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## VERBATIM REPORT

MONDAY, APRIL 6, 1970

SPEAKER: THE HONOURABLE GEORGE W. CLARKE

MR. THOMAS MICHNY: Mr. Speaker, in the absence of my colleague, the Leader of the Opposition, I have much pleasure in associating my remarks with the hon. the Premier in welcoming the thirty-one students from Holy Heart. We hope they have an enjoyable couple of hours, and we hope they learn something from their visit. I would also like, in behalf of my colleagues to associate myself with the remarks of the hon. the Premier in connection with the death of my colleague's brother.

MR. JOHN C. CROSBIE: Mr. Speaker, I would like to associate myself with a welcome to the pupils that are attending here today from Holy Heart School. I hope that they will find the proceedings interesting and in addition, Mr. Speaker, we would like to associate ourselves with the Premier's expression of sympathy for the hon. the Leader of the Opposition with respect to the loss of his brother, and we certainly sympathize with him and his family on this loss. His brother was, I noticed in the newspaper, a comparatively young man and therefore his death is more tragic because of that reason and we, therefore, wish to join in any event with the rest of the members of the House in extending our sympathy.

HON. L. R. CURTIS (President of the Council): Mr. Speaker, before proceeding with the business of the House, I would remind the House that while we were in recess, March 31, 1970 has come and gone. The Province of Newfoundland is now of age. We have been a Province of Canada for twenty-one years. I do not think that it would be proper for us to proceed with our business and not take note of this fact. Last year you will remember, Mr. Speaker, we passed a resolution on this occasion. I do not think we need today to pass a similar resolution because the conditions are the same now as they were then. Newfoundland has never had such a period of prosperity, such a period of progress as the period that we have had since March 31st., 1949 and it is impossible to consider that great improvement, that tremendous progress we have made were we not to associate with that progress the name of Premier Smallwood who, as we intimated a year ago, almost alone fought the battle for Confederation and brought Newfoundland into the great Canadian Dominion.

We all remember, those of us who are older, there are some of us here who do not. Some of us will remember <sup>the</sup> gallant fight that the present Premier waged to bring Confederation to Newfoundland and Newfoundlanders wherever they are and on whatever side of the House they are acknowledge his great contribution

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to Newfoundland on that occasion.

I do not propose, Mr. Speaker, to move a resolution, but I would suggest that we as a House would stand and sing the last verse of the "Ode to Newfoundland" in recognition of the fact that we are now twenty-one years of age and that we are indeed happy to have this happy Province. Perhaps, Mr. Speaker, we could do that. If you would stand.

~~Members~~ As loved our fathers so we love,  
Where once they stood we stand,  
Their prayer we raise to Heaven above,  
God Guard Thee Newfoundland.  
  
God Guard Thee, God Guard Thee,  
God Guard Thee, Newfoundland.

Presenting Petitions:

MR. SMALLWOOD (W.H.): I beg leave to present a petition from the voters of Bumble Bee Bight. As you know Mr. Speaker, Bumble Bee Bight is a small settlement on Pilley's Island. The prayer of the petition Sir, is for a road connection with the main highway going down over Pilley's Island, that is Sir, the main road from Robert's Arm down across Pilley's Island and down through Triton Island. Mr. Speaker, this is a relatively short piece of road. At present there is a road which can be navigated in summer time. It is a narrow winding road. It is just about impossible to get over it at wintertime, and it only goes part way in to the settlement. Sir, I strongly support the prayer of the petitioners, and ask that this petition be received by the House, and referred to the department to which it relates.

MR. SPEAKER: It is moved and seconded that this petition be received and referred to the department to which it relates. Those in favour "aye", contrary "nay", Carried.

Presenting Reports of Standing and Select Committees:

HON. STEPHEN NEARY (Minister of Welfare): Mr. Speaker, I want to table the Annual Report for the Department of Welfare which ended March 31, 1969. Copies will be available for all hon. members of the House, and will be distributed later on this afternoon by the page. Copies are available for the press if they require them.

MR. SPEAKER: May I take this opportunity of drawing to the attention of members the report of the proceedings of the tenth Area Conference of the Commonwealth Parliamentary Association, which is on the desk of each member at the present time. I would particularly draw to the attention of members, there is a section, a general section on Page 7 of the Agenda, the General Session and Workshop on the question of Parliamentary Privilege as being worth reading. A lot of the matters which have come in this Session, during this

present Session are very well covered in this Workshop which was conducted by Mr. Philip Laundy, who is the chief of research in the Parliament of the Government in Canada. It is well worth going into that, as well as other sections of this Report. I think the Conference which was held here in this Chamber was a great success, and everybody who participated got a lot out of it.

Also at this time, I would like to say how thankful I was as chairman of the Conference to have had such able co-operation from some of the members of the Civil Service, particularly Mr. David Butler, the Deputy Minister of Labrador Affairs, whose Minister was good enough to let us have his services as conference co-ordinator during the term. And then also to Mr. Thoms, who edited this Report of the proceedings, and did such a fine job in having it to the Printers and in our hands at this particular time.

My thanks as well as the thanks of the members of the Parliamentary Association go out to these people, together with the typists and all others who helped and made this Conference a success.

Notice of Motion:

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## NOTICE OF MOTION

MR. JOHN C. CROSBIE: Mr. Speaker, I give notice that I will on tomorrow move the following motion.

"Whereas the Melville Pulp and Paper Limited Authorization of An Agreement Act, 1966-67, as amended by Act No. 72 of the Statutes of Newfoundland 1968, authorized the Government to enter into agreement with the Melville Pulp and Paper Limited, and other companies and persons for the purpose of establishing a pulp and paper mill in the Province and provided for certain guarantees and others in connection therewith;

And whereas the Government in November, 1969 entered into certain agreements and certain letters of guarantee in connection with the project, including specific guarantees of amounts totalling \$66,102,000;

And whereas the Government has not presented to the House complete facts and information with respect to the project and any changes in connection therewith since the passage of the said Act No. 72 of said Statutes to Newfoundland 1968;

And whereas there have been considerable changes with respect to the said project since that time with respect to the companies participating in the project and with respect to the carrying out of the project including an increase in the amount of loans to be guaranteed by the Government of Newfoundland;

And whereas it is desirable that members of this Honourable House of Assembly and the public of Newfoundland be fully informed of the position with reference to the Melville Pulp and Paper Limited Project;

Be It Resolved that Mr. Speaker, to appoint a select committee of this House to inquire into and to report back to the House with respect to the status of the said Melville Project, and progress to date including, but not to effect the generally of the foregoing to report on the amount of money to be guaranteed by the Government in connection with the project, from a nature of feasibilities done in connection with the project, on the feasibility of changes and the method of transporting wood from Labrador to Stephenville, for the use of the said Pulp Mill at Stephenville, and arrangement for marketing of the production of the said Mill and on the security to be taken by the Government in connection with Government guarantees, such select committee to have all necessary powers to carry out his duties properly and to have permission to sit, during the sitting hours of this House, and to report back to this House during the present session.

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## ANSWERS TO QUESTIONS

HON. G.A. FRECKER: (MINISTER OF PROVINCIAL AFFAIRS): Mr. Speaker, I have the answer here to part of question No. 108 appearing on the Order Paper for February 27th. And asked by the hon. the member for St. Earbe South. The part that is given here is the one affecting the Department of Provincial Affairs.

HON. HAROLD STARKES: (MINISTER OF HIGHWAYS): I have the answer to Question 179 asked by the hon. the member for Gander. When did construction stop on the road through the community of Appleton? The answer, December 14th. 1967. Were tenders called? No. Did the tender call for completion of the project? No tender was called. When is the target date for completion? December 14th. 1967.

Another answer, Mr. Speaker, to question 166 asked by the hon. the member for Gander. Has representation being made by the Town of Gander to have Memorial Drive reconstructed and brought up to standard before being passed over to the Town? The answer is Yes. No. 2, if the answer to 1 is Yes, <sup>Has</sup> the Government made a commitment to the Town to undertake such work? The answer is No. After the Government paved the roads, for the Town in 1960, the road became the Town's responsibility.

The answer to question 160 on the Order Paper of March 5th. the answer is to question No. 1. Actual expenditure from April 1st/ <sup>1969</sup> to February 1st. 1970 - \$18,360. Estimated expenditure for the fiscal year ending March 31st. 1970 \$21,900. And the answer to No. 2. This was Government policy.

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This was Government policy.

MR. CROSBIE: Mr. Speaker I missed the first part of the answer, could the Hon. Minister give that again the dates that that was for.

MR. STARKES: The actual expenditure from April 1, 1969 to February 1, 1970 is \$18,360, and the estimate for the year is \$21,900. Mr. Speaker I have the answer to question appearing on the Order Paper of February 24th, Question No. 85, asked by the Hon. member for Burin. Mr. Speaker I have the figures in this answer covering the period between January 1, 1965 to July 28, 1966 and from October 16, 1969 to February 28, 1970. These are the periods during which the hon. member was not a member of the Cabinet.

MR. CROSBIE: Is the hon. minister saying that he is tabling this information but only for two periods when the hon. member for Burin was not a member of the Government, is that the answer? In other words the hon. minister refuses to answer the question.

MR. H. COLLINS: Mr. Speaker I have not got the question numbered here but having to do with the road through Appleton had nothing to do with Memorial Drive in Gander, two separate questions. Since the work in Appleton was started during election campaign a great amount of equipment was also working on Memorial Drive during election campaign.

MR. SPEAKER: This is not, definitely not in order.

MR. CROSBIE: Mr. Speaker may I rephrase that and ask the minister if he proposes to continue this work when the next election is called.

MR. SPEAKER: This question should be on the Order Paper.

MR. CROSBIE: A Point of Order, Mr. Speaker. Has Your Honour ruled that the Government is not obliged to give information of questions asked by former ministers covering the period when they were not ministers in the Government.

MR. SPEAKER: I have said this and I will repeat it now that questions asked first of all to obtain information and not to give it, they must not be argumentative and when the person to whom the question is directed answers the question it is not the subject of comment at all and neither if he refuses to answer the question is it to be the subject of comment. I think that is as clear as I can possibly make it.

