

PRELIMINARY  
UNEDITED  
TRANSCRIPT

HOUSE OF ASSEMBLY  
FOR THE PERIOD:  
3:00 p.m. - 6:00 p.m.  
MONDAY, AUGUST 13, 1979

The House met at 3:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER (SIMMS): Order, please!

On behalf of hon. members, I would like to welcome to the galleries today two of the Public Accounts Chairmen from different parts of Canada, Mr. Reid from Ontario and Mr. Andrew from Saskatchewan.

SOME HON. MEMBERS: Hear, hear!

ORAL QUESTIONS

MR. SPEAKER: The hon. member for Burgeo-Bay d'Espoir.

MR. SIMMONS: Mr. Speaker, I have a question for the Minister of Transportation (Mr. Brett); in his absence, perhaps I could address the question to the hon. the Premier. It relates to a very tragic event on Friday, the helicopter crash near Clareville. The House is aware that the operators of that particular helicopter also have a contract with government to provide helicopter services and that is in that particular vein that I address the question. I am fully aware that the Provincial Government has no jurisdiction whatsoever over the safety of aircraft. I wonder could the Premier indicate to the House, in view of the two or three accidents with this type of aircraft, this Bell Jet Ranger - and it should be pointed out that the accidents have happened not only in this particular jurisdiction here, or involving equipment of the particular owner here, but one noted case is in Quebec quite recently where there was quite a loss, like five persons, I believe, lost their lives in a similar situation where there was a sudden failure of the engine in a Bell Jet Ranger.

I wonder could the Premier indicate to the House whether the particular phenomenon of this loss of engine power by this type of aircraft has previously come to the attention of government and if the matter is being investigated to determine that it is a safe piece of equipment to be using? And again, Mr. Speaker, just one other word by way of preamble, the question is being asked purely

Mr. Simmons: in light of the fact that a number of ministers and other public officials are regularly using this type of aircraft and it is asked in that particular spirit.

MR. SPEAKER (SIMMS): The hon. the Premier,

PREMIER PECKFORD: Mr. Speaker, I thank the hon. member for Burgeo-Bay d'Espoir (Mr. Simmons) for the question. This morning I spoke to the Minister of Transportation and Communications (Mr. Brett) and we were discussing that very matter that the hon. member now raises, and we are in communication with the officials in the Ministry of Transport as well as with people in the company to pursue this whole question of accidents with that kind of aircraft, that kind of helicopter, and with that company to ensure that the proper maintenance procedures, to ensure that everything is in proper order so that our contract with that company can continue unimpaired with that kind of risk sort of

PREMIER PECKFORD:

hanging over our heads, so we are on top of the situation and are in contact both with the company and with Ministry of Transport officials.

MR. SIMMONS:

A supplementary.

MR. SPEAKER:

The hon. member for

Burgeo-Bay d'Espoir.

MR. SIMMONS:

It is my understanding

that the manufacturers of the Bell Jet Ranger had been aware of this phenomenon of sudden engine failure in that type of aircraft sometime and indeed have circulated an internal memo to the purchasers of this type of aircraft warning of sudden engine failure and giving instructions as to what to do about it in the event that it happens. The instruction is, as I understand it - I am not at all a specialist in the area of aircraft, I assure you, but I understand from people who are that the instruction is quite adequate in those cases where the aircraft has achieved its altitude - there is an instruction as to how to recover from engine failure in that circumstance - but where the aircraft is still ascending, has not received its altitude, apparently the instruction is of no avail, there is no way of reactivating the engine again in time. I understand from preliminary reports that this was the case with the one near Clarendville and the one in Quebec in particular where the aircraft was still in the ascending position.

Perhaps the Premier could indicate, if he has the knowledge on the subject or else take under advisement and perhaps the Minister of Transportation and Communications (Mr. Brett) answer it in a day or so, I wonder could he indicate whether this knowledge from the manufacturer of this sudden engine failure was transmitted to government at the time that the contract was entered into or is the government otherwise aware of the particular drawback of this type of aircraft, the Bell Jet Ranger, insofar as sudden engine failure is concerned?

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

Mr. Speaker, I am not aware as to whether the cause of the recent accident was as the hon. member mentions. I do not know if it has been determined yet. I do not know if the final information is in-or rather the investigation is finished so that it can be clearly and unequivocally decided on the evidence that the reason for this particular accident is as the hon. member says it is. So I think the jury is still out as it relates to this particular accident, albeit there are a number of circumstantial pieces of evidence around which might indicate that the cause of the crash is as the hon. member says but I do not think that it has been conclusively determined as of this moment in time. I can assure the hon. member that the Minister of Transportation (Mr. Brett) and his people are communicating with the company and with the Ministry of Transport officials. The memorandum to which the hon. member refers, I am not aware, have not been aware and am not aware at the present moment of such a memorandum. If it is in existence and if we were not aware of it then we will check it out immediately to see that if in fact there are some special measures

PREMIER PECKFORD: that have to be taken with this kind of craft because of either some defect or some change in its operation and we will most definitely get on to the company to insure that all matters along those lines are being followed. But I think the salient point here, Mr. Speaker, is that the Minister of Transportation and Communications (Mr. Brett) and myself talked about the matter this morning and his people were to pursue it with the Ministry of Transport officials and the company, Sealand.

MR. NEARY: Mr. Speaker.

MR. SPEAKER: (Simms) The hon. the member for LaPoile.

MR. NEARY: Mr. Speaker, my question is for the Minister of Finance (Dr. J. Collins). Would the minister indicate to the House, Sir, if the hon. gentleman has held meetings with the insurance industry with regard to the government's proposal to add a 50 per cent increase to the tax on insurance premiums in this Province?

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

DR. J. COLLINS: Mr. Speaker, could I ask the hon. member to repeat the first part of the question again?

MR. NEARY: Has the hon. gentleman held any meetings with the underwriters or with the insurance industry?

DR. J. COLLINS: Mr. Speaker, yes, we have held meetings. The proposed increase in the insurance premiums tax is from 2 per cent to 3 per cent, so I suppose it is fair to say that is a 50 per cent increase, but then a 100 per cent increase of a very small amount still leaves a very small amount. But anyway, to answer the question, yes, we have had meetings with representatives. We have also received submissions from various interested groups and we have considered these submissions.

MR. NEARY: Mr. Speaker, a supplementary.

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

MR. NEARY: As a result of these deliberations, Mr. Speaker, would the hon. gentleman indicate to the House if the government ~~is~~ going to proceed with this 50 per cent increase in tax on

MR. NEARY: insurance premiums or are the government going to amend their original position, or are they going to withdraw the tax altogether?

MR. SPEAKER: (Simms) The hon. the Minister of Finance.

DR. J. COLLINS: Mr. Speaker, the Budget indicated that we would be bringing in a certain tax measure in this field. We have not made any decision to the contrary at the present time and we do not expect to make any decision to the contrary.

MR. THOMS: Mr. Speaker.

MR. SPEAKER: The hon. the member for Grand Bank.

MR. THOMS: Mr. Speaker, I will explain to caucus later why I am asking this particular question. I would like to ask the Minister of Education (Ms Verge) whether or not there is any indication that the stolen biology and history examinations went beyond the city of St. John's? In other words, were they used in Corner Brook, Grand Falls or around the Province?

MR. SPEAKER: (Simms)

The hon. Minister of Education.

MS. L. VERGE:

Mr. Speaker, the answer to that questions is no. There is no evidence that any of the public exam papers were circulated before the exams were written in any place other than the City of St. John's.

MR. SPEAKER:

The hon. member for Eagle River.

MR. E. HISCOCK:

I would like to ask my question to the Premier. I would like to ask the question, what happened to the original red book interim agreement, the original DREE agreement that the provincial government gave to the federal government, the red book. And is government still carrying out this policy of the red book.

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

Mr. Speaker, if the hon. member is referring to a proposed DREE agreement for coastal Labrador, which I think he is, the original book or original agreement was presented to the Labrador Resources Advisory Council who in turn held hearings on the coast in those communities that were to be affected by the agreement, and for those communities to make some recommendations and suggestions as is related to the various projects that government perceives to be necessary on coastal Labrador. And as a result of that consultation with the Labrador Resources Advisory Council and their subsequent consultation with the coastal residents of Labrador, a second proposal came forward as a result of that consultation and therefore government amended its agreement accordingly or amended its proposal to accommodate some of the concerns of the local residences. And the people in Intergovernmental Affairs with the Government of Newfoundland and Labrador are in the process of negotiating an agreement with the federal government pursuant to those proposals amended.

MR. E. HISCOCK:

Supplementary, Mr. Speaker.

MR. SPEAKER:

Supplementary, the hon. member for Eagle River:

MR. E. HISCOCK: Also with regard to the statement that the Premier made in Goose Bay Friday concerning the decorum of the House and getting more respect back to the House, did the Premier not see fit that this statement should be made in the House?

MR. SPEAKER: (Simms) The hon. the Premier.

PREMIER PECKFORD: Mr. Speaker, I have from time to time in this hon. House, both in speeches and in statements and in proposals for changes to the Standing Orders which all hon. members have agreed to, I think, and we all have as members indicated our desire, our wish to pursue better decorum in the House and I think this has occurred in the session so far. And so it is an ongoing thing that I think both members can mention in this House and most members have, and I guess we all, too, can mention that in the various regions of Newfoundland as we go about our business from day to day to indicate to people in Labrador and to people on the Bonavista Peninsula, people on the Burin Peninsula and people on the Port au Port Peninsula and people on the Great Northern Peninsula that we are desirous as leaders of politics in this Province to pursue a policy of

PREMIER PECKFORD: good decorum in the House, to raise the level of debate in the House as we have done over the last number of weeks, and which I hope we will continue to do over the next number of weeks and until another election is called three or four years now.

MR. E. HISCOCK: Final supplementary, Mr. Speaker.

MR. SPEAKER (SIMMS): Final supplementary, the hon. member for Eagle River.

MR. E. HISCOCK: With regard to this statement, Sir, I felt anyway being a member for Labrador and Eagle River that instead of grabbing out to read this that was going to be given to the press, I think it would only be common courtesy to let the members in each riding when these announcements are coming to know about them.

MR. SPEAKER: The hon. the Premier.

PREMIER PECKFORD: Mr. Speaker, the hon. member's concerns are noted.

MR. SPEAKER: The hon. member for Torngat Mountains.

MR. G. WARREN: Mr. Speaker, my question was going to be to the Minister of Mines and Energy (Mr. Barry) but since he is not in his seat I will ask the hon. Premier. The report on Labrador development by Dr. Angus Bruneau which was passed to the Minister of Mines and Energy in late May, I was wondering if the hon. Premier could table the report? That is my first question.

MR. SPEAKER: The hon. the Premier.

PREMIER PECKFORD: Mr. Speaker, I think the report to which the hon. member refers was presented to the Department of Industrial Development and not the Department of Mines and Energy. I shall take the matter under advisement and consult with the Minister of Industrial Development.

MR. G. WARREN: A supplementary, Mr. Speaker.

MR. SPEAKER: The hon. member for Torngat Mountains.

MR. G. WARREN: My next question also will be to the Premier, Mr. Speaker, Is Dr. Angus Bruneau's report - would this report have any effect on the ongoing studies that the Premier announced in Goose Bay on Friday past? Would this report be tying into future studies?

MR. SPEAKER: (SIMMS) The hon. the Premier.

PREMIER PECKFORD: Yes, Mr. Speaker, that is true. The ongoing studies that have now been let to other consultants and so on fit and dovetail with any reports that have been done to date on Labrador.

MR. G. WARREN: Final supplementary, Mr. Speaker.

MR. SPEAKER: Final supplementary, the hon. member for Torngat Mountains.

MR. G. WARREN: Yes, Mr. Speaker, my next supplementary is also to the Premier. In his report he did note that the Labrador Resources Advisory Council would be their consulting body between the people and the government, I presume. I am just wondering what was Labrador Resources Advisory Council doing the past three years with roughly \$300,000 that has been allotted to them by this government?

MR. SPEAKER: The hon. the Premier.

PREMIER PECKFORD: Mr. Speaker, I think the hon. member has not read the reports correctly. In my statement in Labrador on Friday afternoon, I proposed that the Labrador Resources Advisory Council be the primary vehicle through which people from Labrador and residents of Labrador could have input into resource development proposals that were being put forward. I did not say that the Labrador Resources Advisory Council would be the primary vehicle, I proposed that they could be the primary vehicle -

PREMIER PECKFORD:

and there is a big difference. Number two, the second part of the hon. member's question has to do with what the Labrador Resources Advisory Council has been doing over the last three years. If I am not mistaken, one of the other members from Labrador a few minutes ago asked me a question - I do not know if the hon. member was in the House or not - and asked about the DREE agreement for coastal Labrador, and part of my answer had to do with the fact that this fairly major document, this major proposal which involved tens of millions of dollars, was a proposal which was given to the Labrador Resources Advisory Council who held meetings in all the communities on Coastal Labrador to gain input from the local residents. So obviously one of the things that has come out of this Question Period already today, Mr. Speaker, is the fact that the Labrador Resources Advisory Council has been involved in putting together the DREE agreement in coastal Labrador. So that is one of the things they have been doing over the last three years.

Secondly, the Labrador Resources Advisory Council are one of the few agencies in the Province which made meaningful input into the oil and gas regulations a couple of years ago. They were one of the few organizations which actually analyzed piece by piece, one by one, all the regulations and consulted and made recommendations to government. They present an annual report every year which is public, and I would commend the hon. member to get copies of their annual report. And you would see from that the kind of things that the Labrador Resources Advisory Council have been doing on the fishery side, on the mining side, on oil and gas regulations, on DREE agreements they have had their input as well as on a number of very vital native issues.

MR. SPEAKER (Simms): The hon. member for Windsor-Buchans.

MR. FLIGHT: Mr. Speaker, my question is to the Minister of Transportation and Communications, and it is with regard to the Buchans -

MR. FLIGHT: Burgeo-Southwest Brook Road, The minister knows that six months prior to the election and all during the election the Premier, himself and anyone else who presumed to speak for government on that road put a top priority on that particular road for three reasons, one, as it would enhance the total transportation system of the Province; two, for the economic benefit it would have for the immediate central area, Buchans included; and three, to expedite the Price acquisition of Linerboard. And it did get total priority. And now since the budget there is no indication that there will be an extension to the present contract this year and the priority put on seems to no longer exist, I am wondering if the minister would indicate to the House whether or not there will be an extension to that particular contract this year with a view to pushing that road through?

MR. SPEAKER (Simms): The hon. Minister of Transportation and Communications.

MR. BRETT: No, Mr. Speaker, any road work that is to be done in the Province this year has already been tendered and tenders let.

MR. FLIGHT: A supplementary.

MR. SPEAKER: A supplementary, the hon. member for Windsor-Buchans.

MR. FLIGHT: Mr. Speaker, I wonder if the minister - the word is that Price (Nfld.) will have the Linerboard into production, they are well ahead of the proposed schedule for bringing the mill into production -

AN HON. MEMBER: Not linerboard.

MR. FLIGHT: - linerboard into production-

AN HON. MEMBER: Not linerboard, paper.

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER (SIMMS): Order, please!

MR. FLIGHT: Mr. Speaker, there has been all kinds of decorum in this House this last half hour. Now if the gentlemen on the other side wants to blow the decorum and blow what the Premier was just talking about they should leave me alone and let me ask my question.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: Order, please!

MR. FLIGHT: Because we can blow the decorum in a very short time.

MR. ROBERTS: In other words, a short fuse.

SOME HON. MEMBERS: Oh, oh!

MR. FLIGHT: Mr. Speaker, I would ask the minister that in view of the fact that Abitibi Price will bring the pulp and paper operation in Stephenville into production probably earlier than they had indicated, by next December, will this have any bearing on the government's desire or need actually to complete that road in view of the fact that the wood that will sustain the mill or fuel the mill will come from the area, the Lloyds Lake area, and in order to move that wood that particular road will have to be in place, and bearing in mind they only have until next December to do that? What is the minister's views with regard to that situation?

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

MR. BRETT: Mr. Speaker, if it becomes necessary to build any roads to facilitate the opening of a paper mill or a mine or anything else in this Province, if it is necessary for the government to become involved then I can assure the hon. gentleman that we will.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for the Strait of Belle Isle.

