocated to make the Department itself and their programmes more accessible to handicapped people?
4. Any other programmes that the Department itself might have to help the handicapped?

ANSWER

Government's hiring policy is the responsibility of the Public Service Commission. The Department of Municipal Affairs will cooperate with the Public Service Commission to the extent our hiring permits.

QUESTION

Mr. Aylward (Stephenville) - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

With reference to assessments of business properties, are there properties assessed on the basis of market value or replacement cost?

ANSWER

Market value.

QUESTION

Mr. Lush (Bonavista North) to ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

- A. How many people currently work on the Minister's staff?
- B. How many of these persons were appointed by Order in Council?
- C. List each title and salary applied to that title.
- D. Table a job description for each Order in Council appointment.
- E. Were any of these jobs advertised in order to give the unemployed the chance of applying?

ANSWER

A. 4

B. 2

| | <u>Salary</u> |
|-----------------------|---------------|
| C. Special Assistant | \$42,082 |
| Press Secretary | 28,523 |
| Secretary to Minister | 23,262 |
| Secretary to Minister | 22,422 |

D. See attachments (2)

E. These jobs were filled in a similar manner to that used to fill similar positions in the Office of the Leader of the Opposition.

PRESS SECRETARY

The Press Secretary is a Special Assistant to the Minister responsible for public relations and media liaison and a member of the Minister's political staff. Any information emanating from a department for public consumption should be coordinated through the Press Secretary's office, ultimately flowing through the Minister's office, as well as the appropriate senior management personnel.

The Press Secretary's role will vary from department to department, however, some of the duties that would be executed by this post would include: research and writing of speeches, writing of news releases, monitoring the media for stories relevant to the department and the Minister, ministerial advertising, arranging and conducting news conferences, among other duties. The Press Secretary will arrange any media requests for interviews with the Minister or other department officials and fully brief senior management and the Minister on all direct contact made by the media with the department. The Press Secretary would also assume an advisory role, in consultation with the Minister and senior management, on the establishment of any public relations plan or strategy that a department would implement.

The Press Secretary is expected to provide some direction to information personnel within a department, including Public Relations Specialists, Public Information Officers and others, to ensure a consistent and coordinated approach to information dissemination.

DUTIES AND RESPONSIBILITIES

SPECIAL ASSISTANT TO THE MINISTER

- Responds to requests from constituents and the general public at large regarding government policy and programs in the department and government in general. Follows up on such requests and advises the Minister of sensitive or important aspects of such requests.
- Routinely prepares letters of congratulations to recognize significant achievements of constituents.
- Maintains close liaison with various community groups in the Minister's district. Advises the Minister of matters of concern, problems being experienced, projects needing assistance, current issues in the district or the Province, matters that may come to attention regarding the Department and any other matters the Minister may require information for future action by either the Minister or the Special Assistant.
- Takes steps to maintain high district profile of the Minister both in the district or provincial level.
- Responds to requests for speaking engagements in the district and from any group or organization anywhere. Initiates speaking engagements for the Minister on topical subjects from time to time.
- Co-ordinates the preparation of notes for speaking engagements.
- Confirms and arranges meetings for Minister with individuals requiring direct consultation while researching subject matter for meeting and advising possible course of action.
- Arranges logistical details of dinners, receptions, etc. being hosted by the Minister in any location in the world. Insures proper protocol for inviting guests, insures any problems that may arise are acted upon expeditiously.
- Represents Minister on various interdepartmental committees as requested.
- Represents Minister upon request at speaking engagements for which he is unavailable.
- Meets delegations on behalf of Minister, takes appropriate action in consultation with the Minister.

- Regularly attends House of Assembly sittings. Prepares and compiles notes for debates in the House of Assembly. Co-ordinates preparation of replies to questions on the Order Paper.
- Maintains close liaison with Special Assistants to other Ministers. Ensures requests from other Ministers are dealt with expeditiously.
- Becomes familiar with programs and policies of the Department and the government at large affecting constituents, the business community, and general public at large.
- Other duties which may arise or be assigned from time to time.

QUESTION

Mr. Lush (Bonavista North) - To ask the Honourable the Minister of Municipal Affairs to lay upon the Table of the House the following information:

1. Invoices, vouchers, receipts, etc., to cover the cost of accommodations, travel, car rentals and entertainment incurred by the Minister, Parliamentary Assistant and/or Parliamentary Secretary and other members of the Minister's staff in the Province between the dates of November 25th and December 18th, 1987, inclusive.
2. List regions visited during that period and for what purpose.

ANSWER

No travel was undertaken by the Parliamentary Assistant and/or Parliamentary Secretary during the period specified.