MR. CROSBIE: Mr. Speaker, is there any parliamentary custom that in circumstances such as this that the Government are permitted by parliamentary custom not to give the information requested?

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MR. SPEAKER: The question is out of order because no hon. member can ask the Speaker for a ruling on something that is not before the House. Hypothetical questions and asking the Speaker what he would do in certain circumstances or what is the rules concerning such and such are questions that are also out of order because the only time that he gives a ruling is when the matter arises in the House. He can always answer the same question in his office or one of the clerks at the Table would be prepared, I think, to give the answer to these questions, outside, but they are not to be asked in the House.

MR COLLINS: Mr. Speaker, if I may, my understanding is that we put some questions on the Order Paper, hopefully to get some answers.

MR SPEAKER: Not debating on questions, right now. We are not to start a debate as to how we should answer question or whether they should be answered. The rules are clear, and I have stated them, I think, as clearly as I possibly can, about what the procedure is in asking questions. Anything else is out of order.

Further answers to Questions:

MR CURTIS (Hon. Minister of Justice): MR. Speaker might I revert to Notice of Motions?

I give notice I will on tomorrow ask leave to introduce a bill, "An Act Further to Amend the Local Government Act, 1966", also

A Bill, "An Act Further to amend the Community Councils Act, 1962", and also

A Bill, "An Act Further to Amend the Crown Lands Mines and Quarries Act, 1961".

HON. S. NEARY (Min. of Welfare): Mr. Speaker, I give notice I will on tomorrow introduce a Bill, An Act Respecting The Administration Of Certain Special Services By the Department of Social Services and Rehabilitation, for the residents of Northern Labrador.

HON. W. J. KEOUGH (Min. of Labour): Mr. Speaker, I give notice I will on tomorrow as leave to introduce a Bill, "An Act Further To Amend The Minimum Wage Act."

ORDERS OF THE DAY:

MR. J. C. CROSBIE: Mr. Speaker, I would like to ask a question on Orders of the Day. Will the Hon. Minister of Justice advise the House whether the Government has instructed Mr. Justice Mifflin to discontinue his enquiry into the recent suspension of constables by the Chief of the Newfoundland Constabulary or not, or just what the position is in that respect?

MR. CURTIS: My hon. friend might give notice of that question.

Adjourned Debate on the Address in Reply.

HON. E. DAWE (Min of Mun. Affairs): Mr. Speaker, in continuing my address in reply to the Gracious Speech, I would like to take a few moments out to give the House some of the history of the development of local Government within the Province, and some of our plans for the future. I would like to say that everyone participating in Municipal Government is called upon to plan for the future. Progress that has been made is an indicative of the sound planning both by the municipalities and by the Government over the period of years.

In 1949 our Province could only boast of 23 municipalities representing approximately 20 per cent of the population of the Province. Assistance by the Province to the municipalities in that year amounted to \$237,000, some ten years later in 1959 there were 80 municipalities representing 40 per cent of our population and receiving assistance from the Province in the amount of \$1,514,000. At the present time approximately a further ten years later we have now 190 municipalities averaging 65 per cent of our population. Within the current fiscal year the various forms of assistance to municipalities by the Province amounted to \$5,400,000. During the same period the revenue of the municipalities increased from \$1,200,000 in 1949 to \$22,500,000 in this present year. In 1959 to 1969 the assets of the various municipalities increased from \$25 million to now in excess of \$100 million.

The present system of local Government has evolved over a relative short period in our history. The system is substantially similar to the form of local Government in other provinces. But it has been deliberately adapted to

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meet local conditions. It is clear that under the existing policies of the Provincial Government in providing financial and technical assistance since this great progress has been made. I anticipate that during the next ten years there will be consolidation of the present system of local Government improved municipal administration and a higher standard of municipal services. The development in local government during the next decade will be determined to a large extent by many factors including the availability of financing economic conditions and industrial growth, and as well the centralization of our population.

It is estimated that in 1980 the value of municipal assets will reach some \$200 million and the gross municipal revenue will be between thirty-five and forty million per year. In 1980, ten years from now.

The number of municipalities will increase probably to 300 and all municipalities with growth potential will be provided with essential municipal services such as water and sewerage, street paving, fire fighting equipment, etc. and it is conceivable that at least 80 per cent of our population will reside in municipalities by that time. We should be concerned of course not as much about the number of the municipalities but in the quality of local government generally. We are similarly interested in making intelligent and proper investments rather than the total number of dollars spent to provide the services. Practically every municipality where large capital expenditure has been made to provide municipal services have been designated as growth centres, confirming and leaving no doubt about the choice and location of dollars so spent. One of the most notable developments in recent years is the growing awareness on the part of the people towards sanitation requirements, particularly in the division of water and sewerage services.

Water and sewerage services are now available in 74 municipalities and at the present time we have some 64 requests on hand for similar installations. And we have an estimate for this requirement that we would require at least \$60 million to provide these services to communities concerned. A million each, about a million each, Mr. Speaker. It is about an average of a million each. Some of this request is for new services others are for extension of the present systems we have in hand but there is a minimum of \$60 million will be required for these services.

MR. SMALLWOOD: All of them organized municipalities?

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MR. DANE. All these requests are in within organized municipalities. None without any not being incorporated.

MR. SMALLWOOD: Are there some elsewhere for other places?

MR. DANE: Well as you know we have the, particularly in, on the southern shore of Conception Bay which is not now incorporated. It was anticipated a large amount of money will be required, I think an estimate is \$13 million to provide water and sewerage for this part of Conception Bay in unincorporated places that would be Topsail, Kelligrews, Manuels, that general area, that part of Conception Bay -

MR. SMALLWOOD: Will the hon. gentleman allow me, he says there are about 60 places in the Province today incorporated municipalities wanting water and sewerage, or an extension of what they have now, running to \$60 million or an average of \$1 million each, and then in addition he says about another \$13 million for unincorporated places and then my question is are there other requests to any other department for water systems of any kind and if so what department and how many and how much?

I can say that my department gets requests from time to time to provide deep wells in the incorporated areas, but these are always referred to the Minister of Community and Social Development. He is responsible for these grants there now, and we anticipate that an additional, at least one half to \$1 million would be required to provide wells in communities not incorporated. We still have some of our larger communities who are now thinking about incorporation on the local Government Act, and as soon as each community is incorporated their first request through the department is for the installation of water and sewage systems. I think it would be safe to say that we have approximately say fifteen or twenty large communities in Newfoundland that will be incorporated within the next few years, and they will come immediately to the Government seeking water and sewage systems.

HON. J.R.SMALLWOOD (Premier): The hon. minister knows at the moment about requests for about \$74 million for water systems

MR. DAWE: As of this present time we have definite requests in hand. I have a complete list here, I could read out some of the list which we have here now. I will just pick them at random so that there is no favouritism. Bishops Falls is one here; Harbour Breton; Upper Island Cove; Catalina; Musgrave Harbour; Corner Brook; Roddickton; Haart's Content; Holyrood; Wesleyville; Seal Cove; Port au Choix; Baie Verte. I could read out the complete list, it is a complete list of all the communities we have seeking local Government and seeking these water and sewage systems.

It goes on without saying Mr. Speaker, that water and sewage systems are expensive propositions and are competing for monies that can be made available from investment and other fields of social capital. The provision of supplies of drinking water must of necessity assume a place of importance in our financial planning. Much has been said about the difficulties of financing during the last couple of years. I need not repeat the reasons, but simply state the fact that all Governments including the municipalities have been forced to curtail expenditures and take precautionary measures. Even when investment money is available the very high interest rates that must be paid at this time is a formidable burden, for municipalities wishing to carry out large expansion of public works programs.

I am optimistic that during the next fiscal year, and continuing for the next several years assistance will be made by the DREE program to enable municipalities to undertake these essential projects, and we are looking forward to this announcement of the DREE program, and naturally any water and

sewage systems thus provided will lessen the burden on my department, and thus make it easier for the Government as a whole to provide any service to municipalities that are not in the designated DREE areas.

The high cost of providing service in many municipalities are attributable to the fact that many communities have developed throughout our history without the benefit of adequate planning. The relatively small population in many communities is dispersed over large areas, and in many instances in a haphazard fashion. The people now expect and in fact frequently demand a high standard of municipal services. Proper planning, and strict development control is obviously essential.

Effective use must be made of our land resources in order to provide the maximum result for the money invested to provide services. When uncontrolled development is permitted to take place, it is inevitable that in the course of time, with the increasing population, sanitation will occur. This will invariably result in the demand for the installation of water and sewage systems. It is essential that in order to avoid large and unnecessary expenditure in the future the proper planning controls must be implemented. We must avoid to the greatest extent possible ribbon development along our highways as well as haphazard fringe developments on the outskirts of our urban areas. Strict controls and positive and creative plans must therefore be provided not only in municipalities, but also in areas not incorporated.

At the present time forty-eight of the larger municipalities are now receiving the benefits of municipal plans which have been completed or in the course of completion in the near future. In addition the preparation is now commencing for the towns of Spaniards Bay; Bay Roberts; Clarke's Beach; and Brigus to have their own local plan, and also plans for unincorporated communities have been prepared for Witless Bay; Fermuse; Renew's; St. Mary's and Garnish. As well we have regional studies and plans for six regions that are being prepared for the Burin Peninsula; the Donavista Peninsula and the Baie Verte Peninsula as well as for the southeast and southwest Avalon Peninsula area.

Preparations are also being made to encompass St. John's general area and the Port au Port- Stephenville regions. At present 103 of our major incorporated towns have had large scale mapping completed. This planning has been necessary as one community is largely interdependent on other regions in a given area. The number of regional plans that have already been prepared have already proven their value by maximizing the use of available service and

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facilities and have prevented the occurrence of substandard, isolated, and unsuitable development.

While the protected road regulations have received considerable criticism from time to time, I have no doubt that the implementation of these controls will save millions of dollars for the Province in the future, and will insure the efficient use of our highways. In addition to Trans Canada Highway, protected road regulations now apply to practically all the main roads in the Province. While the Municipal councils and the Government have taken these seemingly unpopular measures, often in the face of severe criticism, there is no doubt that time will prove that the decision to have been is correct.