MR. ROBERTS: Mr. Speaker, in the absence of the Minister of Health (Mr. House), who I understand is not well, may I address a

Mr. Roberts: question to the Premier, and it has to do with the somewhat vexing question of the priority to be assigned to hospitals. Would the Premier confirm that the Clarendville Hospital, or the proposed hospital for Clarendville, will be the first hospital project to be undertaken by the government at such time, if ever, as the government proceeds to build these new hospitals?

MR. SPEAKER (SIMMS): The hon. the Premier.

PREMIER PECKFORD: The whole matter of capital construction, Mr. Speaker, in that area as well as other areas, is under review by government right now, and when we have made a final decision on that we will only be too happy to inform the hon. member.

MR. ROBERTS: A supplementary.

MR. SPEAKER: A supplementary, the hon. member for the Strait of Belle Isle.

MR. ROBERTS: Mr. Speaker, I thank the Premier. I want to be clear on the point. He is telling the House that no priority has been assigned to the particular project, or any particular project. I adverted to one, the hospital at Clarendville. As Your Honour is aware I could have adverted to others, but I just want to be sure that I understand him correctly—no particular priority has been assigned to any project including in particular the Clarendville hospital?

MR. SPEAKER: The hon. the Premier.

PREMIER PECKFORD: Mr. Speaker, the second question is different from the first.

MR. ROBERTS: Well, perhaps that is why we studied French.

PREMIER PECKFORD: That is why I am on my feet. That is why I am on my feet.

MR. ROBERTS: We will see if the answer is different.

PREMIER PECKFORD: Well, hopefully if the question is different, hopefully the answer will be different as well.

MR. ROBERTS: Give the answer.

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MR. SIMMONS: Decorum! Decorum!

PREMIER PECKFORD: There are a number of areas in the Province  
over the last four or five years that

PREMIER PECKFORD:

have been studied as it related to hospitals - Channel-Port aux Basques, Grand Falls, Clarendville, Marystown and Placentia - I think these are the five areas of critical concern. There has been, I hear to my left, some concern about Bonavista, as well. To my right, I wait for your instructions.

But there are five or six areas that every hon. member and every person in Newfoundland now recognizes as being prime areas for capital construction, and I guess it is within those five or six areas that government will have to decide which ones will be charged first and which ones will be charged second. So to hon. members throwing out the word 'priority', I say that priority is attached to all those areas at the present moment. Whether, in fact, one will take higher priority over another will be determined as we get into our review.

MR. ROBERTS:

Mr. Speaker, a supplementary.

MR. SPEAKER: (Simms)

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

MR. ROBERTS:

Well, I hope it is a final supplementary - certainly, it will be the final one on this round.

I just want to see if I can understand the plathora of the Premier's words, because I think there is the kernel of an answer in there, and I have tried twice. Let me try again to see if he will rise to the bait.

PREMIER PECKFORD:

Seek and ye shall find.

MR. ROBERTS:

'Seek and ye shall find,' Sir. It also says, 'The meek shall inherit the earth,' by which time there will not be much left for them to inherit.

Mr. Speaker, what I ask of the Premier is, Would he tell us whether any - he named five or six projects, he could have added the Janeway, I think, as well, which is generally regarded as -

MR. STAGG:

Back to (inaudible).

MR. ROBERTS:

- an expansion or an improvement that is going ahead, for the benefit of the gentleman from Stephenville (Mr. Stagg), in particular, who may have need of it. Mr. Speaker, the question I ask of the Premier is this -

SOME HON. MEMBERS:

Oh, oh!

MR. SPEAKER: (Simms)

Order, please!

MR. ROBERTS:

Mr. Speaker, the question I ask of the Premier is this, Would he confirm for the House - and I think this is what I understood him to say in his response to his second bite at the apple - Would he confirm for the House that no priority has been assigned to any one of the five or six projects to which he alluded? He spoke of five or six; he says they are a priority - I think they are all generally accepted as being the priorities. What I want to know is whether any priority has been assigned to one or more among those six as opposed to the others?

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

They are all very high priority,

Mr. Speaker.

MR. RIDEOUT:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Baie Verte -

White Bay.

MR. ROBERTS:

He has made a liar out of

'Charlie Brett'.

SOME HON. MEMBERS:

Oh, oh!

MR. RIDEOUT:

Do not upset him, I have a question for him.

Mr. Speaker, my question is for the Minister of Transportation and Communications (Mr. Brett). In view of the fact that the reconstruction, upgrading and paving of the Northern Peninsula highway is now nearing completion -

MR. ROBERTS:

Not near enough.

MR. RIDEOUT:

- not near enough, but nearing completion-

I think most of it is included in the latest DREE agreements - and in view of the fact that the other major trunk road in the Northern Peninsula is the cross-country road

MR. RIDEOUT: from Plum Point through to Roddickton and Englee, could the minister tell me whether or not there are any negotiations ongoing with the Government of Canada to include that major trunk road in the new DREE agreement that hopefully will be negotiated and signed sometime this coming year or next Winter?

MR. SPEAKER: (Simms) The hon. Minister of Transportation and Communications.

MR. BRETT: Mr. Speaker, I cannot be specific. I do not know exactly what trunk roads will be on the shopping list but, as I have indicated in this House before, DREE funds are - they are not all expended but dangerously close to it and we will be hopefully negotiating a new DREE agreement this Fall. But I am sorry I cannot be specific as to what trunk roads will be on it. Certainly all the major roads in the Province, or most of them at least, like the Northern Peninsula Road and the Loop Road and so on, most of these have been completed so we are going to have to get some of the - I do not know if you would call them lesser important but the type of road that the hon. member is talking about certainly should be included in this new DREE agreement.

MR. ROBERTS: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary. The hon. member for the Strait of Belle Isle.

MR. ROBERTS: Mr. Speaker, a question to the minister growing out of the same subject; could the minister tell us whether consideration is being given to including on the shopping list the proposed new road between Main Brook, and call it the airstrip, the area in St. Anthony where another new road, as the minister knows, is being built, whether this road might be included in - to use his phrase which I think is a good one - the shopping list?

MR. SPEAKER: The hon. minister.

MR. BRETT: A very important road, Mr. Speaker, no question whatsoever, and again I cannot be specific but certainly it is a road that probably should be included in any new agreement.

MR. ROBERTS: A final supplementary.

MR. SPEAKER: (Simms) A final supplementary.

MR. ROBERTS: A final for me.

MR. SPEAKER: A final supplementary for the hon. member for the Strait of Belle Isle.

MR. ROBERTS: Thank you, Mr. Speaker. Can the minister tell us on the basis of his conversations with his soul mates in Ottawa, the present administration of Her Majesty's government there, whether DREE will look with favour upon the extension of the DREE agreement? Because as the minister said, the money allocated under the present roads agreement is either spent or committed - I believe it runs out next March which means we would now be negotiating an ongoing extension; these things are extended all the time - whether the minister has any indication that we will be getting the same level of money from Ottawa that we have been getting in the last few years? We have been averaging, I think, about \$30 million a year from Ottawa to which we put another three or four million. Could he tell us what the result of his communion with his soul mates up in Ottawa?

MR. SPEAKER: The hon. minister.

MR. BRETT: Mr. Speaker, my communion with my soul mates has been brief up to this point.

MR. ROBERTS: Has it been fruitful?

MR. BRETT: I will be attending a meeting, hopefully I will anyway, on the 22nd of this month in Halifax with my counterparts from the Maritime Provinces and

MR. BRETT: approximately a week after that we will be meeting with the federal minister and we will be discussing such things as the new DREE agreement and the new TCH agreement.

MR. ROBERTS: So as of now we just do not know.

MR. BRETT: As of now I do not know, Mr. Speaker.

MR. FLIGHT: A supplementary, Mr. Speaker.

MR. SPEAKER (Simms): A final supplementary, the hon. member for Windsor-Buchans and then the hon. member for LaPoile.

MR. FLIGHT: Mr. Speaker, I want to ask the minister if the road I referred to earlier, the Buchans-Burgeo-Southwest Brook Road, also a very important road as he knows, is that particular road on the shopping list so referred to by the minister? And if it is, would the minister indicate to the House when indeed the Province's request of Ottawa for a new subsidiary agreement will be placed in Ottawa, when will the Province know and when will the funds under a new agreement be requested?

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

MR. BRETT: No, Mr. Speaker, I repeat, I do not know what is going to be on the shopping list and neither do I know the date of it. Certainly this particular road is a major construction and it leads to resources, which is a criteria that DREE has used in the past, so I would assume again - again I am only assuming; you know, we have not started negotiating and I have not actually seen the shopping list and I would not suggest that it is finished - but it appears to me that this is the type of road because it does lead to resources that DREE would look on very favourably.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, my question is for the hon. Premier, Sir. Canadian Pacific Air are making a strong bid to come into Eastern Canada and EPA are also making a bid to cover the same route, direct flights from Atlantic Canada to Central Canada, and there

MR. NEARY: is savage competition going on between Newfoundland's airline and Canadian Pacific. Would the hon. gentleman tell the House if his government, his administration, the Queen's Government, have taken any position at all in connection with this bid to have direct flights go into Central Canada in competition with Air Canada? Or does the government have a position at all or is the government just ignoring this controversy that is going on between the two airlines?

MR. SPEAKER (Simms): The hon. Premier.

PREMIER PECKFORD: Mr. Speaker, we are supportive of Eastern Provincial Airways and its ongoing bid to become competitive in the Eastern Canadian and Central Canadian markets and to try to become even more viable than it is at the present moment and we would look favourably upon any moves that could be done to enhance the viability of that airline and to see it get into direct flights. As long, of course, as it is a Newfoundland based company, which it is right now, and which, as I understand it, continues to be, so that therefore there are a high number of Newfoundlanders working there, therefore we would be supportive of that application.

MR. NEARY: A supplementary.

MR. SPEAKER: Order, please!

MR. NEARY: A supplementary question.

MR. SPEAKER: Order, please! The time for Oral Questions has expired.

PRESENTING REPORTS BY STANDING AND SPECIAL COMMITTEES

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

MR. W. MARSHALL: Mr. Speaker, I have a report to give to the Legislature. It is rather timely in view of the presence of the Chairmen of Public Accounts Committees from our sister provinces.

I move to give this report and also move pursuant to Standing Order 84 (d), the following persons constitute the Standing Committee of this Hon. House to consider the matter of Public Accounts, in other words, the Public Accounts Committee; the hon. the members for Baie Verte - White Bay (Mr. T. Rideout), Bonavista North (Mr. J. Morgan), Burgeo - Bay d'Espoir (Mr. R. Simmons), Menihek (Mr. P. Walsh), St. John's West (Mr. H. Barrett), St. John's North (Mr. J. Carter) and Stephenville (Mr. F. Stagg).

I might state, Mr. Speaker, that this motion is made after a meeting with the hon. the member for the Strait of Belle Isle (Mr. E. Roberts). I also wish to suggest at the time that the member first named, the hon. member for Bay Verte - White Bay, be responsible for convening the first meeting and then the members will then proceed to elect a Chairman. The Chairman will be elected by the committee itself in accordance with the Standing Orders. I can inform the House, however, that it is the government policy, as far as the government is concerned, that the Chairman of the Public Accounts Committee should be a member also of the Opposition as it has been in the past.

We are taking this position, Mr. Speaker, in full confidence that the new approach that has been so evident in this Assembly will continue and that the Public Accounts Committee will be as effective as the other committees have proven to be.

MR. S. NEARY: Mr. Speaker.

MR. SPEAKER: (Simms)

The hon. member for LaPoile.

MR. S. NEARY:

The hon. gentleman, Sir, drew attention to the House that we had a couple of Chairmen of the Public Accounts Committee sitting in the gallery and he thought his brave announcement was most timely. What he did not say, for the benefit of the strangers who are sitting in the gallery, Sir, that it was the government who destroyed the Public Accounts Committee.

MR. W. MARSHALL:

On a point of order, Mr. Speaker.

MR. SPEAKER:

A point of order, the hon. President of the Council.

MR. W. MARSHALL:

We are in the ordinary routine proceedings and I think that the hon. member is out of order by making comments of this nature. As well as being out of order, they also show a consummate lack of taste on the hon. gentleman's part.

SOME HON. MEMBERS:

Hear, hear.

MR. S. NEARY:

To the motion, Mr. Speaker, it is a debatable motion, Mr. Speaker.

MR. SPEAKER:

Order, please! I just need a moment to -

Order, please! The motion is a debatable motion but, however, in this particular case we have to determine whether or not it is actually a notice of motion in which case it would be put on the Order Paper or if it is to be debated now. My understanding is that after a report by Standing and Special Committee there can be comments for clarification purposes and so on.

The hon. member for the Strait of Belle Isle.

MR. E. ROBERTS:

Mr. Speaker, to the point of order. I may have erred because my friend from LaPoile (Mr. S. Neary) asked me if this was a debatable motion and I said it was, which, of course, it is, assuming that this is the motion and not simply a report of the Committee. And I know that the Government House Leader (Mr. W.

MR. E. ROBERTS: Marshall) is anxious to have the motion disposed of and we, for our part, certainly said we would consent to that. My friend from LaPoile (Mr. S. Neary) wishes, I gather, to exercise his right to say a few words on it. He certainly has the right as a member to say a few words on it and I think it is up to the Government House Leader (Mr. W. Marshall) whether we do that today, to which, as I say, will consent, or whether he wishes it to stand as a notice of motion. For my part, I do not wish to speak on it. I would simply wish to say that my understanding is that not only will the member who is asked to be Chairman of the Committee be a member of the Opposition but will be the person so designated by the Leader of the Opposition and I think that is worth recording because it is an important parliamentary tradition, one which I know that gentlemen opposite are anxious to preserve as are we. But, Sir, we will consent to the matter going ahead without further notice in view of its urgency. If my friend from LaPoile wishes to speak, Sir, he has the right to do so and I neither can nor would not attempt to muzzle him or to restrain him in any way.

MR. W. MARSHALL: To a point of order.

MR. SPEAKER: To a point of order, the hon. President of the Council.

MR. W. MARSHALL: Mr. Speaker, nobody is trying to abridge or infringe the rights of any hon. member of this House to speak but all members are constrained by the rules of relevancy. I suggest to Your Honour and the point of order to Your Honour is the fact the hon. member was not being relevant as well as showing, as I say, a great modicum of bad taste, which I know Your Honour is not the judge of but it is self-evident by the hon. member's presentation.

MR. SPEAKER: The one thing I wish to determine here is if it is

MR. SPEAKER: (SIMMS) agreed that this a debatable motion or is it a notice of motion? Is it agreed that it is a motion?

SOME HON. MEMBERS: It is agreed it is a motion.

MR. SPEAKER: It is a motion.

The hon. member for Lapoile.

MR. S. NEARY: Thank you, Mr. Speaker. The hon. gentleman strikes out again. Now, Sir, the hon. House Leader on this side said that he would not try to muzzle me. Well, I have to remind the -

MR. E. ROBERTS: And could not.

MR. S. NEARY: - and could not. I have to remind the hon. gentleman that he did not elect me, Mr. Speaker, and I will just let it go at that. But I want to say, Sir, for the benefit of strangers in the galleries that the hon. gentleman set out to impress that the government last year, right in the middle of the business of the Public Accounts Committee, decided that they would set out to knife the Chairman of the Committee. They said that they set out to unseat the Chairman of the Public Accounts Committee even though the Chairman had been named by Your Honour in this House. Now, whether it was proper for Your Honour to name the Chairman of the Public Accounts Committee - that is not the procedure we followed today I noticed. The Government House Leader (Mr. Marshall) now has learnt a few tricks over the last several months, he has learnt by his mistakes and he is now leaving it up to the committee to elect their own chairman. But the last time, a year and a half ago or two years ago when this House appointed a Public Accounts Committee, the Speaker named the Chairman and, therefore, it could only be assumed, Mr. Speaker, that only the Speaker could unname the Chairman, that the Chairman was there at the pleasure of the Speaker and the pleasure of this House. And hon. gentleman can go back to Hansard in case they doubt what I am saying and they will find that the Speaker, when he read out the list of names of the Public Accounts Committee, read out the name of the Chairman, he named the Chairman of the Committee.