1. Vouchers for Minister's travel attached.
2. Minister visited Ottawa to attend Federal/Provincial Conference December 2 - 4, 1987. He also visited Glovertown December 11, 1987, returning on the 12th, to attend the Dairymen's Association Meeting.

FISCAL YEAR
87/88

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
TRAVEL EXPENSE CLAIM VOUCHER

CLAIM NUMBER
TC 27382

CLAIMANT
A. Charles Grett
HOME MAIL ADDRESS
9 Gloyer Place
St. John's.
POSTAL CODE
A1A 3H8

DEPARTMENT
Social Services
DIVISION
Minister
POSITION TITLE
CLAIMANT'S HEADQUARTERS
ADDRESS

FOR ACCOUNTING USE ONLY
CAPS VENDOR NO. 11002631
TYPE
PAYING ENTITY 14 SS
DATE 88 01 06
BUDGET CHECK (-) DIRECT
DUE DATE
PAYMENT AMOUNT 456.93
MANUAL CHEQUE NO. 3588486

PURPOSE OF TRIP: *Entertainment*

| DATE | PARTICULARS | TIME OF DEPARTURE | TIME OF RETURN | DOCUMENT NUMBER | MEALS | ACCOMMODATIONS | TRAVEL | PRIVATE VEHICLE | OTHER |
|------------------|----------------------------|-------------------|----------------|-----------------|-------|----------------|--------|-----------------|---------------|
| <i>Dec 3/87</i> | <i>Dinner for 6</i> | | | | | | | | <i>263.86</i> |
| <i>Dec 9/87</i> | <i>Dinner for 4</i> | | | | | | | | <i>125.00</i> |
| <i>Dec 11/87</i> | <i>Refreshments for 20</i> | | | | | | | | <i>68.07</i> |

PRE AUDIT CLAIM TOTAL \$ *456.93* COLUMN TOTALS *456.93*

TEAR ALONG BROKEN LINE IF MORE THAN ONE SET IS REQUIRED TO COMPLETE CLAIM. THE FINAL SET MUST REMAIN INTACT.

| TOTAL AMOUNT OF CLAIM | STANDING TRAVEL ADVANCE | LESS: AMOUNT OF CLAIM APPLIED TO STA | LESS: TRIP ADVANCE (IF ANY) | AMOUNT PAYABLE TO CLAIMANT | AMOUNT DUE TO GOVERNMENT (IF ADVANCES EXCEED CLAIM) | FOR ACCOUNTING USE ONLY | | | | |
|-----------------------|-------------------------|--------------------------------------|-----------------------------|----------------------------|---|-------------------------|-------------------------|---------|-------|--|
| | | | | | | PAYMENT AMOUNT | ACCOUNTING DISTRIBUTION | PROJECT | GROUP | |
| 01 | | 02 | 03 | 04 | 05 | 456.93 | 51106656014111101010 | | | |
| | | | | | | 456.93 | TOTAL PAYMENT AMOUNT | | | |

EXPENSES NOT PAID BY CLAIMANT REVENUE RECEIPT NUMBER

I CERTIFY THAT THE WHOLE OF THE EXPENSES INCURRED BY ME WERE ON GOVERNMENT BUSINESS AND ARE IN ACCORDANCE WITH TREASURY BOARD TRAVEL RULES.
Jan 4/88
 DATE CLAIMANT'S SIGNATURE

APPROVED AND CERTIFIED BY:
[Signature]
 SUPERVISOR OR DIVISIONAL HEAD

88-01-04
 DATE

CLAIM VERIFIED BY: *[Signature]* ACCOUNTS DIVISION

CERTIFIED IN ACCORDANCE WITH SECTION 30 (1) AND 31 (1) OF THE FINANCIAL ADMINISTRATION ACT

APPROVED BY: *[Signature]* ACCOUNTANT

AUTHORIZED FOR PAYMENT BY: *[Signature]* DEPUTY MINISTER

THE
WESTIN
HOTEL



Mandarin
Restaurant St. John's, Nfld.

Guest Receipt

| DATE | GUESTS | AMOUNT |
|----------|--------|--------|
| Dec 9/87 | | 125.00 |
| | | 151689 |

Guest Receipt - Reçu du Client

CSO BUSINESS FORMS BURNABY B105323

10176



THE WESTIN HOTEL

DAYS

| Date | Persons | Type of Entertainment Nature de l'invitation | Amount | Amount |
|---------------------------------|---------|---|--------|--------|
| Dec 3/87 | | | \$263. | 86. |
| Name of Client Nom du Client | | Name of Company Nom de Compagnie | | |
| | | | | |
| Purpose | | | | |

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