Mr. Speaker, the Government embarked on a program of share-cost paving within municipalities, and it did receive immediate acceptance by many of the municipalities within the Province. I do trust that the Government will give consideration to implementing this scheme again so that we can assist the municipalities who require this much desired paving within their communities.

Mr. Speaker, the development at Come-by-Chance this year has been looked forward with keen anticipation by many construction workers in my district. Many are expecting to find employment there. We all realize the difficulties and the setbacks that the hon. the Premier had in order to bring this great industry to our Province. I have fully supported this industry since it first was conceived by the hon. the Premier and when the Bill was brought to this House. Now that all the obstacles have been removed, it presents a very exciting and challenging development for our Province. When we couple this with the prospects of a very large Chemical-Core Complex, this will give added employment and high wages and thus this industry will greatly strengthen the economy of our Province but especially this part of the East coast, and I am pleased to know that the Premier was quite confident that a paper mill will start as well at Come-by-Chance this year and I say this will add further employment and we wholly hope that these major projects can be started as soon as possible.

Mr. Speaker, now that this great development is about to start within the next few months, I would like to take this opportunity to stress again the importance of having the road extended through Shearstown to connect with the Trans-Canada Highway near Brown's Crossing at Whitbourne. With this road completed, it would provide an easy access to Come-by-Chance for the workers of Carbonear, Rr. Grace and Port-de-Grave and many would be able to commute daily to work just as they are now doing who now work in St. John's. The distance would be about the same and it is my understanding that a preliminary survey has been completed for this road and I feel that this type of road would qualify for assistance in this construction under the DREE Roads Program.

Mr. Speaker, the fundamental desire and tradition of Newfoundlanders is to own their own homes. It is their desire as well, while in obtaining this ownership that there would be at least possible incumbrance on their property. Therefore, they are concerned in keeping the amount of money required for the mortgage as low as possible. This is especially true for many of our citizens of low incomes and persons without long-term employment such as fishermen, construction workers and others and they do not want to obligate themselves for the long-term debt. Because of the amount required at the present interest rates for them to enter into such a contract would be unthinkable. Our position is more aggravated in our approach in trying to provide houses for our people because



of the relatively high cost associated with construction and the relative low income of our people.

This concept, Mr. Speaker, of shell housing, while it is not new, now offers tremendous opportunities for many of our young married people to obtain a home that otherwise would be impossible due to the financial limitations and at the same time take full advantage of the industry and ingenuity of those concerned. I am confident that if we gained experience in the implementation of this Shell Housing Program, and when it becomes more widely known and understood by our people and with the co-operation and support and the approval of the hon. Mr. Andras and his officials at Ottawa, that we can further modify this concept of shell housing to suit the needs of our people and that I am confident that it will grow into the most popular and widely accepted programs throughout the Province. I am further encouraged by recent statements by the hon. Mr. Andras of the concern and priority his department places on providing homes for low incomes and his concern for the problems of the poor. This is greatly demonstrated by his department, providing out of a total of \$854 million, he has designated \$570 million to this group. He has also further reserved a total of \$200 million for contractors and others concerned in providing homes to conform with new and better ways to meet the needs of this particular group.

Mr. Speaker, the officials of my department are now considering approaches in this regard and we would welcome any suggestions from other interested parties towards this end.

Mr. Speaker, there have been various schemes adopted and implemented by the Newfoundland and Labrador Housing Corporation in conjunction with Central Mortgage and Housing in order to alleviate the housing problems and this has been with some success. I refer to the various schemes such as: co-operative housing, subsidized or low rental housing and various land assembly projects. The principal objective in our enlarged program of shell housing is to assist a great number of our people to achieve their own homes at a minimum possible cost.

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our proposal for putting this scheme into effect, is that the Housing Corporation will build partly-finished houses having arranged mortgage money with Central Mortgage and Housing for a term up to twenty-five years. Down-payments will be kept to a minimum and I would like to cite a few examples of just what I mean. We estimate that with the down part payment of about five percent of the amount we borrowed, that is to say, \$6,000, the downpayment would be \$300 and my officials calculate that the monthly payment for this amount would be fifty-two dollars a month.

If a loan of \$12,000 is required the down-payment would be \$600, and the payments would be \$98.00 a month. I would like to explain that especially in the urban areas, it is anticipated that a house could be constructed including the service land for \$12,000 made up as follows: \$4,000 for the service land, \$8,000 for the house, making a total of \$12,000. Of this amount as I pointed out, \$6,000 would be required for the down-payment.

I am sure that hon. members can see that people of low incomes would find it easier to acquire a home in this manner, rather than the normal procedure of mortgage loans, whereby the persons concerned would be required to pay \$4,000 for the land before the house could be constructed. There could be an additional savings in this amount if lands are tried and accepted, whereby persons themselves could put their own label for the contract and financing could be arranged just for the purchase of materials.

The estimate cost of labour in such a house is about \$2,000. So if we take these figures into consideration, that with an average cost of \$12,000, if we deducted the labour involved, that is to say that with a service lot and a shell house with its labour included, a person could construct this house within the City of St. John's for the sum of about \$10,000. And I am sure that many of the citizens within the City, I am sure, would like to take advantage of such a scheme.

However, Mr. Speaker, as I have pointed out, in the rural areas, I am sure many would want to take advantage of the savings of the labour, because they have many in their families who could assist them in this regard. And naturally in many places, good building lots can be purchased much less than the \$4,000 figure I have indicated. The advantage of this type of housing project, is that the house could be finished on the outside, but the degree

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of work on the inside would be so arranged that a prospective could make the very best use of his own resources in financing the house, and at the same time keep his long-term financial obligations of monthly payments in mortgage funds to a minimum.

In Newfoundland and Labrador Housing Corporation could as well clear up the difficulty problem that is being experienced and establish good title for the property. My officials tell me that this is the most serious problem and quite often people have been frustrated in acquiring a decent home, because he has not been able to acquire proper title to their property, acceptable to the mortgage company.

After we have gained experience in acquiring land and the construction of shell houses for sale in the regular manner, we see a second phase that evolves, the co-operation in acquiring bulk land, servicing it, and Central Mortgage Housing giving the individual the opportunity of taking a mortgage directly from them, and constructing a house by its own arrangements, to a pre-agreed stage of each completion. In this manner the Corporation will have assured that good titles have been established for the individual, and the necessary municipal service was offered.

We also see a third stage, and when we gain I say some further experience in these previous stages, there are in Newfoundland many situations, where individuals would wish to build his own home on land that he already owns. We hope that the shell housing principle will apply to this type of individual as well. And any house so located that it would be consistent with good community development and planning, and that he would have the assurance of a proper water facility. We look forward to an exciting year, and I am told again by my officials that we could lay the ground work this year, and could develop in one of our busiest house construction programs.

For further information and members, it is estimated that our annual requirement of houses will vary from year to year, and that we anticipate that for the next ten years, this request for housing will run from three to five thousand annually. And if we take an average between the two amounts, let us say 4,000 units a year, the estimated capital requirements for house construction within the Province is \$80,000. This will provide as I say, approximately 4,000 units per year

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I regret to say that due to the high interest rates now prevailing, and the high cost of service land, there has been a serious deterrent in normal mortgage financing by the private sector. And no immediate solution is anticipated in this regard. This problem is receiving the attention of all levels of Government and private enterprise within the nation with a view of some finances or some practical solution to this problem.

Mr. Speaker, to summarize what I have said, I have come to the conclusion that if we cannot develop a substantial shell housing program, in conjunction with the existing schemes for the lower income rental housing units, I feel that we have made negative approach in solving the housing problems of our Province.

And I look forward to improved situations in this regard, and my officials of my department will be applying themselves in the months ahead towards this end. To relieve the problem of high cost of houses within the Province, the only other possible assistance relieving the cost of housing would be for the Federal Government to subsidize the actual cost of the service land or to subsidize the interest rates. The concept of long term leases now available in the Province of Quebec is taken care of in our concept of shell housing in urban areas, for a minimum down payment of five percent. The cost of land is included with the cost of the house, and is part of the mortgage money spent over a period of twenty-five years. In many rural areas this program of high priced land will not be applicable.

It is the intention in this session to present to the House the necessary legislation that in the case of multipliable unit buildings to let persons join together in home ownership and management of properties, and into individual ownerships and at the same time to provide such common areas as parking lots, playground, basements, roofs, and other things pertaining to the building itself, are all in common use by the owners themselves. This is known as the "condominium" housing, and it is relative new elsewhere and it is concerned that the necessary steps should now be taken to enable this application in this Province.

We look forward to later in this session to bringing forward this legislation to this condominium house construction.

Mr. Speaker, in conclusion I would like to refer to the condition generally throughout the district as I find them, and as well to point out some of its needs. The district of Port de Grave continues to play a very significant part in the distribution of various goods, in Conception, Placentia,

and Trinity Bay, as well as other points on the Avalon Peninsula. This is evident by the many large wholesalers being located there, and are distributing general provisions of every description throughout the area. Other goods such as ~~red~~ beer, and soft drinks, coal, oil and fishery salt, as well as sand and stone for highway construction and ready mixed concrete is generally delivered. If production is widely distributed as well, and we have four large producers of salt codfish and one fresh fish plant at Port de Grave. The areas used by Maple Leaf and Robin Hood Flour Mills Limited for the storage and distribution of flour for the whole of the Avalon Peninsula. Public services are being constantly improved and now at a high standard. Bay Roberts itself is the central point of all long distance calls, coming into the central and northern half of the peninsula. Also, the Newfoundland Light and Power has a maintenance depot, and a large power sub-station forming part of the grid utilizing the power from Bay d'Espoir. Banking services are well provided, there are four branches in the district. The Department of Highways have a maintenance depot located at Bay Roberts providing good gravel roads and excellent snow clearing conditions in the winter months.

Community playgrounds have been provided in all the incorporated towns, but more recreational facilities are needed, especially for our young people. The Lion's Club Swimming Pool is progressing well at Bay Roberts, and it is expected that this will come into operation early this year, and I understand, it is to be a heated pool, and I am sure it will be looked forward to many of our young people with keen anticipation.

The two large public pastures, one is located at Brigus, and one at country road Bay Roberts, these have been well patronized by the local cattle owners, and has been a tremendous help to various councils of the area, in enforcing their cattle regulations, preventing them from roaming at large of cattle in their prospective towns.