MR. S. NEARY: But the government was not satisfied with the excellent job that my hon. friend was doing, they were not satisfied, too many scandals were being uncovered. The Public Works scandal -

MR. J. MORGAN: Dream on.

MR. S. NEARY: - which led to the Mahoney Commission of Inquiry which is still meeting, which still has not submitted a report to the government, the Mahoney Commission of Inquiry on the by-passing of the Public Tendering Act by ministers, that scandal was brought about as a result of the good job done by my hon. colleague. And if my hon. friend will recall, it was he and I that joined in the old one/two in this House that brought about that Commission of Inquiry. And after that the government decided that they were going to sweep everything under the rug, that they were not going to deal with the Auditor General's report and the severe criticisms that he had made of government.

MR. J. MORGAN: Tell your boss about (inaudible).

MR. R. SIMMONS: The bionic mouth..

MR. SPEAKER: (SIMMS) Order, please!

MR. S. NEARY: And, Mr. Speaker, as a consequence of the government's action for the last several months - how long eight or nine months?

MR. R. SIMMONS: A year and a half since it has been effective.

MR. S. NEARY: A year and a half my hon. colleague reminds me since the Public Accounts Committee met with a full membership meeting, representatives of this side of the House and the government side of the House, to conduct a full-fledged Public Accounts Committee meeting. Over a year and a half! A year and a half has gone by, and since then, Mr. Speaker, the government are trying to portray the image, in this Province, of being born again. They are now, Sir, admitting that the Opposition was right, that we, according to tradition, would name the Chairman of the Public Accounts Committee. They are now admitting that after a year and a half and they are hoping, I would assume that they are hoping, that my

MR. S. NEARY: hon. friend will not be made Chairman of the Public Accounts Committee although I never know in this House, there already may be agreement that my hon. friend would indeed be Chairman. Well, I hope he is.

MR. R. SIMMONS: I would be very surprised.

MR. S. NEARY: That there was not an agreement or there was?

MR. R. SIMMONS: I would be very surprised if there was an agreement.

MR. S. NEARY: If there was an agreement? Well, Mr. Speaker, my hon. friend says he would be very surprised if there was agreement that he would be Chairman of the Public Accounts Committee. Well, I would be very surprised if there was not an agreement but immaterial of whether there is or whether there is not, I am hoping that my hon. friend will be Chairman of that committee again and pick up where he left off. There was so much unfinished business, Mr. Speaker, that has to be dealt with, The Public Works scandal is not over and done with yet, that still has to be dealt with. None of this mismanagement, none of this corruption, none of the improper procedures that were used by government

MR. NEARY: government in the last half a dozen years, six or seven years, is going to be swept under the rug, and the hon. gentleman who now occupies the Premier's seat should realize that, that none of these examples of corruption that we have been talking about in this House for the past several years are going to be swept under the rug, none of them, including the Labrador Linerboard mill scandal which is the biggest scandal, in my opinion, in Canadian history. My hon. friend, if he is elected chairman, and the members from this side of the House, Mr. Speaker, will have a full-time job, they will have their hands full in dealing with all the matters that should have been dealt with in the last year and a half, up to the time that the government got contrary and sulked and decided they were going to muzzle the Public Accounts Committee and in an arbitrary, dictatorial way set out to destroy the Public Accounts Committee, by zeroing in on the Chairman of that Committee, the member for Burgeo-Bay d'Espoir (Mr. Simmons) who was doing such an excellent job.

So, Mr. Speaker, I am glad that the government has seen fit now to - after a year and a half - finally come around to agreeing with the Opposition and they are now going to reinstate the Public Accounts Committee, as they should and in keeping with procedures and practices in other jurisdictions, that the chairman will be a member of the Opposition.

Mr. Speaker, when the Public Accounts Committee is reactivated, apart from the things that are raised by the Auditor General in his annual report, I am hoping that the Public Accounts Committee will deal with some other matters, some other matters that have been raised recently in this hon. House. Sir, for instance, the mismanagement of the Marystown Shipyard where almost \$14 million has been used to subsidize the yard, \$14 million taxpayers' dollars had to be put into the Marystown Shipyard to keep it afloat. Now, Mr. Speaker, is this the first time, is this the first time in this House that hon. members have heard about mismanagement at the

MR. NEARY: Marystown Shipyard? It may be the first time since June 18th., now that we have some new members in this House, it may be the first time that the new members heard about the mismanagement at the Marystown Shipyard, it may be the first time they heard it but it is certainly not the first time that anybody who sat in this House since 1975 heard about the mismanagement of the Marystown Shipyard. And I have here in front of me, Mr. Speaker, to prove what I am saying, a newspaper clipping dated December 13th., 1975 from the St. John's Evening Telegram with a headline that states, "Neary charges mismanagement at the Shipyard." And in that story, Mr. Speaker, if you care to read it, you will find that Mr. Millan, a former manager of that shipyard wrote a letter - he got tossed out, he got fired, he was frozen out and he wrote a letter to the minister responsible for that Crown corporation and in the letter he stated that the estimators at Marystown shipyard were deliberately underestimating so that they could get contracts knowing full well that any deficit for that yard would be picked up by the Public Treasury.

1975, Sir, four years ago that startling revelation was made in this hon. House and if my hon. friends from the news media would just go to their morgues and check their newspapers and their news items and their news reports they will find out that this great revelation, this great scandal was made in 1975 in this hon. House, in a letter that was slipped to me from my usual reliable sources, that I read out in this hon. House and it completely fell on deaf ears. Now, Mr. Speaker, now we have this scandalous

Mr. Neary:

situation at Marystown where almost \$14 million of taxpayers' money had to be used to pay for the mismanagement in that yard, in the bidding on the Norwegian tugs. Well, I say the Public Accounts Committee should deal with it, Sir, because I do not expect to get what I think that should happen in this Province and in this House, and that is a royal commission to look into the affairs of that shipyard. That is really what should happen. There should be a royal commission of enquiry under The Public Enquiries Act to look into the activities and the managing of that shipyard for the last four or five years.

But I do not expect to get that, Sir, but there should be nothing short of that. In any other jurisdiction, in any other democratic country, in any other province that scandal alone is enough to topple a government, \$14 million. That is enough to topple a government.

You know, sometimes I wonder about Newfoundlanders, Sir, I wonder about them sometimes, It is awfully discouraging for us who act as watchdogs over the Public Treasury, to hear the reaction from people when they say, Oh well, you know, that was a mistake. We heard the minister the other day, the President of the Council, (Mr. Marshall) get up in this House and tell us that \$110 million that was spent on setting off two explosions on either side of the Strait of Belle Isle to launch the great hydro development of the Lower Churchill, that \$110 million that we may as well have taken and flung out the window of Confederation Building, the minister got up and told us that was a mistake. A mistake! We made a mistake.

And just listen to the logic of it. He says, we are going to recoup, now, our \$100 million. Because the Government of Canada, in setting up this Crown corporation to study the development of the Lower Churchill, are going to put \$100 million into the kitty, so therefore, we are going to recoup the \$100 million. We are going to recoup it, We have spent it, we threw it away, we may as well have

Mr. Neary flushed it down the toilet down in the Minister of Finance's (Dr. Collins) office, in his little private privy that he has down there nobody else is allowed to use, we may as well have flushed the \$100 million down his toilet. But now Ottawa is going to give us back \$100 million, so the logic of it is that we are just going to break even. We are going to break even. We are going to recoup our losses.

Now, what do my hon. friends, the Chairmen of the Public Accounts Committee from the other provinces think of that kind of logic? We just set off two explosions, one on either side of the Strait of Belle Isle, we have not even been able to get an accounting for the money that was spent, they have not told us whether they called public tenders, whether contracts were awarded to the lowest bidder, how the money was spent, who got it, \$110 million, and the minister got up in the House the other day and said, "Well, do not worry about it, because Ottawa now is going to us \$100 million."

So, therefore, we are allowed to take \$110 million and fling it away. We do not know but it is a big booze party they had. Now, that is really logical. In any other province that scandal alone would be enough to defeat a government.

Now, we have got the Marystown Shipyard on top of it, where this government—and that gentleman was sitting in his seat in this House when they were told back in 1975 that there was mismanagement at the Marystown Shipyard.

AN HON. MEMBER: And it was completely ignored.

MR. NEARY: And it was completely ignored. As a matter of fact, the Minister of Industrial Development at that time, who has now joined the former Premier in an investment company called Torngat Investment—and he is getting awfully discouraged about it, I understand, it will not be long now before we will hear about the former Minister of Finance for this Province getting his big job

Mr. Neary: up in Ottawa, \$40,000 or \$50,000 a year, he is so disillusioned and discouraged with the former Premier of this Province - that minister, the Minister of Industrial Development called me anything but a gentleman. As a matter of fact, he said "I was a traitor to Newfoundland for raising this matter of the Marystown Shipyard. I was the traitor to Newfoundland. I was anything but a gentleman."

And Mr. Bully Boy Crosbie, who is now out to sink the Government of Canada, well, you should have heard him bellyaching about what I was saying about the Marystown Shipyard. I was trying to save the Shipyard and they were condoning mismanagement of the worse sort, -bidding low, underestimating to get the contracts, coming in low, knowing full well that they could avail

MR. NEARY: of the generosity of the Public Treasury. And go back and check Hansard and see what I was called by these two gentlemen. I suppose we could call them gentlemen. Now we have a \$14 million deficit and charges of mismanagement, charges of inefficiency and the government say we are just going to do a little internal investigation, a little internal investigation. But as I said, I claim that nothing short of a Royal Commission of Enquiry, nothing short of it, should be held into the operation of that shipyard. Failing that I have to count, I have to rely on my hon. friend the Chairman of the Public Accounts Committee to raise this matter. And if the hon. gentleman does not raise it, and I am sure he will, then I will be in there at the meetings hammering on the table trying to get some of these matters dealt with, Mr. Speaker. It is time to get these things out in the open and as I said before in this House, Sir, I commend the hon. Premier, the born-again Premier who happened to be in the government, by the way, who was a senior minister in the government that took all these decisions, that took the decision on Labrador Linerboard, that took the decision on the Marystown shipyard, that took the decision on these two little fire crackers they set off on either side of the Strait of Belle Isle. The hon. gentleman was a senior minister in that government but the hon. gentleman has successfully, somehow or other, managed to persuade some people on this side of the House that he had nothing to do with all of that, that he is born again, he is completely clean, he is going to be a man of integrity and a man of honesty and he is going to level with the people and he is going to tell us the truth in this House. Well, I commend the hon. gentleman for that but I say to the hon. gentleman that he cannot pick and choose the items that he is going to come clean on. He cannot come clean on Mr. Nutbeem's paltry few thousand dollars he got out off the Public Treasury, he cannot come clean on Bob Cole's contract and he cannot come clean on the salmon rivers in Labrador without coming clean on Labrador Linerboard and on the mismanagement at the Marystown shipyard and the \$110 million

MR. NEARY:

that was wasted on these

two explosions that were supposed to be the commencement of a tunnel underneath the Strait of Belle Isle. The hon. gentleman will not get away with it. He will get away with it for a certain period of time. The people right now think the hon. gentleman is great. He is riding high and they think he is wonderful. I think it myself. There is a breath of fresh air in this House for the first time since I have been here in seventeen years. We have been getting some pretty straight answers from the hon. gentleman but hon. members will recall that we are also not getting any answers on some of the matters that I have been raising. Some of the matters that I have been raising have to do with Labrador Linerboard. I have about fifteen questions on the Order Paper connected with Labrador Linerboard and the Minister of Finance (Dr. Collins) has not seen fit yet to give me any information.

For instance, Mr. Speaker,

I wanted to know and I will find out via the Public Accounts Committee in due course, I want to know why a marketing contract - and I have asked this question ten times before and I am going to ask it again, why the marketing contract for Labrador Linerboard was taken away from the world renowned firm of Alfred Heinzl in Europe, why the contract was taken away from him? He was paid \$150,000 of taxpayer money and then the contract given a few days later to a company down in Massachusetts that did not even exist a few days before that. It did not even exist. Why? The hon. gentleman was a member of the administration, why does the hon. gentleman not get up and tell the House why that was done, why that exclusive marketing contract was given to a baby company down in Boston-Massachusetts that had no expertise, no

MR. NEARY: experience in marketing? Why was it done? Well, I have my own ideas of why it was done. And if the hon. the Premier, who is now occupying the seat over there, and if Mr. Sticky-Wicky said, 'Well, you know, they are talking about scandals but there is no new evidence - they talk about it,' Well, as I said before, Mr. Speaker, I am not a law enforcement officer, and I am working on it as hard as I can. If we had, Sir, any in-depth reporting, if we had any investigative reporting in this Province, I would not have to do what I am doing. If Mr. Wick Collins, instead of taking things for granted, would just do a little investigative reporting in this Province, he might get the surprise of his life. For instance, I am working on something now that may startle hon. gentlemen in due course, if I can get the information. It is always very difficult to get it.

This company called Egret down in Bermuda that hon. gentlemen heard me talk about, this offshore company, this dummy company set up down in Bermuda to skim off money that should have gone into the Labrador Linerboard mill, - \$55 a ton for every ton of linerboard.

AN HON. MEMBER: (Inaudible).

MR. NEARY: The hon. gentleman thinks it is funny! Very funny, indeed! I thought first of all, Mr. Speaker, it was funny, I thought it was only \$30 million, but I am beginning to realize now it is closer to \$50 million to \$60 million that was skimmed off, which makes it probably the biggest scandal in the history of Canada. And, Mr. Speaker, I want to say now that I do not have the hard evidence, the documentation in front of me - I am working on it, I have it orally, that some of that money in Bermuda - Egret - is now finding its way into Newfoundland. And if hon. gentlemen -

AN HON. MEMBER: (Inaudible) more about it?

MR. NEARY: Yes, I will tell the hon. gentleman more in due course, as soon as I get the hard, cold facts in front of me. I have it orally, but I do not believe in accepting heresay information, I want it in black and white.

MR. J. CARTER: Then do not talk about it until you have it.

MR. NEARY: Mr. Speaker, I can talk about it.

MR. NEARY: Not talk about it? I happen to be an elected representative of the people and I am talking about one of the greatest scandals in Canadian history involving \$50 million to \$60 million of taxpayers' money, plus the mismanagement -

MR. J. CARTER: All the innuendoes.

MR. NEARY: No innuendoes, Sir.

Some of that money is now finding its way in pounds, shillings and pence, and the hon. gentleman who is making the deposits here in Newfoundland will know what I am talking about. He has already backed away from E.P.A., he has welched on that deal.

MR. J. CARTER: Name names.

MR. NEARY: Yes, Mr. Speaker, I will name names when I am good and ready to name names.

MR. J. CARTER: (Inaudible).

MR. NEARY: What I am saying to the hon. the Premier is that he cannot just pick and choose the items that he wants to come clean on. He cannot just pick the little harmless ones, he has also to pick the big scandals and he has to come to grips with this \$110 million that was spent on the Strait of Belle Isle tunnel, development of the Lower Churchill. He has to give the House an accounting. And he has to give the House an accounting for the \$14 million that we are going to be forced to pay the Marystown Shipyards. And he has to give the House an accounting on the running of the Labrador Linerboard mill from the time the government nationalized it until the time they closed it down.

Mr. Speaker, as I say, there has been no explanation in this House of why the marketing contract for Labrador Linerboard was cancelled at the cost of \$150,000 - the government had to buy its way out of it - and then the contract given to a firm down in Massachusetts. My hon. friends who are now sitting outside the rail might be interested in knowing that it was impossible for the government, the Auditor General or anybody in this House to have access to the records of International Forest Products because it was incorporated

MR. NEARY: under the laws of Massachusetts. There is only one reason why that would be done and the only reason it would be done is so they could carry on their skulduggery South of the border. That is why it was done. Given an exclusive contract to market Labrador Linerboard. We have no idea how much they got for the Linerboard, no idea in this world. We are just like babes. We have no idea how much International Forest collected for Labrador Linerboard. We know what they gave Labrador Linerboard. We know they paid them \$320 a ton and \$270 a ton in Europe.

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

MR. SPEAKER (Simms): A point of order, the hon. Minister of Lands and Forests.

MR. MORGAN: The rules of this House clearly point out in debate that we have to address Your Honour, the Speaker. The speaker now in debate is addressing people in the gallery which is completely out of order.