The home for the aged at Clarke's Beach, being operated by the Pentecostal Assemblies of Newfoundland is working well and extensions have been added. I feel sure that if members could find time to visit with them, they would be pleasantly surprised of the surroundings and the high standard of accommodations provided.

The Canadian Army is planning to purchase the Kelly's property at Springfield, Mackinsons, for the permanent site for the Army Camp in the Province of Newfoundland. It is

It is excellent property, ideally located for this purpose. The Boy Scouts of Newfoundland had a province-wide jamboree there last year. We have, Mr. Speaker, three distinct tourist attractions that can be fostered and I refer to the picturesque fishing community of Port-de-Grave which as you know is an artist's delight and many visitors as well can see for themselves all phases of the cod fishing industry carried out, that is to say, the landing, the splitting, the salting and the drying of the cod fish can be readily seen there day to day. Also we have a small fresh fish plant operating at Snip Cove. Mr. George Noseworthy, local artist has been very successful with his Fishermen's Museum, with many visitors taking a keen interest in all of his work. I further suggest that the home of the late Captain Bob Bartlett should be preserved and made available to the visiting public, with all his personal trophies of his various exploits to the North Pole. At Cupids, near the Guy Memorial Site, could be erected buildings and other effects similar to the period of Guy's first visit in establishing a colony in the New World. These various attractions are about fifteen to twenty miles from the Trans-Canada Highway accessible by a good paved road, and I am sure, Mr. Speaker, that if these were provided, we would have a tremendous influx of tourists into the district during the summer months.

Mr. Speaker, the district itself continues to maintain a steady but slow growth. It will be further strengthened by the developments that are to take place at Come-by-Chance. We have large blocks of good land that can be developed for house construction. We are in daily driving distance to all the major sources of employment on the Avalon Peninsula plus a fair amount of employment within the district itself. Doctors' services are being recently improved by extra doctors now located at Brigus. Good weather with very little heavy fog. Good harbour conditions at Bay Roberts, Cupids and Brigus. We have one of the most prosperous fishing communities within the Province at Port-de-Grave. We have located excellent fishermen with many firsts in its development to their credit. We have very little able-bodied relief. We have a good trained working force and are recognized to be among the best construction workers in the Province, especially the carpenters, cement and brick workers, truck and heavy equipment operators. Also our people have a deep pride in the cleanliness and general well-being of their churches, schools lodges and communities, and I would like to say, Mr. Speaker, that this trend is continuing and I am amazed myself, when I drive through the

district, in the general upkeep of the personal properties in the area itself, and I feel that it would compare favorably with any that I have seen at least in the Province of Newfoundland.

Mr. Speaker, as well, education opportunities made a tremendous stride during the past five years and this progress is continuing under the new educational system of co-operation between all the churches and we now find ourselves with an educational system equal to the best anywhere within the Province. Just one example of this tremendous growth is clearly demonstrated by what has taken place at Ascension Collegiate in Bay Roberts. It was first contemplated after the erection that enrollment would exceed 300 to 350. But, Mr. Speaker, in the short space of three years, enrollment has now reached 630. There are twenty-six teachers on the staff teaching the regular subjects as well as the two languages. They teach the four sciences. We have three specialists music teachers. We have a full time physical instructor on the staff. We have a guidance counsellor, a religion education teacher, along with home economic classes and a fully staffed cafeteria where dinner meals are served every day.

Mr. Speaker, the growth of local government has been a most significant and I am happy to say that about eighty per cent of our population now live within nine incorporated areas. It has been my good fortune to have elected as councillors men who have dedicated themselves to their work and with the generous help of this Government have brought many improvements to their respective towns.

Mr. Speaker, the principal request of my district is the improvement of roads by paving. I am fortunate in having a fair amount of this work completed but this has caused resentment among communities where the asphalt has not yet been laid, and residents concerned are very anxious to have their communities treated in the same manner as the other communities in the district. The following is a list of the amount required for paving projects in the district. At Hibb's Cove, Port-de-Grave, we have a distance of one-and-two-tenth miles. I am sure that the people are eagerly looking forward to the completion of this road this year. This will be the final phase of the road through Port-de-Grave which was completed sometime in 1968 and we look forward to the completion there this year. This, as I say, only one-and-two-tenth miles and the estimated cost is \$80,000. Another section of road is at Station Road, Clarke's Beach, this is within the town of Clarke's Beach itself and we have sixty per cent of the people living in this street and the distance of

road  
of this particular/is one-and-five-tenth miles. The estimated cost is between \$90,000 and \$100,000.

The Springfield Road in the town of South River, they are requesting a similar paving program this year as well and this estimated cost is about \$100,000. We have requests from North River and Hall's Town. We have requests in from Hodge Water Line, requesting two and a half miles and the communities of Country Road and Bay Roberts, within the town of Bay Roberts, they are requesting similar pavement and we feel that in most instances the designed work has been completed and all is necessary is for the Government to give authority to call tenders for these particular roads. I am sure that they are looking forward to a program especially this summer, and they would like to feel that their road will be considered by the Minister of Highways in his general program of road construction throughout the Province.

Mr. Speaker, I have referred to this matter several times here in this House. I think in closing I should probably refer to it again. I have referred to the provision of hospital services for Conception Bay Centre. As you know this has been a most active consideration for the past three or four years, and they are concerned to providing some hospital services for the people of that area. We did have a drive for funds two years ago and the first response was tremendous. We have collected and raised \$40,000 cash. It is now in deposit at two banks in Bay Roberts and at the time we



we had a commitment to raise \$100,000 towards construction, and our people are confident that this amount could be raised at short notice once the Government was in a position to indicate its position as regards to hospital construction of the area. However, Mr. Speaker the hospital committee have met several times, and have discussed the problem of hospital construction in the area, in the light of government trends of more centralized hospital services. That is to say larger hospitals to serve larger areas instead of smaller units spread over the same areas. With this in mind we are prepared to recommend to general committee that the Government would forego the erection of a hospital at Bay Roberts as promised, and join with the people of the Carbonear hospital district, and have one joint hospital erected, to serve all the needs of both hospital districts, provided that the hospital itself would be located as centrally as possible in the both areas to be served, so that the doctors and patients, and more especially the doctors, would only have to travel about the equal distance when requiring medical services.

Now Mr. Speaker, I would like to add further that this has been very active with the committee for this last month or two, and I say we would like to join forces with the people of Carbonear in having one central hospital located, and I am sure that this concept would be well received by the people of our district. We know the difficulty in providing small hospital units in such a small area, and we hope that this request will be given favourable consideration by the Minister of Health.

Mr. Speaker, a major concern of the town of Bay Roberts is to have their community served with a water and sewerage system. It has been actually considered by the Council for the past four years, and all the design work has been completed to call tenders. And we should hope to receive the support of the Department of Community and Social Development to have this system included and accepted by DREE for construction early next year. I feel that we are confident that some undertaking will be given possibly in the new agreement to be signed this year. And we are fortunate that we are at least in the area to receive assistance from DREE, being part of the greater St. John's area, and we look forward as I say to getting a commitment so that our people could at least anticipate construction next year. I know that we have a very costly project, because of the area to be served. This will serve the

needs of some 4,500 people, and as well, the people of Spaniard's Bay who are now within the district of Harbour Grace, and can utilize this same system and naturally they will be looking forward I would say to some indication from government in this regard as well.

The estimated cost for the water system at Bay Roberts is some \$2,300,000. This would make it one of the most expensive projects within any community, but as I say, you must bear in mind the large population which it serves. It serves three communities, that is Shearstown, Bay Roberts, Coley's Point and part of Country Road, a population of some 4,500 people, and I say we look forward to some consideration and some action later this year.

Mr. Speaker, in conclusion I would like to offer my congratulations to the hon. the Premier on his magnificent victory at the leadership convention last October, last November. I am convinced that the Premier's determination to get jobs, jobs and more jobs to large scale industrial development, using our basic natural resources, is the only practical course for this Province to follow.

As I mentioned in part of my address there last night, the last Session of the House, that reference had been made outside this House that we should place small emphasis on secondary industry. I would like to see those advocating such developments to come forward and spell it out in detail, what type of industry we should have. And then we would be in a better position to judge its merits or otherwise. I know we all know the history of secondary industry especially since Confederation, and I am sure our family itself being very active in trying to provide secondary industry, and I am sure, regrettable to say without too much success.

Frankly Mr. Speaker, I fail to see where we could expect large scale employment from this source. Wages would have to be low, and we are limited by the very limit of a home market, and the only way I feel that this type of industry could really survive, if it were possible to have protective tariff on goods coming into the Province. I say all we have to do is look back and see how many of the local industries have gone out of existence, that was in this Province say twenty to thirty years ago.

I am sure that the Government and the Premier would be pleased to have any recommendations or suggestions that those advocating such development would come forward and make it known. Mr. Speaker, in conclusion I would

like to assure the hon. Premier that he has my full support in his determination in providing source of employment. And that I will continue in my support to him as the leader of the Party and the Premier of our Province.

Thank you very much.

MR. T. ALEC HICKMAN: Mr. Speaker, may I first join hon. members in extending my congratulations to the mover and seconder of the Address in Reply.

Regretfully I understand the mover the hon. member for Trinity North is ill, and confined to hospital, or was, and we hope that he makes a very speedy recovery.

I should like to while I am in a congratulatory mood, to congratulate the hon. the senior member for Harbour Main for his excellent participation in this debate. I do not want to cast reflection on other hon. members, but I think it was by far in a way, the outstanding contribution that we have seen during this Session of the House.