MR. SPEAKER: To the point of order, that rule is clear enough for everybody, I guess, to understand. I am sorry I was not paying that much attention.

The hon. member for LaPoile.

MR. NEARY: Why, is there something wrong with the hon. gentleman?

MR. ROBERTS: Yes. There is something wrong with the hon. member for Bonavista South (Mr. Morgan).

MR. NEARY: We have no idea, Mr. Speaker, what they received for the Labrador Linerboard. I have one example and Mr. Collins should come down to my office and I will give him the Stirling International example, black and white, a little internal memo from the controller of that company to a man by the name of David in that company saying, "Pay \$55 a ton to Butterfield Bank in Bermuda." A secret commission, which is a crime against the Criminal Code of Canada and then that - no, what would you call it? - that literary

MR. NEARY: genius says, "No evidence of skulduggery".

MR. ROBERTS: Nish Collins, you are speaking of.

MR. NEARY: No, that literary genius. No evidence of skulduggery. He either cannot read or he is completely ignorant of what has been going on in this House and in this Province.

MR. ROBERTS: Wick Collins?

MR. NEARY: Yes. I will compliment him and call him a literary genius. Why does he not try to find out - maybe he can find out - I cannot find out as a member of the House. Here are a few questions for him to ask - Was a cash payment made to Heinzl on the occasion of the cancellation of his contract or contracts to market Labrador Linerboard? What was the amount of such payment? Who was paid the cheque and from what fund was the amount paid? You know, I may be stunned, Sir, but Mr. Collins says, "Oh, there is nothing wrong." Can he get me the answer to that? Can he get me the answer to that question? I cannot get it. Can he also get me the answer to this question; can he give the date on which the sales contract made by the original owners of the Labrador Linerboard paper mill at Stephenville and Ernest Heinzl was made? Can he find that out for me? And the date on which said contracts were cancelled?

MR. YOUNG: Same old stuff.

MR. NEARY: Yes, the same old stuff. I do not have the answers yet and I am going to keep repeating it over and over again until I get the answers. That is my job and if the hon. gentleman does not like it he can go outside and sip coffee or he can go back to Harbour Grace and look after his slabs.

MR. MORGAN: (Inaudible) your own district.

MR. NEARY: But I intend to get the answers.

And here is a question - perhaps the hon. gentleman knows the answer to this one. Give the date on which the decision was made to sell the tree harvesting machines that the original owners had for use in Labrador. Give the date. How many such machines were sold and at what price or prices? How many of the tree harvesting machines were purchased thereafter and from whom and at

MR. NEARY:                    what price? A fair question is it  
not, Mr. Speaker? Is that a fair question Your Honour? Your Honour,  
I am sure, would nod his head in approval if he could, and say  
yes, but we have not been able to get an answer. We have not  
been able to get an answer.

                                  Here is another question; Perhaps the  
Minister of Public Works who seems to be pretty busy passing out  
free passes down at Atlantic Place these days and looking after their  
political buddies, renting office space

MR. NEARY: down in Atlantic Place and various other parts of the city, perhaps the hon. gentleman has the answer to this question.

MR. YOUNG: (Inaudible).

MR. NEARY: Mr. Speaker, just listen to this. Is this an obvious question for a member of the House to ask? If it is not, Sir, if I am out of order, if it is not parliamentary, Your Honour, I will withdraw it, but I will ask the question and then Your Honour can advise me if I am in order. And here is the question. In respect of the contracts for moving pulpwood from Labrador to Stephenville and finished products from Stephenville to Europe, give the names of the ships in both sets of contracts, namely, the contracts that were cancelled and those that were made to replace them. Now, is that a hard question, Mr. Speaker? Is it out of order? What I am asking here, Sir, results from action taken by old bully boy Crosbie. Mr. Crosbie when he took over the Labrador Linerboard, cancelled the shipping contract to bring the wood from Labrador to Stephenville, cancelled it and said, 'We are having nothing to do with it.' And then within a matter of a couple of weeks, he renegotiated a contract with the same company, the same ships, for more money, and I am asking the government to give us an explanation. And the Minister of Public Works (Mr. Young) who is there making snide remarks, perhaps he has the answers.

MR. YOUNG: I do not. You do all the (inaudible).

MR. NEARY: Oh, that is very funny, Mr. Speaker!  
Can the hon. gentleman get me the answer to that question? If he cannot, maybe Mr. Wick Collins will get it for me.  
Mr. Speaker, let me come to this question.

Here is another question. Let us see if it is a hard question. Would you have to be a university graduate, Sir, to answer this question? Listen to the question. I ask my hon. friends, who are fair-minded people sitting outside the rail, if they were sitting on the jury and I were asking this question and the government refused to answer it and they were being evasive and refused to give the House the information, what would hon. gentlemen say, 'Guilty' or 'Not guilty'?

MR. NEARY:

Well, here is the question, Mr. Speaker.

I am asking the government to table a contract, an agreement between Labrador Linerboard Limited, which was a Crown company, and a company called Schirfeld and Company in Hamburg, Germany, to market Labrador Linerboard.

Now, in case the hon. the Minister of Public Works (Mr. Young) does not understand the question, let me repeat it. And I will summarize it this time. What I am doing, I am asking the government - the Minister of Finance or the Premier - to give me a copy of the agreement that was made between Labrador Linerboard, a Crown company, and a company called Schirfeld in Hamburg, Germany, to market Labrador linerboard. Is that a fair question or am I being ridiculous, Sir? Maybe I am not entitled to the information. It is only public money, it is only taxpayers' money, and I am asking a question. Well, I cannot get the answer. Maybe Wick Collins can get it for me. But I will tell the hon. House about this company in Hamburg, Germany. I told the House before and obviously, the Premier did not pay any attention to it. He wants to clear up all this mess about the Action Group and Bob Cole and he wants to clear up all this mess about the Premier's brother-in-law, and he wants to straighten out the salmon rivers and he wants to get Mount Scio House all straightened out, but he does not want to deal with the scandals involved in Labrador Linerboard. Well, Mr. Speaker, for the benefit of members of the House who were not in their seats when I asked this question about Schirfeld, Sir, here is the situation: The government came into this House time after time, day in and day out, year in and year out, and told us there was no market for Labrador linerboard. And while they were telling us that, Mr. Speaker, the minister responsible was over in Europe with Mr. Robert Kraft from Massachusetts making a deal with a company called Schirfeld to sell the full production of Labrador Linerboard - the full production of linerboard sold at that mill. And they did sell some. And then the government, apparently, went in violation of their agreement. And Schirfeld have in their account in Hamburg, Germany, almost \$3 million of public funds - \$3 million belonging to the taxpayers of this Province -

Mr. Neary: in a bank account in Hamburg, Germany.

I wonder if Wick is listening to this, if he thinks this is all straight and aboveboard or is it all foolish nonsense? Three and one half million in a bank account in Hamburg, Germany belong to Labrador Linerboard Company Limited. Now Schirfeld and the Newfoundland Government got in dispute over the agreement. But in the agreement, Mr. Speaker, there is a clause, if a dispute arises between the two parties then it has to go to binding arbitration. Do the hon. gentlemen think that this crowd over here have put the matter to binding arbitration? No, Sir, indeed they have not. They have completely ignored Schirfeld. In other words, what they are saying is, Keep our \$3 million or whatever it is, you keep it, keep it, we do not want it. We do not want to hear tell of you any more, keep the money, and the matter has never been resolved. And how do I know that, Sir? Well, I have written Messrs. Schirfeld. I have written them a number of times. And the last time I wrote them I sent them a copy of a letter written to Mr. Frank Ryan, Q.C., Mr. Frank Ryan is the liquidator acting on behalf of the government, and is also Chairman of the Abitibi Price Board of Directors. And as I said the other day, in my opinion, in a conflict of interest situation.

And I got a letter back, Mr. Speaker, on July 31 from Messrs. Schirfeld. And what they are saying to me, and I will table the letter, I better read the one I wrote them first, I said, Messrs. Schirfeld and Company, 31 Monckebergstrosse, or something Hamburg, Germany. Gentleman, thank you for your prompt reply to my telex of June 28, 1979 concerning a contractual agreement with Labrador Linerboard Limited and your outstanding account with that company. May I point out to you that Labrador Linerboard no longer exists as the company incorporated under the Laws of Newfoundland and Labrador. See enclosed special resolution. And when it was operating it was a Crown company and not a private company.

Mr. Neary: As a preliminary to my bringing the matter of your relationship with Labrador Linerboard before the Legislature of this Province, and in order to allow you to present your side of the history to date of a contractual agreement with the company and any unfinished business that is still outstanding, your voluntary assistance in this matter would be deeply appreciated."

And what I am doing, Sir, I am asking this company to give me information that I cannot get in this House. And here is the reply I got back, Mr. Speaker -

AN HON. MEMBER: (Inaudible).

MR. NEARY: Yes, I will table it. Here you go sweetheart.

"July 31, G. Schirfeld and Company, Hamburg, Mr. Stephen A. Neary, MHA, LaPoile District, House of Assembly;" and it is a letter written to Mr. Ryan, who remember I described a few moments ago as the liquidator who is acting on behalf of the Newfoundland Government to wind up the affairs of Labrador Linerboard. It said, "Dear Mr. Ryan, Labrador Linerboard Limited,

By means of the letter from Mr. Stephen A. Neary, dated July 10, copy enclosed together with attachments of his letter, are informed that you have been appointed liquidator to wind up the company of Labrador Linerboard Limited. As you will note from Mr. Neary's letter he is requesting us for some information regarding our contractual agreement with Labrador Linerboard Limited.

In order to avoid any inadequate action from our side, we would ask your consent for our replying to Mr. Neary's letter.

Yours very truly,

G. Schirfeld and Company".

They are asking the man who has been appointed, to liquidate the affairs of Labrador Linerboard, Mr. Frank Ryan, Q.C., who is a fine and honourable lawyer in this Province, they are asking him, Schirfeld are, if they can let me have the information that I cannot get in this hon. House. I had to go outside of the -

MR. MORGAN: Table the letter.

MR. NEARY: Yes, the letter will be tabled.

I had to go outside the House.

MR. MARSHALL: Cannot get it from Mr. Doyle?

MR. NEARY: That is very funny. Very funny. Very funny indeed. Mr. Speaker, the hon. gentleman might be surprised what I can get from that gentleman's name he just mentioned. He might be surprised.

MR. J. CARTER: Why do you not table Mr. Doyle (inaudible).

MR. NEARY: I would like to table, Sir, Mr. A.B. Walsh who happens to be the hon. gentleman's buddy, a shareholder in Metro Engineering that is up before the courts of this Land, sitting there as President of the Council with a smirk on his face and the company that he is a shareholder in, according to the last share list down in the Registry, hauled before court, going into liquidation, into bankruptcy in this Province.

MR. J. CARTER: That is all lies.

MR. NEARY: Yes, that is kind of lies all right.

Well, I just made the statement, I did not hear the hon. gentleman deny it. His buddy before the courts -

MR. MARSHALL: The hon. gentleman only

MR. S. NEARY: for gouging the public treasury.  
MR. W. MARSHALL: A point of order, Mr. Speaker.  
MR. SPEAKER: A point of order, the hon. Government House Leader.

MR. W. MARSHALL: So that I can inform the hon. member, the hon. gentleman only denies statements emanating from people who he feels it worthwhile denying.

SOME HON. MEMBERS: Hear, hear!

MR. S. NEARY: That is a brilliant contribution to the debate. I am sure Your Honour has to rule on it, Sir. A brilliant contribution!

So, Mr. Speaker, there are a number of other matters.

SOME HON. MEMBERS: Oh, oh!

MR. S. NEARY: Mr. Speaker, I started to say a few moments ago, Sir, that I fail to understand sometimes and I must say it is awfully discouraging, why people in public life in this Province treat so lightly looting the Public Treasury. Why they treat it so lightly. Why they treat so lightly the \$14 million that has to be put in of their money, of taxpayers' money that has to be put into Marystown shipyard. Why that is treated so lightly and why Newfoundlanders merely shrug their shoulders and say, 'Oh, well, what else would you expect from that crowd up there in Confederation Building?' That is the way she goes! Let her go! Whoever got it, the more power to them! You know, Mr. Speaker, that is awfully, awfully discouraging. I had a delegation come to see me this morning from the Underwriters Association -

AN HON. MEMBER: Undertakers?

MR. S. NEARY: - here in Newfoundland. And I was rather intrigued with their arguments, They had some pretty powerful arguments, by the way, of why this premium tax on insurance should not go ahead.

AN HON. MEMBER: It is not relevant.

MR. S. NEARY: Well, it is relevant, it is a tax on the consumer.

MR. STAGG: It is irrelevant.

MR. S. NEARY: Mr. Speaker, I am making it relevant if the hon. gentleman would just keep quiet. But when we finished our discussion this morning I said to these half a dozen very fine, intelligent Newfoundlanders, some of them university graduates, I said to them and I could not help but say it, 'Look, what you are talking about here may be big in your eyes, and it may be big in the eyes of the consumer, the hard-pressed consumer in this Province, and it no doubt is big for the taxpayer, and you are quite right and quite justified in fighting it and I hope you win your battle - and I believe they will win, I believe they will win in the long run despite the answer the Minister of Finance (Dr. Collins) gave me today - but I said to these very decent, fine Newfoundlanders, I said, 'Look, how can you get yourselves so psyched up and worked up over a half million dollars, because that is what you are talking about, when here you have down here at Marystown a mismanagement of huge proportions involving \$14 million of your money, your tax money and that is why you are paying the highest taxes in Canada? How come you do not get upset over that?' I did not get an answer. I could see the look of shock come over their faces. They had not thought of it! And it is not my fault, Sir, and it is not the fault of the members of this House, it is the fault of the media that this information is not funnelled out to the people of this Province. Why in any other provinces - as I said twenty minutes ago, you would have riots in the streets if you had the likes of the mismanagement in other provinces or in states down in the United States that went on in Marystown.

And what would happen about Labrador Linerboard? That one scandal alone is enough to topple a government in any democratic country in the world. And instead of getting praise in this House for raising these matters, you get rapped on the knuckles.

MR. S. NEARY: They are saying, 'Oh, there is no evidence.' What kind of evidence do they want?

MR. J. CARTER: They want hard evidence.

MR. S. NEARY: They want hard evidence? Well, they had it, it was put on the table of the House. And the RCMP were in San Francisco two weeks ago consulting with the man who sold that shipment of linerboard and that is the first time, since I raised it, in seven months that they sent a little piddling corporal down to San Francisco. They did not even think it worth their while to send an inspector.

MR. MARSHALL: It is heresay.

MR. S. NEARY: It is not heresay, Sir, I happen to know! I happen to know, Mr. Speaker, the skulduggery and the corruption involved with Labrador Linerboard. I happen to know it, and the mismanagement! They sent a corporal to San Francisco - they did Newfoundland a favour - by himself to interview the man who sold that shipment of linerboard who knew -

MR. MARSHALL: Have any charges been laid?

MR. S. NEARY: Have any charges been laid? Mr. Speaker, I told the hon. House Leader a few moments ago about the reason

MR. NEARY: why I thought this International Forest Products was set up down in Boston under the company laws of Boston, Massachusetts. It was set up so that the skulduggery could take place in the United States and it was hard to get at it. You could not audit the books. You could not inspect the records of the company. That is why it was done. And I can tell hon. gentlemen right now that some of the Egret money is finding its way back into Newfoundland right now. It is too bad, Mr. Speaker, the CBC who have spent so much money on Here and Now programmes, on public affairs programmes, going over taking pictures of paintings in the Arts and Culture Center and all the foolishness they get off with, that they do not take some of the tax money that they are spending on this foolish nonsense and do a little investigative reporting and go with their camera team and stick it in front of the faces of some of these people who are involved, Mr. Robert Kraft, the lawyer down in New York- What is his name?

MR. MORGAN: And Johnnie Doyle in Panama.

MR. NEARY: Yes, and go down and see him too. And the hon. gentleman should read the evidence that I put on the table of this House.

PREMIER PECKFORD: I read it.

MR. NEARY: Yes, the hon. read it but the hon. gentleman wants to choose to ignore it.

AN HON. MEMBER: No boy, you are mistaken

MR. NEARY: I am willing to bet the hon. gentleman a dollar he did not read it.

SOME HON. GENTLEMAN: Oh, oh!

MR. NEARY: Mr. Speaker, you know, these are all the diversionary tactics, these are all the snide remarks, this is what has led to the lowering of the decorum of this House. They laugh it off. A \$60 million scandal has to be laughed off, \$14 million at Marystown, \$110 million on the Strait of Belle Isle and Crosbie's representative in the House thinks it is a great big joke. It is

MR. NEARY: some joke alright. It may be a joke for Mr. Crosbie.

Mr. Speaker, I feel sorry for non. gentlemen on that side of the House. I feel sorry for them the way they have been deluded. It is no doubt about it, Moores did a magnificent job, a snow job, a brainwashing job. What he did and what he taught the President of the Council to do, which is completely false and incorrect and untrue, what he taught him to do, just like a little dog who stands up to ask for a bone, he said, "Blame it all on Doyle down in Panama." Mr. Doyle must have had a long fuse to light a fire over in Elizabeth Towers. He must have had a long fuse for that. Beg your pardon!

MR. MORGAN: He has a long record.

MR. NEARY: A long fuse to reach from Panama to Elizabeth Towers. He has a long pen to take care of the activities of Mr. John Crosbie when he was Chairman of the Board of Directors of Labrador Linerboard. Is Mr. Doyle responsible for Marystown right now? Is Mr. Doyle responsible for A.B. Walsh and the by-passing of the Public Tendering Act? Is Mr. Doyle responsible for setting off these two charges on either side of the Strait of Belle Isle? Is Mr. Doyle responsible for the Mahoney Commission? These were all diversionary tactics, Mr. Speaker, used by the former Premier of this Province without any foundation, without any basis, not an ounce of truth. And they are still trying to pull it. But they can try all they want, the truth will win out in the end. My hon. friend should know that. Justice will prevail in this Province. The taxpayers will be protected. This skulduggery and corruption will be exposed in the end. It will be exposed and I have four years ahead of me to do it. Thank God the voters of LaPoile saw fit to send back the watchdog, to this Province, of the Public Treasury. I am beholding. Mr. Speaker, I can safely say for anybody's ears, for anybody's ears, that I do not represent vested interest in this House. I am my own

MR. NEARY: man. I do my own thing. I am beholding to nobody except the people who elected me. How many members can stand in this House and make that statement? How many?

AN HON. MEMBER: We all can.

MR. NEARY: Stand up, the members who can make it and I will knock down the ones that cannot. Mr. Speaker, it is a statement that not too many members of this House can make. I am beholding to nobody. I am my own man.

MR. MORGAN: (Inaudible) man in Panama.

MR. NEARY: Mr. Speaker, the hon. gentleman, Sir, I should choose to ignore. My statement in this House, Mr. Speaker, cannot be questioned. When I make a statement it has to be accepted and I tell hon. gentlemen, including the beer barron from Bonavista (Mr. Morgan), that I am beholding to nobody in this House, nobody but nobody.

MR. MORGAN: What are you always doing in Panama? On holidays?

MR. NEARY: I like the climate. I am beholding to nobody. I am my own man and the only people, Sir, that I am responsible to are the people who elected me and that is more than the hon. gentleman can say, the member for Bonavista South (Mr. Morgan). That is more than the hon. gentleman can say.

MR. MORGAN: At least I stick (inaudible) the people who elected me (inaudible) watchdog for the Province, watch your own district. The people (inaudible) you almost lost the last time (inaudible).

MR. NEARY: Mr. Speaker, they sent down the big gun

MR. NEARY: in the last election. Before the House was prorogued or dissolved for a general election, the hon. member for Bonavista South (Mr. Morgan) made the same statement, "I was afraid", he said, "of Mr. Cabot Martin, a native born Port aux Basquan, who was going to wipe me out", and now the hon. gentleman makes the same statement again. Well, Sir, I will be here long after -

MR. MORGAN: Gone the next time.

MR. NEARY: I will be here. I will be here. I may go next time down to Bonavista South and take care of the hon. gentleman.

MR. MORGAN: I would love to have you. I would love to have you. You will never go back here again.

MR. NEARY: And so, Mr. Speaker, hon. gentlemen may treat it lightly, Sir, they may treat it lightly, and I hope that these gentlemen who were in my office this morning, these young Newfoundlanders, when I mentioned to them, when I said to them, "Look, you are talking about a half million dollars - big money - I am concerned about it. I am one who pays a premium that will have to pay it, and I am concerned about it. I will have to pay an extra \$12 this year if that tax goes through, and I am concerned about it personally, but what about the \$14 million mismanagement? Now, I hope that these gentlemen will see the reaction of government when you talk about that. I hope now when they look at the reports in tomorrow's newspaper and I hope when they hear the reports on television tonight, they might give us 20 seconds, they might give us 10 seconds, and then we wonder why the people are not concerned about these matters. Now, they know why, now they know the answers, now maybe they will come up to the House more often. Maybe, Mr. Speaker, the only way that I can bring these scandals and this corruption to a head, and I thought of it after this group left my office this morning, by the way, I think I am going to travel this Province, and I am going to take the evidence that I have with me, and I am going

MR. NEARY: to meet various and sundry groups, the boards of trade, the chambers of commerce, the Kinsmen, the Lions Club, the underwriters, meet them wherever I can and show them concrete examples of skulduggery and mismanagement and failure and see, Mr. Speaker, if I can get them fired up, get them fired up, light a fire under the government to get something done about these scandals. Nothing short, in my opinion, of a royal commission should satisfy the people of this Province to look into the management of the affairs at both Labrador Linerboard and down here at Marystown. And I would not mind, Mr. Speaker, if it was not brought to the government's attention before. Back in 1975, in December, it was forcefully driven home to the government that there was mismanagement in that shipyard. The ministers responsible should be brought before a royal commission of inquiry, and I believe the Premier agrees with me. The hon. gentleman so far has proven that he is an hon. gentleman, but as I told the hon. gentleman, only over the long haul will we be able to examine his track record and see if he picked and choosed just the little things to sort of endear himself to the Newfoundland people and ignored the big scandals, because that is no way for the hon. gentleman to win the hearts of the Newfoundland people or the hearts of the members of this Assembly. So, having said this few remarks, Sir, I support the reinstatement of the Public Accounts Committee. I hope that my hon. colleague, the member for Burgeo - Bay d'Espoir (Mr. Simmons) will continue to be its Chairman and I look forward to appearing before the Public Accounts Committee in due course, Sir, to raise some of these matters that I have been unable to get answers to in this House that I mentioned here this afternoon.

MR. SPEAKER: (Simms) Is the House ready for the question?  
All those in favour of the said motion, "Aye", contrary "Nay" ,  
carried.

The hon. member for the Strait of  
BelleIsle.

MR. E. ROBERTS: Before we go on, I have been told by  
my friend from Bay Verte - White Bay (Mr. T. Rideout), who stands as  
the convenor of the committee which the House has just appointed,  
that he wishes to convene the committee immediately. But to do so,  
I believe, Sir, he will need leave of the House because a committee  
can not sit when the House is meeting unless it is by leave, so I  
wonder if that could be granted?

MR. SPEAKER: The hon. President of the Council.  
By leave?

MR. MARSHALL: Yes, Mr. Speaker.

MR. SPEAKER: By leave, agreed.

MR. W. MARSHALL: I think we are all anxious that the  
committee meet as soon as possible.

MR. E. ROBERTS: They can get their act together now.

#### ORDERS OF THE DAY

MR. SPEAKER: Order No. 3, the Concurrence Motions  
on Government Services Committee.

MR. S. NEARY: Mr. Speaker.

MR. SPEAKER: The non. member for LaPoile.

MR. S. NEARY: Mr. Speaker, I did not realize I was  
going to be back on my feet so soon, Sir, but I want to have a  
few words on this motion to concur with the estimates of the  
committee which examined the estimates of Public Works, Transportation  
and Communications, Municipal Affairs, Finance and Manpower.

Now, Mr. Speaker, I have a number of  
questions that I want to put to various ministers in connection with

MR. S. NEARY: the estimates that were approved by the Resource Policy Committee. And my first question, Sir - I will try to keep my few remarks, Sir, more or less in the line of questions because I have a half an hour, thirty minutes, in which to speak but I hope the ministers responsible will make notes of any questions that I might put to them. And the first question is addressed to the Minister of Transportation and Communications (Mr. C. Brett) and it has to do with the dollar that was put on the licence four or five years ago. Hon. members will recall that one dollar was added to the driver's licence to take care of the collection of car wrecks in the Province. The company that was commissioned by the government, by the Department of Transportation and Communications went bankrupt and the programme was discontinued, Affiliated Marine Metals. The government was withholding a fair amount of money belonging to Affiliated Marine Metals, and I want to find out, first of all, if that money has been released, if the car wrecks have been sold, if the programme is continuing and if not, what about the dollar that was put on the licence fee? What is the dollar now being used for? Is it still being collected? I think it is. What is it being used for?

I heard the other day where a new programme of collecting car wrecks was going to be implemented by the Department of Transportation and Communications. I would like to hear a little more about that. I would like for the hon. gentleman to elaborate on that.

I would like, also, for the hon. gentleman to make a note of the Codroy bridge. The bridge, hon. members will recall, collapsed down in the Codroy Valley. I would like to get a progress report from the hon. gentleman on what is happening to the construction of the new bridge. Is it under way? Has the contract been let? Is the bridge being replaced? Just what is happening in that regard?

And I also want to hear from the hon.

August 13, 1979

Tape No. 758

SD - 3

MR. S. NEARY: gentleman about Winter maintenance  
that seems to be - Winter maintenance is a problem all over  
Newfoundland and Labrador. Winter maintenance apparently starts  
too late. The minister and the officials issue directives to the  
various highway depots around the Province

MR. NEARY: that the Winter maintenance will start on or about the 15th of December. Now it does not make any difference, Mr. Speaker, if the heavens pour all the snow and ice down on top of us - it does not make any difference, the Winter maintenance is not supposed to start until the 15th of December, so therefore, the department is not equipped to take care of the first snowfall. And I am sure that all other hon. gentlemen have encountered this problem. The most complaints you get about snow clearing and about icy conditions on our highways and on our roads is the first snowfall of the season. So perhaps the hon. gentleman could enlighten me on what can be done about that. And perhaps the hon. gentleman could also tell me while he is at it - and I want to say this, Mr. Speaker, right from the beginning, about these Committees: With all due respect to members who went down and met night and day on these Committees, I have seen nothing, Sir, that came out and was reported in the newspapers that could not have been dealt with in this House and dealt with more effectively and more efficiently. Because now, Sir, we are all restricted in this House. The only thing that I can do right now is to ask the minister questions and I cannot cross-examine the minister.

MR. STAGG: You should have gone to the meetings.

MR. NEARY: No, Mr. Speaker, I was not on a Committee. I cannot cross-examine the minister. I have to ask the minister to write down the questions and then I have to depend on his honesty and integrity to give me the answers. He may not give them to me if he does not feel like it or he may give them to me, but there is nothing I can do. I cannot speak again. It is not like we were in Committee of the Whole. So, Sir, I say that the government are getting a free ride this session of the House. There is nothing that has been brought out that has not been brought out several times in the past, over and over and over again in this House, and nothing new that could not be brought out in this House. Now, all I can do is ask a few paltry questions and hope that time will permit to get the answers.

I want to know about the Winter maintenance, because there have been a lot of complaints, Mr. Speaker, in this Province.

MR. NEARY: And I wish I had the time to do some research in this matter. About the salt - the amount of salt that is put on the roads here in the Wintertime. The life of a car in Newfoundland, I would say, the outside, if you have good steel in your car, is five years. You will be lucky if you get - the outside is five years. She is gone after five years, she is no more good, she is ready to collapse in the middle of the road.

AN HON. MEMBER: (Inaudible).

MR. NEARY: My hon. friend says the lifespan is two years. That is probably closer to it. But you can still drive it after two years even though the fenders or the doors may be hanging off it - due mainly to the amount of salt that we put on the roads. I do not know if there is any answer to it. I am told that down in California, on the mainland in certain provinces of Canada, the life of a car - well, you can go down in California they tell me - I have never -

MR. MORGAN: There is no snow in California.

MR. NEARY: No. That is right, Sir. That is right, there is no snow so, therefore, you see an awful lot of old cars driving along the highway.

But is it necessary - what I am asking the minister, really, is it necessary to put so much salt on the roads? Is there some other solution to the problem? Because it is costing the consumer in this province a small fortune to get cars painted and to get spots on the cars patched up as a result of the calcium chloride and the amount of salt that is put on the roads during the Winter months. There may be no answer to it, I do not know. But, certainly, I would like to have the minister tell me if there has been any research done on this matter, or not; and if so, is there a solution or is there not, or will we just have to go on getting our cars painted and turning them in every two or three years? Because it is costing the people of this province a small fortune. I do not believe, Mr. Speaker, that it is necessary to put all the salt on the road that goes on it. Maybe in certain spots where you have dangerous curves and so forth it may be necessary, but there are some places where, in my opinion, it is not necessary.

MR. NEARY:

I would also like to ask the Minister of Transportation and Communications if he would consider tabling the agreement between the Government of Canada, the Ministry of Transport and the provincial Government, I presume the minister's department, in connection with the operations of intra-provincial ferries in this province,

MR. NEARY: the Bell Island ferry, the Fogo Island ferry, the St. Brendan's - Change Islands ferry - well, Change Islands may be a different case because I understand that one of the first acts of the Premier when he became the new Premier, the born-again Premier of this Province, was to give a very generous agreement to the gentleman who operates the Change Islands ferry - I forget, what is it? Green Bay Transport, is that the name of the company? Who knows about it? Roger knows about it.

MR. W. ROWE: The Premier knows all about it.

MR. NEARY: But anyway, I think there was a half a million dollar contract. I would like to ask the hon. gentleman if he would table that contract between Mr. Weir and the provincial government, the contract that has to do with the operation of the Change Islands ferry. No other company could get it, no other ferry service we were told by the Premier was going to get this kind of a deal, but it happened to be in the Premier's district and it happened to be a half million dollars, I think, I have not seen the contract, I would like to see it. And a much broader aspect of the ferry service than that, I would like for the hon. gentleman to table the agreement between Ottawa and the provincial government in connection with the operation of ferries in this Province. As hon. members will recall, when Mr. Pickersgill was up in Ottawa representing this Province, the representative in the Government of Canada from this Province, the government of the day, the Premier of the day, managed to pawn off the ferry services, the ferries that were operating from one point within the Province to another point in the Province. These are called inter-provincial ferry services - inter - they were not linking Newfoundland to another province of Canada and, therefore, fell under the jurisdiction of the Province even though the Premier of the day pawned them off on Ottawa, and I know the Bell Island ferry service was being subsidized to the tune of almost a million dollars when the Government of Canada passed the ferries back to the Province. We have not heard too

MR. NEARY: about it. It is a very important item, Sir, very important for the eight or nine thousand people who live over on Bell Island. It is a very important item to the people who live on Fogo Island. It is a very important item to the people who live on St. Brendan's. I believe the ferry across the Straits of Belle Isle, I believe that still falls under federal jurisdiction because they go to Blanc Sablon which is the Province of Quebec, and the only ferry service in Newfoundland that goes from the Great Northern Peninsula - St. Barbe, is it? -

AN HON. MEMBER: (Inaudible)

MR. NEARY: - and ties up in Blanc Sablon, so because it goes from the Province of Newfoundland to the Province of Quebec, the Government of Canada still maintains that ferry, still subsidizes that ferry. But the one on Bell Island, where you are going to have very serious problems in a short while because the John Guy is over twenty years ago and the Catherine is not fit to operate only in the Summer months on the Tickle, you are going to have a big problem there, where they are going to have to look for a replacement for the John Guy. And I might say for the hon. gentleman's benefit I was over to my old home town yesterday and came back with a trunkful of vegetables. God, I got her made, boys. It cost me \$4 to go over and I came back with about \$25 worth of tomatoes and vegetables right out of the ground. And, you know, I was awfully disappointed, I was awfully disappointed, Mr. Speaker. When I left Bell Island I believe there were 35 greenhouses operating, 35 growing tomatoes, and they could produce about 2.5 tons of tomatoes each greenhouse. I went over yesterday, out of the 35, one greenhouse operating, only one. That is a wonderful crop, it is the best crop of tomatoes I have seen in a greenhouse for a long time and I have seen a good many of them, but that greenhouse is being operating by Bill Whalen on Middleton Avenue. It is really a pleasure - do your heart good to go inside of it, so I got myself 15 or 20 pounds of tomatoes and went to see my old buddies, my old buddies I was farming with the last couple of

MR. NEARY: years I was over there and I brought  
back quite a few -

MR. MORGAN: Did you pay the going price over there?