And again while I am in this mood, I think that the hon. the Premier is deserving of congratulations. He has graduated, he has left the ranks of Eisenhower, DeGaulle, Churchill, others, and has now passed into that stage of great-grandfatherhood, and I think the hon. members of the House will join with me in extending him our best wishes and congratulations, that he moved into a new plateau. Today I must say I was impressed and deafened to some extent by the strong voice of the hon. Minister of Justice, as he led us in the Ode to Newfoundland, and in his very fitting tribute to the twenty-first anniversary of Confederation <sup>with</sup> Canada, when he spoke of the insurmountable obstacles that the hon. the Premier had to overcome at that time, and one of three members of my profession was very actively involved. I think that the hon. the Minister of Justice as one of our opponents could speak with a great deal of feeling at that time, but right triumphs and here we all are today. And our only concern, our only desire, our only hope is not that we continue to look back all the time. He who looks back has very little to offer for the future. But rather as we continue on in this great confederacy. That we bring to our people the just desserts of our being apart of the Canadian nation. And may I

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one more personal note draws to the attention of hon. members a new publication which has hit the press last week, the Burin Peninsula Post, some fine looking men on the front. It is what we call on the Burin Peninsula our answer to the government's bulletin. It is factual, it is long overdue, it has a very public spirited gentleman in the person of Mayor Hudson of Marystown, as mayor, a man who won a tremendous victory over great odds in the recent municipal convention, or election and a man who is very rapidly emerging as a great leader in the ancient and hon. district of Placentia West. The

When on opening day of this session the hon. the Leader of the Opposition had the temerity to read certain extracts from the Amulree Commission Report he aroused the ire of certain hon. members on the Government side and particularly the hon. the member, the Minister of Rehabilitation and the hon. Minister of Mines. And he was castigated and everyone else who had mentioned it since for even daring to compare the bad old days of the thirties which so few of us remember, and with the present alleged prosperity of the Province of Newfoundland. But in their anxiety to castigate those who should look back that far and I must confess I do not subscribe to the view of looking back certainly not to the thirties. Conveniently or otherwise certain statements in that report were completely overlooked. Let me refresh hon. members memories of two statements that were contained in that report. I quote: (1) referring to the difficulty in these days of getting good men and women to enter the political life of the Province or the island it was said that, this is not due to the lack of public spirit, but to the public abuse, and personal abuse to which candidates are subjected and to the feeling that if elected they would be suspected of being associated with corrupt dealings. Well, if any of us had on the radio this morning we would be bound to ask the question, has there been any change? Has there been anything happen in the Province of Newfoundland in the last 20 years that would not make decent men and women hesitate before they decide to serve their province and I consider to be the most solemn way and most solemn manner that they can be expected.

(2) a further quote was: a further aspect of life in Newfoundland which cannot fail to impress the detached observer is the reckless manner in which the resources of the country have been dissipated as will be readily appreciated from the description of the existing political system, political control of Newfoundland as involved periodical reversals of policy, lack of continuity, absence of expert service, nearly all appointments being political, without

reference to merit and the patronage of certain business firms in disregard of the just requirements of others.

Now, Mr. Speaker, that is Newfoundland I gather in 1930 and the comparison draws the wrath and ire of certain hon. gentleman across this House. Let me read just two more comments that may or may not meet the approbation and approval of hon. members on the Government side. (1) and I quote Mr. Speaker, "Newfoundland had been shockingly abused, her resources squandered, her people exploited, her future jeopardized, her treasures sold abroad for pittance". And the other Mr. Speaker, if I may, "referring to a survey that was taken on one occasion, it was also found by the same survey that in some cases widows deprived themselves of personal nutrition in order to insure that their children receive the best foods". Now Mr. Speaker, hon. members will probably shake their heads and say, back you go to the bad, bad old days of the thirties, the days that we have long since left behind us. And Mr. Speaker, hopefully this is true. But I was not reading from the Amulree Commission Report. My first quotation Mr. Speaker, Newfoundland had been shockingly abused, her resources squandered, her people exploited, her future jeopardized, her treasures sold abroad for pittance is Newfoundland in 1969. Last year Mr. Speaker, the press of Canada conducted as they do at the end of each year, quotations as it related to various provinces, various areas, various culture throughout this Nation. To our shame this was the quotation that was used, a quotation from the Toronto Telegram and carried as a quotation of the year for the Province of Newfoundland. The author I do not know. Newfoundland has been shockingly abused. Newfoundland in 1969. What about the second one Mr. Speaker, how does this grab hon. members? It was also found by the same survey that in some cases widows deprived themselves of personal nutrition in order to insure that their children receive the best foods.

Is that a quotation from Toronto? Is that a quotation from an unknown author? Does that refer to Newfoundland 1930? That Mr. Speaker, is Newfoundland in 1969 and it will be found on page 262 of the Royal Commission's Report on radiation, compensation and safety at the Flourspar Mine in St. Lawrence. So let us not get carried away by all the great progress that this Province is witnessing at this time. I believe rightly or wrongly that the first obligation for any Government elected to office, is a social one. You may argue that it has other very solemn obligations, of course it does,

it has obligations to find jobs, it has obligations to provide social services, It has obligations to improve education, it has obligations to improve health services, but Mr. Speaker the Government is really the social conscience of this Province. And I am not very proud and I hope the hon. Minister of Rehabilitation is not very proud when today in the Province of Newfoundland widows are still depriving themselves of personal nutrition and the necessity of life to provide good food for their children. But Mr. Speaker, that is happening. That is happening today, On April 6, 1970 in the Town of St. Lawrence, happening to widows, happening to dependants, happening to men who had given their lives in the productivity of this Province. Men who worked in a mine that has been the subject matter Mr. Speaker, of a very thorough Royal Commission Report. I would say the most thorough Royal Commission Report. I would say the most thorough Royal Commission Report that we have seen on any one particular isolated industry.

The people of St. Lawrence in my opinion had never for some reason that is moss to me has never enjoyed the affection, the understanding, of the Government of this Province that it should. I have heard before I became a member of this Hon. House, I have heard the hon. the senior member for Harbour Main, express precisely these same views. I have seen him and heard him in this House pleading that Government use some understanding some appreciation of what the people in St. Lawrence have contributed to our economy and what they have seen and what they are suffering at this time.

This report Mr. Speaker, of the Royal Commission was submitted to Government in September of 1969. We waited a long time for it. The people of St. Lawrence waited with a great deal of anticipation. Because this was their last hope, th they suffered from the forties through to the seventies, waiting, hoping, little recognition and at long last three years ago a Royal Commission was appointed.

The only statement, Mr. Speaker, that we have seen or heard with respect to the Royal Commission on St. Lawrence was one from the hon. the Minister of Health, dated February 26th, 1970. And in that report he confirmed to the House, that he and his colleagues, some of his colleagues are giving careful consideration to this report. But there are the problems of recommending and implementing the report in this recommendation are highly complex. The problems of implementing them are highly technical. They are so technical, so complex, according to the hon. the Minister of Health, that a medical specialist in industrial medicine and hygiene had to be retained from Ottawa and to hold certain meetings.

But, Mr. Speaker, there maybe certain technical points in these recommendations. There may very well be some policies that will have far-reaching effects on the compensation laws of this Province. But, there are an awful lot of recommendations in the report of the Royal Commission, that could be implemented, if the affection is there, if the understanding is there, if the willingness is there, in a matter of hours. And I assume, Mr. Speaker, that the hon. the Minister of Health and his committee of colleagues to which he refers in his statement of February 26th, have read this report, have read the recommendations, have seen the dreadful comparisons between those who are welfare recipients, and those who are receiving workmans compensation. Who have seen that this commission find, that it is unjust, humiliating, and degrading from widows of deceased workmen to have to go and receive social assistance, when the monies that they are entitled to receive under the Workmans Compensation Laws, are monies earned by their husbands, and their deceased husbands and their deceased fathers. We have seen this we have seen the report, and the recommendations as contained on Page 259. And we find that widows with large families are better off on social assistance, receive additional benefits, receive assistances in the matters of municipal taxation, in the matters of education, in matters of housing, that are denied to the widows of St. Lawrence.

Now whether it is true or not, the Royal Commission find them.

HON. STEPHEN A. NEARY: (MINISTER OF WELFARE): Will the hon. the member permit a question?

MR. T. HICKMAN: By all means.

MR. NEARY: Is the hon. member aware that within the last three weeks, upon representation from Mr. Leo Slaney, the President of the Union in St. Lawrence,

and Mr. Alyward the Mayor at St. Lawrence, that I carried out a special investigation, my department, in St. Lawrence with one of our mature and experienced social workers in the area, and we proved beyond any shadow of doubt that the statement made in the report is completely out to accept that in a few cases, widows may be allowed to drug, and eye glasses and building materials, but we are assisting a large number of widows in St. Lawrence supplementing their workmens compensation, but just take the statement perse, Mr. Speaker, it is not correct. I can let the hon. member have a copy of the report, if he would like to have it.

MR. HICKMAN: Thank you, Mr. Minister, I will be more than happy to receive that report. But, as of today, I submit Mr. Speaker, the statements contained in this report that a widow requiring assistance for housing could with the approval of the minister receive \$2400, and in certain cases an amount in excess of \$2400 with the approval of the Lieutenant Governor in Council, does not help the widows at St. Lawrence who are recipients of workmens compensation.

MR. NEARY: This was pointed out as , if the hon. member will permit me, this was pointed out to the widows, they were all interviewed, I think, it was twenty-two. And if they were not aware of this fact, that they could apply for materials to repair their houses, if they needed it, then the social worker told them during the interview what their rights were in this regard.

MR. HICKMAN: The implementation of the first recommendation in that report. And I thank the hon. the minister for it. Because, as you will recall the commission recommended that forthwith in September that the widows and dependents in the Town of St. Lawrence be made available of any possible assistance that could be provided to them. We have been sitting back waiting, because for the life of me, most of these recommendations do not require, they are not complex, they do not rquire great months of study on the part of exports.

But, the most important recommendation of all, Mr. Speaker, is in the Appendix which lists the names of approxiantely 100 men, past and present who work in the mines at St. Lawrence prior to the fifties when lung cancer was recognized as an industrial disease. This commission took every case, some of the men are still alive, regretfully they are disabled, took every individual case, checked the records of employment, checked their exposure to dust in the minds, and having done that, came to conclusions and findings as to how many of these men and their dependents were entitled to compensation. Not all of the names contained therein were found to be entitled to compensation, but most were.



Now, Mr. Speaker, this is no great departure, this does not require any massive amendments to the Workmen's Compensation Act. It may require some, the recommendation is that the offer of a new fund be accepted, when they offer to contribute to a fund it will not cost, I suspect more than a \$100,000, to provide compensation to the remaining beneficiaries and dependents of these men. This does not require any decision by Ottawa, it does not require waiting for advice of specialist from Ottawa. Nor does the decision to include silico-tuberculosis, as an industrial disease in this Province require any technical advice.