MR. NEARY: No, I did not pay the going price, I  
certainly did not, Sir, they were so glad to see me. They were so glad  
to see a member, they said, "We are so glad to see somebody from the  
House of Assembly, we have not seen anybody from the House since 1975,  
1975." They said, "What time are you coming back again?"

AN HON. MEMBER: Why did you not run there?

MR. NEARY: I am sorely tempted, Mr. Speaker, I am  
sorely tempted, but I believe, Sir,

MR. NEARY:

believe the next time around I might have to prove a point to hon. gentlemen in this House. I might have to prove a point. I might have to pick another district like Bonavista South.

MR. MORGAN: Oh, 'Steve', come on!

MR. NEARY: Or Humber Valley or Trinity North or Labrador. I might have to prove a point to the hon. gentlemen. I would love to do it. When this term is up, Sir, if we go four years, I will have twenty-one years served in this House. Six provincial general elections, twenty-one years and that is a long time. It is almost time, Sir, to turn in your badge. But I believe I will be tempted to go one more time. I believe, Sir, I will be tempted to prove a point to hon. gentleman. I might even go out to Stephenville. If the Labrador Linerboard scandal is not resolved by then I might even go out to Stephenville and take on my hon. friend although I would hate to do it. My hon. friend is trying to assert his independence in the House this session. He is trying to become another Neary in the House but he has got a long way to go, Sir. He has not got the experience. I do not know if his legal training did him any good or not. His legal training might not have done him any good but he is trying to assert his independence and he is trying to make a mark and make a name for himself. And I appreciate that. I appreciate any member of the House. One thing, Mr. Speaker, I would say, that you will never find, since you have been in this House and since other members have been here, the seventeen years that I have been here, I never criticize a man for what he does in the House. But God only knows I have been criticized. I never criticize a man for what he says in the House. If he feels free, if he feels strong about it, then he should say it. And I have never gone out and said, so-and-so should not have said this, so-and-so should not have socked so-and-so in the jaw, so-and-so talks too much, so-and-so, I do not like his style. I never said it, Sir, and never will because I think once we reach that stage, when we start talking like that, then I would say democracy is in bad shape. So I may have to be tempted, Mr. Speaker, may be tempted

MR. NEARY:

one more time to take one of the hon. gentlemen. I would love to deflate one of the ministers. I will not say which one but I would love to deflate one.

But, anyway, coming back to the ferry service again. It is not the hon. Minister of Transportation, he can sleep tonight. But anyway, Sir, I would like to find out about this ferry agreement. Is it going to be good or bad for Newfoundland? How much did it cost the Government of Canada to buy their way out of it? What concessions did they make the Province? Perhaps if the hon. gentleman tabled the agreement I could take it home and read it. But if the hon. gentleman does not want to do that I would like to have the information. It is very important to the people who live on these islands who are very concerned, who have very little information, by the way. I attended a meeting over on Bell Island only a few months ago and the people then were asking me at this meeting I attended, You know, what does this involve, this new agreement, what does it involve? Nobody on Bell Island knew. They do not know who to turn to. They do not know what is going to happen when The Catherine is taken off now after the end of August or the middle of September, I am not sure which, I believe it is the end of August. What is going to happen to the service?

Now, that takes care of the Minister of Transportation and Communications (Mr. Brett) with the amount of time that I have. I am going to swing around now to the undertaker and I am going to ask him, Sir, if he would again, I am asking again for the umpteenth time, will the hon. gentleman -

MR. SPEAKER (SIMMS): Order, please!

MR. NEARY: - table the agreement between the -

MR. SPEAKER (SIMMS): Order, please!

The hon. gentleman is quite aware that members should be referred to by their districts or by their portfolios. I would like to bring that to the attention of the hon. member.

The hon. member for LaPoile.

MR. NEARY: Yes, Sir. The hon. Minister of Public Works (Mr. Young), the undertaker from the district of Harbour Grace. How is that, Sir? You are digging them, Dillon. The hon. Premier promised me, by the way, a couple of weeks ago to table the Crosbie contract for the rental of office space down here at Atlantic Place as well as the hon. gentleman also promised to take a look at tabling the Order in Council on EPA. And EPA, by the way, the

MR. NEARY: Orders in Council, I checked this out with the constitutional people right across Canada, Orders in Council can be tabled and should be tabled when asked by members. It is perfectly in order to put a question on the Order Paper to have Orders in Council tabled and the government should table these. Because if you did not do that you would be carrying on secret affairs, all the decisions, meetings would be held in secret, which they are but the government would operate in secrecy and you cannot have that. That is why when you ask to have an Order in Council tabled it should be tabled and maybe before I get off the Minister of Transportation (Mr. Brett), the Premier might consider tabling that document, table the document on EPA because I just finished with Transportation and I would like to have that Order in Council, Sir. But anyway, the Premier also promised to table the agreement between Atlantic Place and the Newfoundland government in connection with the rental of office space. And would the hon. gentleman tell me what is going to happen? The government, obviously now with Atlantic Place, will attempt to consolidate their operation here in Confederation Building and downtown in Atlantic Place. And what will happen now with all these two-bit out-of-the-way places that the government had rented? What will happen to all these places? Will the contracts be cancelled or when they expire they will not be renewed? My understanding, Sir, the justification for renting expensive office space down in Atlantic Place, my impression of what the government said at the time was that they have now got places scattered all over St. John's, very expensive, paying parking space, expensive rent, transportation and so forth so they wanted to consolidate their position and this was one of the reasons they gave for hauling out Mr. Crosbie with this white elephant building that he has down there on Water Street. That was one of the reasons why we are paying higher rent per square foot in that building than any other building in St. John's or in Newfoundland. Perhaps the hon. gentleman can tell us what will happen to all the other locations? Will they be shut down? Does the government have enough space now to consolidate

MR. NEARY: its position? I know they are paying rent down in Atlantic Place for the last several months. They are paying rent for space that is not even being renovated. I understand one whole floor of that building will not be renovated for several months to come yet the taxpayers are paying rent for it. I want to find out if that is true and I want to find out about these little two-bit out-of-the-way deals that were made for these dumps and dives around St. John's. Are they going to be renewed or are they going to be shut down? I hope the hon. gentleman will give us a statement on rental of office space.

Mr. Speaker, the hon. the Premier has established a precedent now, a policy of giving us lists of the various highway projects that are going to be undertaken in the Province. And the hon. gentleman told us he would proceed to try and get a Cabinet decision on the list of the Rural Development loans and the Newfoundland Development Corporation loans that are made and the loans that are made by the Newfoundland Farm Board and by the Fishery Loan Board. Well, I wonder if the hon. gentleman would also consider, would the hon. the Premier consider tabling the logs of the government aircraft? I cannot get his attention on this one. I am trying to find out now again. I am testing the hon. gentleman and trying to find out if he is going to pick and choose the lists that he is going to table in the House or will the hon. the Premier - if I can get his attention for a moment - would the hon. gentleman care to table the log of the number of passengers that went aloft in helicopters in the last year, the number of passengers that went aloft in the government aircraft, the purpose of the trip

MR. NEARY: and so forth and so on? Would the hon. gentleman agree to give us a list of all the passengers carried by the helicopters, where they were going, and the purpose of the trip? Was it taxpayer business they were on? Or were they being carried to a summer cottage somewhere? I have very good reason for raising this. The Auditor-General raised it in his last report. The hon. gentleman strongly condemned the government for the complimentary use of helicopters.

AN HON. MEMBER: Most of them were (inaudible).

MR. NEARY: I beg your pardon. Most of them were what?

AN HON. MEMBER: Most of them were on that side.

MR. NEARY: No, Mr. Speaker, most of them were not on this side.

So I think it is only fair if the taxpayers' money is going to be used to enter into sweetheart deals for luxurious helicopter contracts in this province and the government is going to fly an aircraft around, well why should they not table a list of all the people who travel on the government aircraft, where they are going, why they are going there, and the purpose of their trip? I think that is only fair, Mr. Speaker, and I hope the Premier will agree to let us have that information.

The same thing with the motor pool - I believe when we asked questions about the motor pool the ministers who have cars out for long periods of time, they give their own cars to spouse and then they drive around at taxpayers' expense. I do not know if that has been cut out, or not. Perhaps the hon. minister can tell us the regulations now covering the motor pool.

And, Mr. Speaker, Newfoundland Information Services. Another item I would like to raise and would like to hear the minister tell us now about Newfoundland Information Services. First we were told it was going to be wiped out. Two gentlemen resigned down

MR. NEARY: there. The gentleman that came over from The Evening Telegram, that was writing all the favourable articles about Mr. Moores and the Tories before the '72 election - before the '71 election, as a matter of fact - that gentleman that was rewarded by being appointed Director of Newfoundland Information Services, who quit there a few months ago and went with CN, and then his partner he took over from The Evening Telegram with him - these two gentlemen have now quit. So for all practical purposes - and they have not been replaced - so for all practical purposes there is no Newfoundland Information Services. So I would like to know what is going to happen down there on the main floor, Sir. What happened to all the teletype machines? And why are we paying out \$50,000 a month? - the answer I got the other day from the hon. gentleman the other day for this special telephone arrangement. I think we should have an update on that situation too, Sir.

Now the Minister of Municipal Affairs and Services is not in his seat. Who is answering for the minister on this report we now have before us? The hon. gentleman?

Well, the first item I would like to raise is an item, Mr. Speaker, that I am sure is dear to the heart of the member for Gander (Mrs. Newhook) and it has to do with a -

MR. FLIGHT: She did not hear you.

MR. NEARY: No, she did not hear me. I am sure, Mr. Speaker, the item that I am going to raise would be very dear to the heart of the lady from Gander. Anyway, I will ask the hon. the Premier. It is reported, Mr. Speaker, in the media and to the government that a sewer project in Gander is being mismanaged. A sewer project. Hon. gentlemen might know about it. There was a sewerage system installed in Gander five years ago. Five years ago. And now this system has to be replaced.

MRS. NEWHOOK: (I: audible)

MR. NEARY: The hon. minister does not agree with that?

MRS. NEWHOOK: (Inaudible)

MR. NEARY: Has not heard about it. Well, here is an article in the newspaper of August 8, 1979: "Sewer has to be replaced

MR. NEARY: after five years. Newfoundland and Labrador Housing Corporation work unsatisfactory." The hon. gentleman does not know anything about it?

AN HON. MEMBER: (Inaudible)

MR. NEARY: Was the hon. gentleman on the council out there, or was the hon. lady on the council out there?

AN HON. MEMBER: (Inaudible)

MR. NEARY: "After taking on

MR. NEARY: disturbing prospects, Mayor Lloyd Mercer wonders whether it has become necessary for council to hire an engineer to oversee the work being done for the Newfoundland and Labrador Housing Corporation. The Corporation, an agency of the Newfoundland Government, is developing the Northeast housing project at Gander. Council may have to institute full engineering inspections and so forth and so on. The whole matter arose when council was discussing complaints by residents of a section of Rickenbacker Road" - just imagine, Rickenbacker Road, "Only about five years ago sanitary and storm sewers were installed there and already the project has to be done over again and to the great inconvenience of residents, some of whom are complaining vehemently" - and the hon. lady has not heard about it? - "complaining vehemently" - according to the newspaper item - "saying the work is being dragged out and it is very dangerous to the people." If the hon. Premier is answering for his colleague, the Minister of Municipal Affairs (Mr. Windsor), perhaps there are a few questions the hon. gentleman can answer in connection with this job in Gander. Mayor Mercer is highly critical of the consultant engineering services, certainly saw the need for full inspections if problems are to continue in the Northeast. Apart from the Northeast development, he alluded to consultant engineering services in the construction of the water pipeline to the Gander Lake, noting bitterly the work cost council an extra \$110,000. Severe flooding has occurred in the Northeast section where the residents are complaining about this replacement of the sewer line - severe flooding.

MRS. NEWHOOK: (Inaudible) some kind of agreement on that that they would come in and redo it or reimburse council for doing it. I think it is something like that -

MR. NEARY: The hon. member for Gander (Mrs. Newhook) might be interested in knowing that her constituents are reported to be up in arms over this. I will just quote right from the newspaper article, "Residents were reported up in arms over work being carried out on Rickenbacker Road".

AN HON. MEMBER: Daily News?

MR. NEARY: No, it is not, it is the Gander Beacon. "About one-third of the street is being done with new pipe and it having to replace the old", the hon. lady is not familiar with this problem? It struck me, Sir, and from the inquiries that I have made, it struck me that everybody in Gander knows about it. It is a major problem. It has been reported in all the newspapers and on the radio stations out there. Perhaps, now, I might alert the hon. member to the problem, maybe her constituents might be interested in having her give them a hand to try to resolve this matter. But certainly I want to know from whoever the spokesman is for Municipal Affairs, why this system had to be replaced only after five years and why is the council complaining about the consulting engineers? Did they do a good job? Why did they get an award of a hundred and some odd thousand dollars in their favour, much to the chagrin of the town council of Gander? Mr. Speaker, we were told a couple of years ago in this hon. House by the minister of Municipal Affairs, I believe the present Premier, that they were going to clean up the mess down in Municipal Affairs, the mess that they had with consulting engineering firms in this Province and the rip-off that was taking place, and we were told by the present Premier when he was minister of Municipal Affairs that they were almost reaching the stage where criminal charges were about to be laid against consulting engineering firms in this Province, and that is the last we ever heard tell of it, the last we ever heard tell of it. Now we have another example. We have Placentia where

MR. NEARY: you have a million-dollar sewer line in the ground that a flushing toilet has not gone through yet. It is just there in the ground. I do not believe there is one house hooked on to it. It may be hooked on, but they cannot use it, they cannot flush the toilet. We had the same thing happen on the Great Northern Peninsula and two or three -

MR. ROBERTS: Flower's Cove and other places -

MR. W. ROWE: Conception Bay South.

MR. ROBERTS: - can you read my bad writing?

MR. NEARY: No, I cannot, you had better tell me, 'Ed' -

MR. ROBERTS: You have an hour.

MR. NEARY: I have an hour?

MR. ROBERTS: You have an hour. Now, if you take it (inaudible).

MR. NEARY: No, I am coming down the line.

I am getting my questions.

This situation is ridiculous, you know, this giving the government a free ride is - God! As I say, there is nothing, nothing that came out in Committee that should not have come out in this House where we have the minister and we can

MR. S. NEARY: cross-examine him in Committee of the Whole as many times as you want. But anyway, I want to find out about that situation in Gander and also find out what happened to that great investigation, that great study, report that was being done by the present Premier when he was Minister of Municipal Affairs in connection with consulting engineering firms? And I would also like to find out from the minister, or whoever is the spokesman for the minister, where they plan on building incinerators this year? Because, Mr. Speaker, the reason I raise this matter is because there is a major problem right on the Southwest corner of this Province, a major problem involving the disposal of garbage, Sir.

Mr. Speaker, could I just have a few minutes while the conference, before the conference that is going on, Sir, with all due respect?

There is a major problem on the Southwest coast between Port aux Basques and Rose Blanche where garbage is being dumped along the highway and in one place the garbage is being dumped and is burning in Burnt Island brook which is a salmon river. The Minister of Fisheries (Mr. J. Carter) should talk to his colleague, the Minister responsible for the Environment (Mrs. H. Newhook) to try to get something done about that situation. It is a salmon river. Salmon come up there to spawn. They tell me there was a - and I have had some correspondence over this. I have been carrying on now correspondence between myself and the Department and the Minister of the Environment for three years. I even went as far as to try to get an incinerator off the Eastport Peninsula that was put down there by the government, put down there, was rusting out, was not used. It was rusting out down there.

MR. WARREN: There are four in Labrador.

MR. S. NEARY: Are they being used?