The fact is, Mr. Speaker, that in England, in most European countries and in African countries, silico-tuberculosis is regarded and accepted as a compensatable industrial disease. The results are well known, the instances are well known, unfortunately again, in the mine at St. Lawrence or in the past at least before they took the safety precautions they now have, silico-tuberculosis was a disease that has not been compensated for and again, we have been expecting every week, so has Mr. Leo Slaney, the President of the Union, so as the Town Council of St. Lawrence, expecting an announcement that, that recommendation will be implemented forthwith.

Again, there is a recommendation that the inspectors be increased, the number of inspectors in the mines be increased from one to two, until an accurate and completely definitive survey can be completed of the safety factors in the mines. Nothing technical about that, Mr. Speaker, nothing that requires any great profound change of Government policy. It is simply a decision by the hon. the minister of Mines, or Labour. I think, Mines to send a second inspector, and station him permanently in St. Lawrence. These are the sort of things the Town of St. Lawrence, which is making a contribution to the economy of this Province, far out of proportion to the size of its population is entitled to receive. This is the sort of decision that an industry which today employs 400 men, more than will be employed at the Refinery if it is built at Come-by-Chance. Four hundred men permanently employed. This is the type of understanding, the type of consideration that these people had been waiting hopefully for years, and they were sure they were going to receive it, when this report of the Royal Commission was made public. But, to date the answer has been a frightening, silent, then once again has aroused the apprehension of the people of St. Lawrence that they are again going to be left where they have been for the past twenty or thirty years, not much sympathy, less understanding, on the part of the Government

of this Province.

Mr. Speaker, there are many recommendations in this report. I do not propose to deal with all of them. The report is in the hands of all hon. members of this House. In the hands of the press, it is in the hands of many other people throughout this Province. And I believe that most people share with me the desire that we see a statement now from the Government of Newfoundland to what will be done with reference to the implementation of the report, and if we not intrust these widows by the sort of statement, it says the cost problems of implementing this report are highly technical.

Mr. Speaker, I

Figure the hon. the member or Minister of Rehabilitation referred earlier to the comments of the mayor of Marystown and the editor of the Burin Post to the removal of the Welfare Office from the town of Burin, when I had made a note here to <sup>do</sup> precisely the same thing.

The fact Mr. Speaker is this, that up until quite recently two welfare officers were stationed in the town of Burin. I do not know what their workload was, I know that they were quite busy. Their work in the main was quite satisfactory. I believe that it was the first Welfare Office in the Province, or at least the first outside St. John's to have female welfare officers. They brought with them a great deal of understanding, and they also I believe, had the support and confidence of those with whom they dealt in the town of Burin.

Mr. Speaker, in the town of Burin as far as the able-bodied is concerned, we have pretty close to full employment, so that it can be assumed that most of the people who go to the Welfare Office in the town of Burin looking for assistance are not people who are going there because they think it is the smart thing to do, or because they are proud of the fact that they are in receipt of social assistance. They are going there rather because of illness on the part of the breadwinner, or of some other personal private reasons they no longer can provide for their families the necessities of life.

Mr. Speaker, it was not the Mayor of Marystown who was so critical of the hon. the Rehabilitation Minister, but rather it was one of our young breed of mayors, mayor Don Hollett who publicly castigated this Government for its actions in removing this Welfare Office. I hear him, I was in Burin district when he made his statement, when he accused the Minister of Welfare of moving this office in the "dead of night" and putting it in a shopping centre in Marystown. Taking it out of the district, putting it in the shopping centre in Marystown, when the welfare recipients <sup>who</sup> are people in need of social assistance, social advice, went to the office the next morning there was a sign on the door saying "Come to Marystown to the Lundrigan Plaza and there you will get your social assistance."

HON. S.J. NEARY (Minister of Welfare): Mr. Speaker, will the hon. member permit a question?

MR. HICKMAN: Question or statement?

MR. NEARY: Is the hon. member aware that up to this moment the Welfare Office in Marystown and Burin has not been moved? That the hours and the days that office are open are exactly the same as they have been for years, and that the

service in the Marystown office that he is referring to is in addition, is an additional service to the people of Burin that they did not have before. Is the hon. member aware of that?

MR. HICKMAN: Not only am I not aware of it Mr. Speaker, but I have grave doubts if that situation exists in Burin now. It did not exist in Burin the day that the Mayor of Burin and myself made the public statement on the closing out of the welfare office in the dead of night. The fact is, that in the interest of consolidation, I think consolidation was the word, nor was it a fact three days ago Mr. Speaker when there was another statement emanated out of Marystown which I have there somewhere. They were unkind enough in that statement from Marystown to suggest that the investment in the shopping centre at Marystown had to be met. The new rentals had to be found, and that this was why that Welfare Office was moved from Burin to Marystown.

MR. NEARY: It is completely untrue

MR. HICKMAN: Whether it is untrue or not, it is a fact that if you want to find the welfare officers in Burin you will find them in the shopping centre in Marystown.

MR. NEARY: No, you will find them three days a week in Burin

MR. HICKMAN: Three days a week in Burin? ha! ha!

MR. NEARY: That is all they have been

MR. HICKMAN: Oh, Mr. Speaker, Now look, let us not kid around. Let us not fool ourselves. The headquarters for the welfare services on the east side of the district of Burin up until three weeks ago was in the municipality of Burin.

MR. NEARY: And it still is

MR. HICKMAN: It is not Mr. Speaker.

MR. NEARY: I beg your pardon

MR. HICKMAN: It is in the shopping centre in Marystown. The very idea of putting a welfare office for any district in a shopping centre in any part of this Province, where people, I am not concerned about the man (and there are very few of them in Newfoundland) who is manipulating and trying to fool the Minister of Welfare, or his officials to get social assistance, but what I am concerned about is the huge number of people who through no fault of their own find themselves in a position where they have to get advice and social assistance from the welfare officers. They do not do that out of a sense of pride, they do it out of a sense of great humility. They do not particularly want this advertised. They do not want to have to line up while the crowd

are going in and out of Sobeys Supermarket. It is not a supermarket business. They do not want to be standing there when they see people going in and out of McMurdo's Drug Store in this new shopping centre.

MR. NEARY: This is entitlement, they are entitled to this according to law.

MR. HICKMAN: They come to the conclusion that they are being made public a public spectacle of. They are not going to tolerate it, and they have my assurance that it is going to be changed.

MR. NEARY: Would the hon. member like to see them sneak in the back door?

MR. HICKMAN: I would not like to see them sneaked in at all. I would like to see them go to places where they are not going to be subjected to public humiliation. I do not agree with the statement that is attributed to the hon. the minister that they should have curling teams, and they should be put on public display.

MR. NEARY: Of course they should. Why should they not?

MR. HICKMAN: I do not agree with that at all, and Mr. Speaker, this is the sort of dealing or discrimination that we are finding in the town of Burin. This is what brought on irate statement, the castigation by one of the new breed of young mayors that we have. Mayor Donald Hollett, not Mayor Hudson. Why would he complain? It is going into his town. Mayor Donald Hollett of Burin and some of the phrases, some of the words that he used are not parliamentary and far be it from me to use unparliamentary words.

MR. NEARY: I can assure the hon. member right now that the office in Burin has not been moved, and we have no intention of moving it.

MR. HICKMAN: Mr. Speaker, those in need of social assistance in the municipality of Burin are not receiving anything like the services and the attention, and the advice that they did receive until three weeks ago.

MR. NEARY: There has been no change, no change

MR. HICKMAN: Look, Mr. Speaker, if somebody makes a mistake in investing money into a business enterprise. If someone makes a mistake in building a shopping centre that is too large for the economy of a particular area, and then finds that he cannot rent that area. Why is it that the Government has to come to the rescue? There are no jobs involved. Paying rent to Lundrigans Limited in Marystown does not provide any jobs. If they make a mistake let them live with it. If they make a mistake in Stephenville and build houses that do not have public acceptance, why does Government have to come their rescue? If they are good business men, and we hear from time to time that they are the cream of the crop. That they are great business men, that they

know what they are doing, then why do they have to rush to Government?

I am not going to stand here as the member for Burin and see my people in the town of Burin victimized just to make the shopping centre in Marystown pay.

MR. NEARY: A tempest in the teapot. There has been no change.

MR. EARLE: Would the hon. member permit a question? Would the hon. member have any idea what rent is being charged for this space, and what is being paid?

MR. HICKMAN: Mr. Speaker, that is a question I cannot answer. I would like to see a comparison between the rent that is being paid in the shopping centre in Marystown and the rent that is being paid for the Welfare Office in the town of Burin.

MR. NEARY: The hon. member is aware of course that the space in Burin is rented from the Town Council.

MR. HICKMAN: I am aware of that, I am aware also that the Town Council has additional space that they would gladly make available, and I am also aware that the Mayor of Burin made this statement public. I am aware of one other thing also, that there has been some shenanigans, some fiddling around going on with respect to the Welfare Office in Grand Bank, and that there again is some apprehension amongst the people from the other side of the Peninsula that they are going to be treated to the same fate, and that, in the interest of consolidation. It sounds wonderful. In the interest of consolidation their welfare officers are going to be moved.

MR. NEARY: The hon. member suffers....

MR. HICKMAN: But you cannot terrorize the people of Burin

MR. NEARY: The hon. member is

MR. HICKMAN: They will not be terrorized, you can discriminate all you wish but you will not get away with it

MR. NEARY: The hon. member is suffering from hallucinations, because this is another untrue statement.

MR. HICKMAN: Well can I say categorically now

MR. SMALLWOOD (J.R.): No, the minister says it

MR. HICKMAN: Will the minister say categorically now there will be no change, no reduction in the staff of the Welfare Offices in Grand Bank.

MR. NEARY: Will the hon. member permit me Mr. Speaker? I would like to state categorically to the hon. member who just asked me the question Mr.

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Speaker, that there has been no change in the Welfare Office in Burin, that we have no intention of changing that office. It is open three days a week as it has been for years, and that we have no intention of changing the office in Grand Bank or reducing the staff of the office in Grand Bank.

MR. HICKMAN: No reduction in Grand Bank. Period.

MR. NEARY: Period.

We have this cleared up now once and for all and the people in Grand Bank can rest easy. This question of discrimination which has been going on and its effects on the joint councils, they dreamed it all up.

MR. NEARY: Hallucinations.

MR. HICKMAN: You better tell the joint councils the next time you meet with them then that they are suffering from hallucinations and false rumors. Oh yes, so was the Mayor of Burin, he was suffering from hallucinations.

MR. SMALLWOOD: False rumors. Probably planted.

MR. HICKMAN: Oh, yes. Probably planted by whom?

MR. SMALLWOOD: Oh, the rules forbid me to say.

MR. HICKMAN: All right. Well I would suggest to the hon. rehabilitated minister that he check into who ever his employee was that put the notice on that door, because he must be a planter and we cannot have planters going down and planting rumors in the district.

MR. NEARY: Would the hon. gentleman permit me?

MR. HICKMAN: Now we got it straightened up. It is all untruths. It is all lies, all rumors. There has not been the consolidation, the welfare officers are not now over in the Lundrigan's centre in Marystown that they do not need that money for the rents, that is all straightened out.

MR. NEARY: Would the hon. member permit me?

MR. HICKMAN: No, I propose now to go on to some problems we had in Fortune. Not welfare problems, delightful problems. Problems that you will find in productive areas.

The speech from the throne refers to shell housing. Remember the great discovery, Mr. Speaker do you remember the discovery? Shell housing was discovered this year. Mr. Speaker, shell housing was discovered by the Government over a year ago where by the Newfoundland Labrador Housing Corporation, three years ago, under the guidance of the hon. member for St. John's West, the progressive guidance of the hon. member for St. John's West, shell housing was started in the town of Fortune. In the town of Fortune some shell houses had been built and it is hoped and it is believed that there will be public acceptance for this shell housing policy in the town of Fortune. We do not know yet but the indications are that there will be.

There are other problems Mr. Speaker, problems that the hon. minister of Social and Community Development is aware of and problems which he has undertaken to co-operate with us in settling it and I thank him for his courtesy

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and I thank him for his frankness and I thank him for his ability to put the fact before delegations when they come to see him without making any promises and if the news is bad they will receive it, if on the other hand a solution can be found they will believe him. That is the sort of approach that I would like to see and I expect to see in the developing areas of this Province or with respect to the developing areas.

In the town of Fortune, Mr. Speaker, for those who think that everything is wrong with resettlement, which it is not. There are 409 employees in the Booth Fisheries Canadian plant at Fortune and of these 409 there are 269 are now residing in Fortune. The rest commute and come from areas as far up the coast as Terrenceville and Wreck Cove in my honorable friend's district of Fortune Bay. Mr. Speaker, the important and encouraging thing is this that in 1967 only 45-per-cent of the employees of Booth plant at Fortune resided in the town of Fortune. As of today 66-per-cent of those employed in that plant now have taken up permanent residence in the town of Fortune. Fifty-per-cent of the trawler crews are now residing in Fortune as compared to 25-per-cent in 1967. During that period we had seen in Fortune, and I should not do this as people will think that I am hard at times, thanks to the policy of the hon. member for St. John's West when he headed the Department of Housing they built their twenty-five C.M.H.C homes and thirty-five additional homes.

Well Mr. Speaker Fortune has stated, fish plant operators in Fortune as have the fish plant operators in other parts of the Province suggested and said; "that in order to have an efficient plant you must have 85-per-cent of your work force resident in the area where the plant is functioning". In order to do this Fortune will require this year at least thirty additional new, not shell houses, but new housing units acceptable to the people and ready to move in.

MR. SMALLWOOD: Would the hon. gentleman allow me? He is hopelessly out of date when he talks when he talks of thirty houses. Fortune is about to undergo the second greatest development of all its history and it will need far far more than thirty additional houses. I repeat; Fortune is about to undergo the second greatest industrial development of all its long history and it will need far more than thirty additional houses.

MR. HICKMAN: I have this in front of me Mr. Speaker. I note this is

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MR. SMALLWOOD: He has not even got a foggy idea now what I am talking about.

MR. HICKMAN: Oh yes I have.

MR. SMALLWOOD: No he has not.

MR. HICKMAN: Oh yes I have.

MR. SMALLWOOD: No he has not, not a foggy idea.

MR. HICKMAN: May I make an announcement Mr. Speaker that in the town of Fortune this year there will be built thirty C.M.H.C houses. There will be developed an additional fifty-four building lots and in addition to that the town of Fortune and this is why I say the municipalities are taking a firmer and more imaginative and a more aggressive part in the governing of this Province and in the development of their own resources. The town of Fortune in addition to that has made a proposal which has the understanding and approval but not yet the funds of the hon. minister of Social and Community Development to develop, listen to this Mr. Speaker, for \$100,000 a further large number, the number has not been fixed yet, of building developments of a development area for \$100,000. Now the Government could not do that in a thousand years but the town of Fortune is prepared to do this, made a firm offer and I believe the hon. minister sees the wisdom of this and I am sure he is going to accept it.

To develop another area, a serviced area, to take the homes of people who wish to have them moved in, there is no point Mr. Speaker in moving homes into new areas and having them come in and the people find they cannot put them on service lots, find that they cannot take advantage of all the other amenities that you will get in the larger communities. These are the developments that Fortune will see, these are the developments, Mr. Speaker, that I have been aware of since February 6th.

MR. SMALLWOOD: Mr. Speaker perhaps the hon. gentleman would yield a moment.

I am not talking about a handful of houses, I am talking about the second biggest industrial development that Fortune has seen in its long history is about to take place there and the hon. gentleman does not know a single solitary word about it.

MR. HICKMAN: I have not finished yet. I am going to tell you about it now in a second but I have to be very careful because if I start making announcements it might hurt the town of Fortune. It is a fact Mr. Speaker that this year in Fortune Booth Fisheries Canadian Company Limited are spending \$600,000.

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on the expansion of their plant. It is a fact that as a result of spending \$600,000. on the expansion of their plant in Fortune the labour force in that town will increase by ten-per-cent. It is also a fact Mr. Speaker that upon the completion of these expanded facilities in the town of Fortune two new additional stern draggers will be built or acquired, I suspect acquired for the town of Fortune, again this will increase the number of the work force of the trawler crew by another twenty-five to thirty men.

MR. SMALLWOOD: Multiply that number of draggers by three.

MR. HICKMAN: So Fortune is on the verge of great developments. Fortune also has under consideration, under consideration Mr. Speaker, a program which if they can get some co-operation from both Governments, and I think they will, which will allow for the retirement, not just, do not let anyone go away with the idea that you say three and two are six that is like saying there is 17,000 new jobs and then forgetting the new, but rather Mr. Speaker some of the side draggers operating out of Fortune will be replaced by stern draggers but that should not be taken in the context of itself constituting a new great industrial development in Fortune. That is the program of replacement that every fish plant in Newfoundland whether it likes it or not is being compelled to follow and must follow for two reasons:

- 1) the side dragger no longer has an attraction for the crew,
- 2) the productivity of the trawler crews of the trawler hours, the trawler man hours, is decreasing so rapidly that the only possible way of this being rectified and cured is by the implementation and building of new stern trawlers.

Mr. Speaker, while I am on that business of the needs of our fish plant in the Province of Newfoundland and in particular the four fish plants that you find on the Burin Peninsula. We have today and at least according to my facts, now I may be wrong in this as this is the first issue of the Burin Peninsula Post, but there is a very very good article in this written by the people who really know, the people who live in Marystown. It is headed, "The Flight Of An Industry". My hon. friend from the senior member for Harbour Main said pretty much the same thing as contained in this article and this article concludes this way, "We now want to know what is going to be done about the plight of our industry?" That is the question that is on the lips of every man and woman in Marystown.

Marystown is a good example Mr. Speaker as the hon. senior member from Harbour Main said in this hon. House recently, "What happens when you rush in without planning". Marystown is a very good example of what can be done with a

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bit of planning, with a bit of negotiation on contracts. We had a figure submitted to this House recently as to the cost of the Marystown ship yard and the cost

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of the Marystown Fish Plant and the losses which have been sustained by these plants since. The Fish Plant cost \$9,149,000, and the Shipyard cost \$13,454,770. Now Mr. Speaker, you may say for what, it is only money. The money is gone. We have two plants, you can always foreclose them, you can always take possession of them, and we will be no worse off. But Mr. Speaker, the tragic truth is quite different. Both these plants as the agreement has been tabled in this House or form part of the legislation indicate were built on a cost-plus basis. And cost-plus is dangerous. And the simple fact is this Mr. Speaker, that in the Fish Plant at Marystown which is a fine plant, and it is being modernized as the hon. the Minister of Fisheries knows. New work methods are now being implemented there, productivity on the line is being increased. But the simple fact is this Mr. Speaker, that that plant should have been built for \$4.5 million, and that plant could have come out precisely as it is today with every piece of equipment in it as it is today for \$4.5 million. And for \$4.5 million Atlantic sugar and Atlantic Fish Processing would not be in financial difficulties.

It would have no worry because the fish market has improved, but regrettably the production in Atlantic fish is about the same, and the hon. the Minister of Fisheries can correct me, is within one or two percent of the total production of Bonavista Cold Storage Plant at Grand Bank. But the difference is this Mr. Speaker, that the Fish Plant at Marystown has to carry a debt load of \$9,149,000. The agreement that is next to the legislation and was passed by this House Mr. Speaker, shows that commencing this year, it has to start repaying on a counter principle and interest, something in excess of \$1 million and to continue to pay it either twenty or twenty-one years, I believe it is twenty-one years.

Now Mr. Speaker, this is what is causing the uncertainty. That is what is causing the unsettled air that you find in Marystown. This is again what you find is the cause of the uncertainty, the gloom that you find in Marystown with respect to the shipyard. And it is unsettled. The pessimism is spreading along the coast, because when people are trying to make up their minds, will we buy a house here in Marystown, will we set up shop here. Will we move our families here. Or when the local school board is trying to decide how large a school will we build. Obviously they had to take note of the

uncertainty of the economy insofar as that shipyard is concerned.