MR. WARREN: No.

MR. S. NEARY: Four, I am told by my colleague, four in Labrador not being used.

MR. MORGAN: They were put there by Liberals.

MR. S. NEARY: No, they were not put there by Liberals.

MR. WARREN: Last year, last year.

MR. S. NEARY: Mr. Speaker, does it really make any difference who put them there? They were not put there by - they were put there last year. My colleague said last year.

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

MR. S. NEARY: Put there last year and I do not know if the Liberals were there then or not, Sir. Unless I am losing my memory, I do not believe they were.

MR. MORGAN: In 1969 they were installed.

MR. S. NEARY: They were not put there in 1969. My hon. friend said four incinerators were put in Labrador, not being used, at a cost of about \$120 or \$150 thousand each, four, Half a million dollars worth of incinerators. I do not suppose they have been used once have they?

MR. WARREN: They can not use them.

MR. S. NEARY: They can not use them. Mr. Speaker, I hope the hon. the Premier will react to this. Four incinerators put down in Labrador where they can not be used at at cost of probably half a million dollars or more, closer to \$1 million. One down on the Eastport Peninsula not in use. And down on the Southwest corner the people are crying for an incinerator. And this is the crowd that have their priorities all straightened out -

MR. FLIGHT: Windsor is crying for an incinerator.

MR. S. NEARY: - got their priorities all -

MR. FLIGHT: Bishops Falls is crying.

MR. S. NEARY: Alright.

AN HON. MEMBER: No consultation.

MR. S. NEARY: Alright, Mr. Speaker, but I would like to find out about the incinerator programme.

MR. S. NEARY:

There is need down there on that Southwest corner, in the district of LaPoile, for an incinerator. Even the CBC did a programme on it some time ago that should have startled members, especially the minister responsible for the environment. I have gone as far as I can go. I even tried to get that incinerator and Eastport, apparently, were prepared to give it up for one dollar, and the Town Council of Isle aux Morts and Burnt Islands were prepared to relocate it but the Government would not give permission. We could not get an answer from the Government of whether or not the incinerator could be moved down on the Southwest corner. It is reactivated again now. The town council in Isle aux Morts, which is a very active town council, showing great leadership since they took over in that town, are now trying their hand at getting the incinerator down there.

But I would like to find out about these four that went over in Labrador and in various other parts of Newfoundland that are not being used. At the same time, I would like to find out about the well drilling programme, the artesian well programme. The other day, I raised a matter in this House of where a list of names was given to the Department of Municipal Affairs without the approval of the people involved. Their names were written down on a form, passed into the minister and a well was drilled

MR. NEARY:

in the backyard of one of the persons whose name was on that form. I raised it in this House and then the minister, the member for St. John's East Extern (Mr. Hickey) got up and had the gentleman who had the well drilled in his back yard was sitting up in the Gallery - and the member for St. John's East Extern decided he was going to ridicule me while his buddy who campaigned for him, who got the well in his backyard was sitting up in the gallery, he was going to get up and ridicule me and he had to do it under a point of personal privilege. Well, Mr. Speaker, I could not believe the flood of phone calls that I got from all over this Province about wells that had been drilled in people's back yards. I had a call from one - and I had a call, by the way, not only one call but several calls from Portugal Cove, which is in that same district, where a form was put in with names on it and one of the names lived eight miles away from where the well was drilled, eight miles away! Just names they picked out of the -

MR. HICKEY: They moved.

MR. NEARY: They did not move, they had always lived there, lived eight miles away from where the well was drilled. And then all over the Province I am getting these phone calls from people that say, I am glad you raised this matter, it is time to put some rhyme or reason into the artesian well programme, the well drilling programme. There are wells drilled in this Province, one in my own district, right out in Grand Bay West, that was not even capped. It was drilled before the 1975 election in Grand Bay West where the people have no good drinking water. The well was drilled, an artesian well. It was paid for and the well was not even capped and the kids have gone since and stuffed rocks down in the pipes. You talk about being penny-wise and pound-foolish. There is no rhyme or reason, Sir, to the government's artesian well drilling programme. It is pork barrelling, strictly political patronage. And the one that was drilled down in Portugal Cove was drilled for a businessman who submitted a bunch of names that did not even live in the community. One family lived eight

MR. NEARY:

miles away and then the hon. member for St. John's East Extern (Mr. Hickey) has got the face to get up and try to bring ridicule on me for raising this matter in the House, that apparently started a chain reaction throughout the Province. Now if Sticky Wicky wanted something to investigate, let him go down and get a list of where the artesian wells were drilled in this Province and then let him go out and inspect these wells to see if they are providing any useful service to the people for whom they were drilled. Half the time it is only to give the contractors a job to do.

AN HON. MEMBER: (Inaudible).

MR. NEARY: So! If they are anything like that one out in Grand Bay West that I spoke about. The well has been there since 1975. The people have no drinking water and yet the government is continuing to drill wells, drill more artesian wells. They do not even put a cap on them, just drill them and leave them there in the ground. That is something that has to be answered. It is too bad the Minister of Municipal Affairs (Mr. N. Windsor) is not in his seat. The hon. gentleman is back now. Let me repeat what I said, that since I raised that matter in the House I have been besieged with phone calls, not only from the hon. gentleman's district but all over the Province about these artesian wells. And one was drilled in Portugal Cove, a second one, not the first one that I mentioned in this House, one was drilled down there and one of the names submitted on the list that went into the minister lived eight miles away.

MR. HICKEY: Not so.

MR. NEARY: That is so, Sir,

MR. HICKEY: It is not so.

MR. NEARY: If the hon. gentleman wants the evidence, the proof, let him jump in the car with me and I will prove it to him, eight miles away, drilled for one of his buddies down there and it happened to be a businessman not an ordinary person. All over the Province this has gone on. The hon. gentleman need not feel that he is alone. It has

MR. NEARY:

happened all over Newfoundland, Mr. Speaker, and something should be done about it, Sir. If we are going to carry on the programme of drilling artesian wells, then let us make it a useful programme and let us not waste the taxpayers' money on what we have seen happen in the past.

Then again, Mr. Speaker, I would like to get the Premier's reaction, if he is the spokesman today for Municipal Affairs, I would like to get his reaction to the property tax. There seems to be rumblings coming out of the administration, out of the Peckford administration, out of the Moores administration,

MR. NEARY: that they are on the verge, they are on the brink of implementing a property tax in this Province. I would like for the Premier to tell us whether or not that is going to happen, when it is going to happen. I would like to hear about the hon. gentleman's philosophy on that matter. People are on tenterhooks, they are just waiting for the axe to fall any day at all. They are waiting any day at all for the announcement of the property tax. The hon. gentleman who is now Minister of Manpower (Mr. Dinn), when he was in that Department of Municipal Affairs, put the boots to the people, upped the water and sewer rates to \$12.50 per month and told the people if they did not like it they could lump it, and told the people that we are going to have the property tax in this Province. What is wrong?

AN HON. MEMBER: Your time is almost up.

MR. NEARY: I am down to my last point now, the property tax, and I want to get the philosophy, the intention of the government of whether or not we are going to have a property tax? How soon? I understand they are having an assessment done of the whole Province. What about the Whalen report? Is that going to be implemented? What about regional government? That has not surfaced recently. Are we going to have a metro board for the whole St. John's area or are we going back to the regional government fiasco? I would like to hear the Premier talk about that, the bill that was defeated in this House. These are some very important matters, Sir, and I am sorry to say that under the system we are working under now you cannot ask questions and sit back and wait for the answers. You have to fire all your questions out at once. And I have dozens, piled up on dozens more questions that I would like to ask but every now and then somebody reminds me, look at the clock, you have not got the time. We have not got the time to protect the Public Treasury. I say, God help us! But anyway these are a few questions that I have thrown out and I hope that hon. gentlemen will co-operate and give me the answers because I think they are very important questions to the

MR. NEARY: people of this Province.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: (Simms) The hon. member for  
Stephenville.

MR. STAGG: Mr. Speaker, I thank my  
colleagues for allowing me to get the floor so easily today. It is  
not always that easy to get the floor.

Mr. Speaker, I was Chairman  
of the Government Services Committee and as such I want to compliment  
all members of the committee, the members on this side of the House,  
the member for St. George's (Mr. Dawe), the member who is in the district  
contiguous to mine, the member for Kilbride (Mr. Aylward), the member  
for Bay of Islands (Mr. Woodrow). It seems that our committee was  
made up mostly of West Coasters. It was obviously putting all the  
heavyweights in one committee.

MR. ROBERTS: (Inaudible)

MR. STAGG: Now, Mr. Speaker, I was  
once Deputy Speaker of this House and as such was -

MR. FLIGHT: Did you have any  
Opposition members on your committee?

MR. STAGG: Yes, and the Opposition  
members, of course. The Opposition members were, the member for  
Eagle River (Mr. Hiscock), who was indeed vociferous and attended to  
his duty of bringing to the committee the various needs of his district  
and did it quite well. The member for Terra Nova (Mr. Lush) who was  
Vice-Chairman and the member for Burin-Placentia West (Mr. Hollett)  
with whom I had some academic discussions on procedure from time to  
time that generally worked out in the end.

I was, as I said, Deputy  
Speaker of the House from the Fall of 1972 until the Summer of 1975  
and as Deputy Speaker I was also Chairman of Committees which meant  
that -

MR. ROBERTS: I well remember.

MR. STAGG:

Well, I remember it quite well, as well, it maybe one of the reasons why I decided to retire from politics in 1975, at least temporarily.

Mr. Speaker, I have sat in the Chair - well, the first year we did it there was no time limit and I do not know how long I was there but it would be well over a month of three hour sittings and sometimes much longer than that, all night sittings, all day and all night and the rancor that was prevalent in that committee was not something that would encourage an hon. member to run for re-election if he had other alternatives. And I would say that the reason that I did not run

MR. STAGG: was in some way determined by the general attitudes that were prevalent in that committee, in the variety of committees. Now when the time limit - time limit, that is what it is generally called - of seventy-five hours was set aside for consideration of estimates, that improved it somewhat, but I did find that in the theatrical setting in which we find ourselves here in the House of Assembly, that quite often some of the main actors in the House dominated proceedings.

AN HON. MEMBER: Hear, hear!

MR. STAGG: We have witnessed this afternoon with all due respect - with all the respect I can muster up for the member of Lapoile (Mr. Neary), which is considerable, as a parliamentarian I have great respect for him - we have witnessed this afternoon what happens when you have a particularly powerful and persistent member of the committee who wants to be heard quite frequently. But in the seventy-five hour debate there was no limit on the number of times the member could speak, and the courtesy is, of course, that a member would speak and then he would let everybody else speak. Well, sometimes some members would dominate the committee, and that happened time and time again.

Now when I was interviewed last week by The Evening Telegram they asked me what my comments were and to make them as brief as possible. So, putting them into twenty-five words or less, I said that I had been chairman of committees from 1972 to 1975 and I had also been Chairman of this Government Services Committee, and in my opinion more information was asked and received by those five committees, there was more information on the record than in all four years that I was chairman of the committees here. I do not think there is any doubt about it that more information was asked -

SOME HON. MEMBERS: Hear, hear!

MR. STAGG: I should not single out ministers, I suppose but -

MR. ROBERTS: But the hon. member is about to.

MR. STAGG:

- I will. The estimates of the Department of Municipal Affairs and Housing are estimates that cover practically - well, every member of this House is in some way connected with or has responsibilities that occasionally need the intervention of the Department of Municipal Affairs and Housing and I must say that in that committee members were able to ask questions that in the theatrical atmosphere they might not ask. Because in the informality, the comparative informality at least, of these committees one can ask a question out of ignorance - ignorance meaning lack of knowledge - and you have your lack of knowledge obliterated by the minister, actually, giving you the answer. And it is question that is born out the unfamiliarity of many members with the system, and unfamiliarity in some cases of veteran members with the system because for a variety of reasons they may not have had the information. One of them sometimes is that you have been here for so long and there are certain basic things that you do not understand but you know very well that if you ask them in a forum such as this you are going to be dealt with in the parliamentary style of ridicule. Hon. members opposite say - if it is an hon. member over there, hon. members over here say, or vice versa, 'Do you not know that? What have you been doing all those years?' and that type of thing. And I found that members of our committee were able to ask questions that filled out their basic knowledge of the Department of Municipal Affairs and Housing. That was our first committee and it really was satisfying to me as a chairman, who had gone through this other process, to see a minister who was so well versed in his department that what happened was a genuine imparting of knowledge from the minister and his officials, or through his officials - no, the officials through the minister, as I interpreted that section of the rules. It was very satisfying and I would suggest and I said it to him in one of the other debates - I think it was in the Budget debate that I mentioned it -

MR. STAGG: that if the Government Services Committee's deliberations in Municipal Affairs and Housing were taken and put in booklet form with proper footnotes in it, that it would be something that every community council or town council in this Province would like to have and would serve as a very good reference for them. It was excellent, and I must say all ministers who appeared before our Committee were very forthcoming in their answers and, generally speaking, the atmosphere was far less partisan than normal. So I would say, Mr. Chairman, as a person who has been through both systems that I encourage this system with all the vigour that I can muster up.

Now, I would also say a couple of other things that came up during our Committee and these are more or less points for general discussion. I did have some guidelines, you might say, that I set down for our Committee. I did not think that we should smoke cigarettes during our Committee meetings. I thought that members should be properly clothed. I thought that if it was not too warm, you should have your jacket on. I thought that you drink coffee at coffee break time. Now these things are - maybe hon. members do not think they are important; to me they are in keeping with one of the traditions of this House and that is that members are properly clothed and uncovered, as the word goes, 'Uncovered' means that you do not wear your hat in here. I do not know about the ladies; maybe the ladies do not have to be uncovered; maybe they can be covered.

AN HON. MEMBER: Ladies can wear hats.

MR. STAGG: The ladies can wear their hats? Yes, maybe they can.

AN HON. MEMBER: And you do not bring tape recorders in the House,

MR. STAGG: Well, hon. members say you do not use tape recorders in the House. They caught me one day; I was

MR. STAGG: dictating a letter, Mr. Speaker, and they were very quick to point out that there is some prohibition on that. So, if that is so, Mr. Speaker, I certainly apologize for having done it. I was just representing my district as best I could because I do not an office.

SOME HON. MEMBERS: Oh, oh!

MR. STAGG: These are just things that - apparently other committees operated differently and they seemed to do quite well with it, and our Committee operated and we seemed to do quite well, so it just may be something that I might have to revise or maybe others might have to revise. But I think that we should, if at all possible, maintain as many of the traditions of this institution as we can. I am also of the opinion that we, as legislators, should try at all costs to question one another on what is going through this House as far as estimates are concerned. To that end, I must say I interpreted the phrase, "through the minister", "into questioning of public servants through the minister", rather rigidly, at least initially. In my opinion, ministers of the Crown are given a job, a very important job, and it is a job that they vie for and it is the sort of a lifelong ambition of a politician to become a Cabinet Minister.

AN HON. MEMBER: Hard to get.

MR. STAGG: - Yes, they are hard to get, hard to get, as the fellow says.

It is one of the duties of a minister to become fully conversant in his department, and that we should not slide into the habit of having deputy ministers or other officials actually reading matters into the record. I think that we, as political people, as politicians, and I am speaking of the House as a whole now, that we should jealously guard our own autonomy as legislators and that we should discourage that, and that is just my opinion on it. Obviously, the interpretation that I had initially

MR. STAGG: I amended somewhat towards the end.  
It came as a result of popular demand.

MR. ROBERTS: The hon. gentleman saw the light.

MR. STAGG: It was a popularly held conception  
that I was being rigid where others were not, so I caved in to  
requests, shall we say.

I think that is about it, gentlemen.

I do say it was -

AN HON. MEMBER: You should address Mr. Speaker.

MR. STAGG: - Gentleman and Mr. Speaker, yes, and  
ladies. It was a pleasure. We had five departments to consider. We  
considered them in 15 hours. We considered them quicker than any  
other department. I do not know, maybe it is

MR. STAGG:

because the departments we had were not particularly contentious or we had fewer members on the committee.

MR. ROBERTS: The Chairman, credit the Chairman.

MR. STAGG: Or is that it might be attributable to something else.

But I do maintain and as my parting shot, I suppose -

MR. ROBERTS: Hear, hear!

MR. STAGG: - that if you do not smoke and you keep your coat on and you drink coffee at coffee break, then you get work done an awful lot quicker. And I maintain - and this is something that I have always carried on in my business as well - that I feel that I have made several thousand dollars over the years where other fellows were on coffee break. So I suggest that the same thing could serve for the House, Mr. Speaker. I heartily commend the government for having brought these in and I must also commend the Leader of the Opposition (Mr. Jamieson) who obviously was most co-operative and also the Opposition House Leader (Mr. Roberts) who was most co-operative in this most marked departure from tradition in this House. And the tradition that I refer to is the acrimonious tradition that I witnessed here from 1972 to 1975. It is a tradition that we can do without and I think we are well on our way to becoming a much more dignified and responsible Legislature. Thank you.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (SIMMS): The hon. member for Eagle River.

SOME HON. MEMBERS: Hear, hear!

MR. HISCOCK: Mr. Speaker, with regard to the service committee that was involved, I think members on our side would agree for the most part that we did have a very able chairman and vice-chairman. Being a new member also I can safely say that it did provide me with an opportunity to ask more questions and to get more information than probably if it was done in the House. The only question, of course, that I found by having these committees as such, again being a new member, because we have had so many committees and they were meeting sometimes periodically together, is that if it was done in the House I would have gotten an overall view of what was happening to the Province

MR. HISCOCK:

whereas by now I have indepth study of five departments with another twelve lacking. And of course the only way that I will get that is wait until the committee answers are done and then go through and read them to give me a greater understanding of what has taken place in these other committees and of course by reading them in the headlines of the newspapers and listening to them.

I would like to go back through some of the areas in particular and just point out some of the things that I think were of concern. I will take Transportation and Communications first. In that one, as the minister had mentioned in the committee, we saw a record year for road construction mainly of course because of reconstruction of the Trans-Canada under the DREE agreement and also the DREE agreement with the Northern Peninsula. It is most fortunate for us at this time that we did get the DREE agreement with Ottawa because again we could safely say that we would not have the money or the equipment to do the amount of work that needs to be done in this Province. Week after week, day after day, each member here has different people come in with committees to go see the Minister of Transportation and Communications (Mr. Brett) because it is a department that affects all of our districts. And with that regard, of course, it is an area that is ever growing. I believe the minister said if we needed to do all the work it would take \$600 million to do it.

The question, of course, I think we would safely say on the Opposition side here is the priorities and where are the priorities as such, when we do have various town councils and community councils coming week after week and some of them three or four years in a row, where are the priorities as such?

I also want to deal here with the air ambulance service. This of course goes back to the four districts in Labrador as well as an emergency in Winter or an emergency throughout the year, when you need an air ambulance. In the air ambulance service

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MR. HISCOCK:

as such there is not that much money provided. The Labrador subsidy to air service is \$190,000 with the Winter subsidy, of course, \$100,000. I mentioned I believe the other day

MR. HISCOCK:

in the House and I will mention it again - again I will be like the member for Lapoile (Mr. Neary), be rather persistent in these areas with regard to Labrador - that if a person in Forteau, Labrador: for various reasons needs to go to St. Anthony to get a tooth taken out he will fly over by the hospital plane and wait there, and while he is waiting if he has to look after his own accommodations he has to pay it out of his own pocket. Also, he has to wait until the plane is ready to go and it may be a week or it may be three or four days.

There is the incident I mentioned of a pregnant woman in Labrador City who needed a doctor, a nurse, and her husband to accompany her. They had to take ten seats on EPA and go all the way from Labrador City to Stephenville to Gander and then to St. John's. And of course that bill has to be paid by the husband. I think the government could safely say or point out that we need some type of air ambulance service as they have, I believe, in British Columbia, Northern Alberta, and the other northern provinces where there are such large areas. We can not expect our people in these remote areas of our province to have the burden of all this taxation themselves especially when you can travel the Northern Peninsula, the Burin Peninsula, the Bonavista Peninsula, Baie Verte, or any area in the province, for forty dollars, and that would be the maximum.

Another area I would like to point out in particular in regard to Labrador is the water bomber service or the fire patrol. There is a concern in that part of the province - being so large, twice as large as the province - that there is not enough equipment there. And concern was expressed this year when a fire broke out again near Port Hope Simpson where two years ago almost all the timber stands in that area were wiped out. It was said at that time that when the firefighters, as brave as they are, went in the supervisor suggested to them there was nothing they could do, that they were basically in there for pacifying the town, and basically they had to let the fire burn out.

MR. HISCOCK:

I agree it is not an area that we can get and tap the resources yet, but I still do not think that attitude has to prevail if it did prevail in the first case.

Another area of need throughout the province is a continually upgrading of the bridges and particularly in the older towns of our province, of narrow bridges. I am thinking particularly of around Conception Bay, Conception Bay South and, of course, around Ferryland and other areas where there are extremely narrow bridges, where some continually upgrading programme is needed.

In Municipal Affairs, the concern was given by the Minister that he would like to see greater co-operation throughout the province of councils getting together and forming some form of regional government. The concern was also expressed that the property tax sometime in the future has to be introduced, because if it is not introduced the people of our province can not expect the services that they want if they are not willing to turn around and pay part of it themselves.

One of the areas, again, that was expressed in it was road construction. Road construction for 1978 was \$2,103,000 whereas in 1979 it was \$573,000. This, of course, refers to rather remote areas where the Department of Municipal Affairs and Housing looks after the construction of roads through the province that are not under the Department of Transportation and Communication and that are, of course, not joining any major roadlink. The Department of Municipal Affairs and Housing looks after that. My district in particular does not have either road connecting the main highway and, of course, this comes under there. I am rather concerned that there was such a drastic cut in that area.

In the Newfoundland and Labrador Housing Corporation, in particular

MR. HISCOCK: with regard again to remote areas of Newfoundland, by approving projects and having them come in and survey the area and have the title of land and all that is required to get the house on the go, there are some people or families on this Island who have been waiting as high as three years. In my district, for example, I am working on four people now who have been waiting as high as three years.

MR. J. MORGAN: It will all be changed.

MR. HISCOCK: All I would say to the member for Bonavista South (Mr. Morgan) that the people down in my district and other remote areas would say, "the quicker the better."

AN HON. MEMBER: Long overdue.

MR. HISCOCK: Long overdue, agreed.

Public Works, in particular I would point out with regard to the Public Service Commission - and I would like to direct this to the Premier because, like the Prime Minister of Canada, the Premier put the freeze on Public Service Commission looking at supplies and whatever. I had two or three people approach me in the Confederation Building and say that they were newly hired in the Public Service Commission and had found it very hard to supply the needs of the office and that. And I think we need some way and if the Premier is serious about having this freeze with the point of view of streamlining it, I think we need a more efficient way of finding out how to service our own service as such.

The C.A. Pippy Park, I would like to compliment the government here and its continuing involvement with the C.A. Pippy Park. I think when it is finished and as St. John's grows I think we could safely say as Mount Royal is in Montreal or the Citadel is in Halifax or Quebec City or in Edinburgh in Scotland, after the city grows in years to come, fifty years from now, I think the C.A. Pippy Park will be an outstanding park in this town of ours, and I compliment the government on its continuing involvement in that area.

There are many other areas and I think that the Chairman of the Committee - and the press accused me

MR. HISCOCK:

at one time of dominating the meeting. As such I do not particularly want to dominate any meetings. But again a sense of frustration of the area by some people as being unrepresented in the past three years, great vocals in the House but not very much visiting and not very much representation in a sense of visiting that area, so I come into the House with a great concern of serving the area that I am in. So by bringing up the question - and think this was the Premier's original intent - by having the estimates, new members of course could get in and have a question and say more and have a sense that they were being listened to.

There is only one thing that I would like to say, to follow up with, that while the estimates are being approved after the following year I would like very, very much as much co-operation that was given by the ministers in the Committee, I hope that co-operation continues all through the year while their departments are going on and not necessarily have to wait until the end of the year in order to get questions. And already I am sort of feeling that way, that because the government is the government and because you are the minister and because you do have the power, you do not necessarily have to give the information.

The member for Torngat Mountains

(Mr. Warren) asked me to quote some of the concerns of the combined community councils of Labrador on March 25 to March 30, 1979. This one is, of course, with the air service - as I mentioned before-between the areas that the aviation tax that the Minister of Finance (Dr. Collins) brought in is going to affect Labrador more so than any other area of the Province. And, of course, Mr. Patey of the Labrador area has already pointed out that this is going to be passed on to the consumer.

Also another area in Labrador in particular is with regard to the gasoline tax. In the area, some parts, you only use the road for three or four months of the year. With that regard, they are using the skidoos the other part of the year.

MR. HISCOCK:

and the people feel that they should not have to pay a gasoline tax while they are using skidoos because the gasoline tax is used towards maintenance of the road. So I hope again the Minister of Finance (Dr. Collins) will take note of those things.

Labrador communities, of course, again to back up the petition that was presented in the House, was with communication. All the area - I think I am the only member in this House, I am not sure to be quoted, I think I am the only

MR. HISCOCK:

one that - two stations, the one in Corner Brook serves from L'Anse-au-Clair to Red Bay, and then Goose Bay serves from Cartwright on down. The people in my district cannot - I am speaking of two groups of people; I got to go one for L'Anse-au-Clair to Cartwright on CBC in Corner Brook, and then if I want to speak to the lower part of the district I have to go to Goose Bay, unless, of course, it gets provincially.

So, I think communication - and I hope the Premier noted this morning with regard to the new DREE agreement that, of course, the DREE agreement - and I hope in particular with regard to communication and transportation, other areas are going to be coming in this. There is not one bit of pavement in either one of our districts and the communications are very bad, and I would like to see, particularly in the next year in the Department of Municipal Affairs and Housing an increase again in the number of small road constructions that take place in these small, isolated communities. Pinsent Arm, I was told, and I checked it out and I am not sure if it <sup>is</sup> true now but I was told while I was in the community, last year they were given \$150 for road construction. Eight men worked on it with pick and shovel, and \$150 is not very much. By checking through Pinsent Arm in the area, that was put out by the minister, of course, I found out that it was again really not mentioned. But these gross inequalities, as I said before, that we do have to address them and by addressing them, of course, we have a greater chance in the committees to get this information. So, I would like to say again, being a new member I found it extremely rewarding and refreshing to get at it, the estimates, and go into them in detail, but I also express the frustration of not knowing what was going on in the other committee meetings. I would have liked in my other spare time to go and sit in to find out what was

MR. HISCOCK: going on in Industrial Development or in Education, in two areas that, again, I am concerned about. So maybe next year with the House not being in session in the sense of a Summer, I hope we will never have to go through this again, I hope we will never have an election in the Summer again. I hope the Premier will be wise the next time.

SOME HON. MEMBERS: Oh, oh!

MR. HISCOCK: Well, a lot of the projects in my area are being frozen because of that federally and provincially. I just got news today, of course, that the wharf at Red Bay, and I have suggested the Premier can send off a new telegram - the wharf in Red Bay now is stopped.

So, anyway, that is basically the report from our side of the House in regard to Government Services Committee.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: (Baird) Hon. member from St. George's.

MR. DAWE Mr. Speaker, this having been the first opportunity I have had, and very little time at that, I think the onus is on me to congratulate you as the member from Lapoile (Mr. Neary) refers to you as the Deputy Deputy, and congratulations to the Deputy Speaker, the member from Conception Bay South, and again congratulations to the Speaker, the member for Grand Falls.

This, of course, has been my first opportunity, as I said, to speak and my first opportunity to take part in any legislative dealings in the Province, and it was indeed an enlightening opportunity for me to have had the opportunity to deal in the committee stages, in the committee discussion, dealing with the five particular departments that we had the opportunity to discuss and to interrogate, if you will, or to seek information from. I would like to thank members of the Committee for the congenial atmosphere in which we dealt. I think what could be

MR. DAWE: referred to as the adversary system that we have here in the House was not present and we had the opportunity to mingle and intersperse and to carry on probably side conversations with one another that were, in themselves, enlightening. The Chairman, I think, being a fellow West Coaster handled the meetings very well and I would like to compliment him on that.

SOME HON. MEMBERS: Hear, hear!

MR. DAWE: The Chairman, the member from Stephenville (Mr. Staggs), in no small way had some influence on my political aspirations over the past number of years when he had occasion to drop into my house in Codroy Valley and share in some bread and molasses and whatever other items there happened to be on the table at the time.

MR. ROBERTS: Fresh beef, poached moose.

MR. DAWE: Who told?

AN HON. MEMBER: Jigged salmon.

MR. DAWE: No, most of the items that were on the table at the time were legal fare and either came to me through straight skill in the woods or through a purchase from

MR. DAWE: a local hunter.

MR. ROBERTS: I think the hon. gentleman should quit that subject, among other things.

MR. DAWE: Well, I think probably I will. Some of my best friends are in the game protection organizations and I would not want this to get out.

MR. ROBERTS: That is the Tory Party.

MR. DAWE: I would like to mention probably some of the things that members of the House are not familiar with with my background. In my youth as a citizen of St. John's Centre I had occasion to visit the house of the hon. member for the Strait of Belle Isle (Mr. Roberts), who probably will not remember it, having gone to school with his younger brother, had the opportunity to ransack part of his house, along with the rest of the members of the family from time to time.

MR. ROBERTS: The hon. gentleman showed his Tory proclivities early.

MR. DAWE: Other members of the Opposition are familiar to me from past experiences and past occasions. Some of them I would probably rather forget; some of them I do not mind remembering. Members of the present House, including the hon. the Premier, who is an old acquaintance from some ten years ago when I had the opportunity to teach with him in the Green Bay integrated school district, when he was a teacher in Springdale and I was a teacher in Baie Verte. On occasion we had an opportunity to discuss politics and whereas his politics may not at the time have been the same as they are now he, too, saw the light and, if you wish, was born again - thank you to the cliché now being used by the member for Lapoile (Mr. Neary).

MR. ROBERTS: It was first used by a gentleman named Saul.

MR. DAWE: Yes. I think I have about another minute in which I am supposed to carry on conversation or to debate so I will do that as best I can.

MR. ROBERTS: I hope the hon. gentleman does not find it as distasteful as we do.

MR. DAWE: Well, pain like beauty is sometimes in the eyes of the beholder.

MR. ROBERTS: It is in another place in the eye,  
I can tell you this one.

MR. DAWE: Yes. I believe, if I recollect  
correctly on the occasions at your particular abode at the time, pains  
were also received in those areas as well.

MR. ROBERTS: I felt they were deserved.

MR. DAWE: On most occasions you did, yes.

MR. ROBERTS: It is more blessed to give than to  
receive, as the hon. gentleman should know.

MR. DAWE: To be born again, yes.  
I think probably the time has come  
when I should make -

MR. ROBERTS: A graceful exit.

MR. DAWE: - a graceful exit as best I can at this  
particular point in time. Again I would like to reiterate what a pleasure  
it has been to serve on a committee and I think that the information  
derived has been of extreme benefit to me and other members of the committee.  
I think the opportunity to study the Hansard reports from the other two  
committees will enable us who were not able to sit in on the meetings to  
avail of the information that was derived from them. Again I would like  
to compliment the House on the decision to initiate the committee system.

Thank you.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: It is moved and seconded that the report  
of the Government Services Committee be adopted. Those in favour, 'Aye',  
contrary, 'Nay', carried.

The hon. the President of the Council.

MR. MARSHALL: Mr. Speaker, before I move the adjournment  
of the House, tomorrow we will be considering concurrence motions again  
and I assume - I say I assume this because I told the Opposition that we  
would take them in order but it would be preferable if we took the Resources  
Committee and I assume that that is -

MR. ROBERTS: So it is Resources tomorrow and Social  
in the next couple of days.

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MR. MARSHALL:

Yes.

Mr. Speaker, I move the House on its rising do adjourn until tomorrow, Tuesday, at 3 o'clock and that this House do now adjourn.

MR. SPEAKER: (Simms)

It has been moved and seconded that this House do now adjourn. Is it the pleasure of the House to adopt the said motion? Those in favour, 'Aye', contrary, 'Nay', carried.

This House does now stand adjourned until tomorrow, Tuesday, August 14, 1979 at 3 o'clock.