Now Mr. Speaker, we could talk until the cows come home about the grievous errors that were made and the exaggerated cost that went into that shipyard. But that will not help the people of Marystown. Nor will it help this Province that has to meet the debt as it is for the shipyard of \$1,110,068 is the answer to Question No. (57) and \$576,000 in 1969.

Mr. Speaker, we now have a situation in this Province that if properly applied, and properly planned, and properly assessed, could be the salvation not only of Marystown shipyard, but could be the salvation of the deep-sea fishery in this Province. The fish plants are faced with a demand and a need for new stern druggers. They are faced with a demand to increase very substantially the size of their fleet. But it was in the past couple of years the Government of Canada has cut the legs out from in under the construction of druggers and trawlers, and cut out the subsidy.

On the other side of the coin, you have the Marystown shipyard itself today, which is nothing more than a repair yard which was the original intention before the thing started. And you cannot maintain or keep a work crew and a working staff of experts in the Marystown area, if they have to depend on the winds of drew trawler owner to bring his boat into Marystown to be repaired at a time that is convenient to him.

So you have these two situations Mr. Speaker. You have the Government being called upon to subsidize very heavily this plant. Obviously it must be discouraged that a plant that was supposed to turn out twelve trawlers a year, has turned out two since it has opened, and now has no order on the books at all.

It seems to me Mr. Speaker, that a solution to this problem, not the best solution. The best solution would be if the fish plant operators could come and put money on the barrelhead and say, "we want a dragger a month." But they cannot find \$1.5 to build druggers. It seems to me Mr. Speaker, that whether the Government likes it or not, it is going to have to provide a form of subsidy, a form of higher purchase which will enable the fish plant operators on the southcoast of Newfoundland, and any other part of Newfoundland, where you have the deep sea fishery, to have druggers built in our plant, in our yard, and at the same time, this will provide the people of Marystown with

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a continuity of employment, a certainty of their future, and it will also assure at least to some extent, the future of the Marystown shipyard.

Mr. Speaker, there is one other problem with respect to that shipyard that I think should be brought to the attention of this hon. House. This shipyard, when it was built had as one of its concepts, the support of the great Canadian Yard, the Canadian Vickers. And it was felt that because of this support, that this shipyard with all its modern equipment, would be able to function competitively, and would be able to provide to the people in the Frozen Fish industry, the type of dragger that they want.

Now Mr. Speaker, there has been certain developments. Some could have been foreseen, maybe some could not. But one of the real problems in making a shipyard anywhere function efficiently, is to have always at your disposal, the latest in design and the latest insofar as drafting ideas are concerned. Without that, you lose business to some other yard. Whether we like it or not, we have to accept the fact that the competition from the European yards insofar as the construction of stern draggers are concerned, it is very severe. And one of the reasons for it is, that they have supporting their yards, strong drafting, strong design departments. And this Mr. Speaker, is where Canadian Vickers was supposed to come into the picture.

But what has happened? Canadian Vickers Mr. Speaker, I submit has withdrawn to a large extent is drafting in design support for the shipyard at Marystown. Canadian Vickers is now concentrating on work other than building ships in Canada. And the shipbuilding industry is only of secondary importance to it. Now if they think that they can make more money building railway cars, or doing something else in steel in the Province of Quebec, fine. But the regrettable thing is Mr. Speaker, that the shipyard at Marystown does not have the capacity to get into that type of business. It was never intended to get into that type of business, and when we witnessed, as the hon. the Minister of Fisheries knows, the withdrawal of the design and the drafting support by that great Vickers firm to suffer again at Marystown.

Mr. Speaker, those of us who see this around us on the Burin Peninsula all the time. We can see a way out. This is not original with me. The hon. the senior member for Harbour Main and the Minister of Fisheries, they know that if we are going to have this shipyard operate, and I believe that

both of these hon. gentlemen want to see it function economically. That there is going to have to be some subsidy which will enable our producers to acquire the equipment that they must need if we are going to compete and take advantage of certain improvements in the fishing industry in North America.

MR. A. WORNELL: Mr. Speaker, I wonder if the hon. gentleman would permit a question? With regard to the engineering and architectural services which Canadian Vickers have. Does the hon. gentleman feel that for a nominal sum or similar services could be obtained from say European sources? This would be in regard to modern designs, new designs in trawlers?

MR. HICKMAN: Well Mr. Speaker, several of the draggers that we have operating, I may answer it this way, operating out of the southcoast today, for instance were built in Canada but designed in Europe. Before I think it is the Prince class that operates out of Grand Bank to Bonavista Cold Storage, a beautiful boat, were designed by a West German, I have forgotten the name - now the hon. Minister of Fisheries, he knows - and many of the designs for these fishing boats are coming from Europeans. But my concern is, and I know it is the concern of the hon. Minister of Fisheries, that Vickers has gone industrial, and having gone industrial, Marystown has lost the design support that it used to have.

MR. WORNELL: Does the hon. gentleman feel, does he not feel that these plans and specifications as they come on the market, could not be acquired by a nominal sum?

MR. HICKMAN: The answer to that is no. They cannot be acquired for a nominal sum Mr. Speaker. They can be acquired, they come fairly expensively, but they are worth it. Because an architect, an able architect regards his plan and design as his personal property. Indeed one involvement that I recall about five or six years ago, where a company was having three or four draggers designed by the one architect. He would not allow them to use the design without his supervision and his consent for the subsequent three draggers. But the plan not for a nominal sum, but the plans and the designs and the changing designs, because there is no comparison Mr. Speaker, between a stern dragger that is produced in Holland ten years, and the ones that are coming out of the shipyards today. And this is what



but we got to have it in Marystown, if this part is going to survive.

Now, Mr. Speaker, there are two other small matters in my district that seem to be arousing a great deal of public controversy. In fact the mayor, deputy mayor and town manager from Grand Bank are in this building right now with respect to certain problems in that town. One I would hope that the Minister of Municipal Affairs has well in hand and that is the collapse of the water tower that took place in that town last year and which has placed the water pressure and the fire protection of that town in serious jeopardy. The plans have been on the drawing boards moving slowly back and forth between Ottawa and St. John's for the last three years, and the slowness of it has been painful and in my opinion the urgency has never been appreciated. Let us hope that this gravity fed system that has to be installed this year, if the plant is to continue to operate, if the town is to continue to grow, will come from DREE. It was supposed to come from DREE'S predecessor and before that it was supposed to come from the Federal Department of Fisheries but my hon. friend the Minister of Fisheries and I know that the stuff comes down the St. Lawrence like cold molasses and you have to wait for emergencies and urgencies of the situation to get any action, but I believe, I hope we are getting some action now; otherwise the situation is serious and I do not want to exaggerate the seriousness of it.

The other problem is one which affects the pride and emotions of the people of the south coast, the pride and the emotions of the people who reside in the district of Hermitage and the pride and the emotions of the people who reside in the district of Fortune Bay and Placentia West as well as the district of Burin. In my maiden speech in this House, I asked, suggested and recommended - the time had come for the Government of this Province to give some recognition the deep sea fisherman and other master mariners who lost their lives in the prosecution of the fishery and in the prosecution of the merchant service during the past 200 or 300 years in Newfoundland. At the same time, if people want memorials, and if people are entitled to memorials which they are, then a memorial should be a worthwhile one. It should be a functional one. It should be one that will bring benefit to the people who are memorialized and a suggestion was made by me in this hon. House of what better way could this be done than by the

construction of a building in the town that suffered the greatest losses. Most towns suffered some. There was the town of Grand Bank, a building which would accommodate extension services from Memorial University, extension services from the Fisheries College and a museum. This was announced, Mr. Speaker, and it was announced that the Yugoslav pavilion would be built in Grand Bank and this would be a memorial to the deep sea fishermen and also in that building would be provided a great maritime museum. The people of this House became enthused. Within a week the Marystown Town Council had written, offering to provide certain historical objects from the district of Placentia West. Similar offers came from Hermitage and from Fortune Bay, and everybody went at this with a great deal of enthusiasm. The curator of the museum here drafted the plans. He has since left us and things were ready. The steel arrived. The Government bought a piece of land in Grand Bank and that steel has been resting there for a year and a half. It has become a source of embarrassment to Government. It is offensive to the people who see what is going on there and to those who are not quite a sensitive, it is a source of amusement.

The fact is, Mr. Speaker, that after spending a great deal of money - all we have at Grand Bank today is a pile of rusting steel up behind the football field; so much so that some engineers and architects are now expressing concern that unless action is taken very quickly the markings on this steel will disappear and without the markings then the steel cannot be re-erected in the manner intended.

Mr. Speaker, we realize that Government have to be prudent. Government cannot spend money like drunken sailors, but at the same time, Mr. Speaker, what concerns us is that to date in answer to a question directed to the hon. the Minister of Public Works, Question no. 63 on the Order Paper: What is the amount of money spent on the Grand Bank pavilion to date? The answer \$812,000. For what? A pile of rusting steel that unless used this year will never be usable. A few items of interest have been stored in some warehouses in Grand Bank and that is all we have.

Mr. Speaker, be it the Yugoslav pavilion or be it some other building, the fact of the matter is that the Fisheries College are now trying to start an extension program on the Burin Peninsula. They have been relegated to using a

trailer and they move it around. This is the great Fisheries College in the great deep sea fishing area of this Province. All they can lay their hands on is a trailer. The extension department of Memorial University - the poor chap who was down there, a very able fellow, he has nowhere to go. He cannot function. The enthusiasm that was built up along the whole south coast, even up to the district of the hon. the Party Whip, my friend from Burgeo-LaPoile. They felt at long last that they were going to see a preservation of some historical objects from along the south coast and that is all they have heard of it.

I asked the hon. the Minister of Public Works whether he is ~~preparing~~ preparing his estimates, whether he is getting his estimates ready to bring to Treasury Board and will he then - works with his colleagues on the budget in preparing the budget - will he please not forget the firm, irrevitable commitment that was made to the people who reside in the five electoral districts that constitute the Federal riding of Burin-Burgeo with respect to this pavilion that they are building? If you do not like the building, if the steel is rusted beyond recall, throw that steel out in Fortune Bay but give us a building. I will bet that we could put up a building with everything that is required and with the Government offices that are required probably even cheaper now. Certainly we could do it less for less than \$800,000 and far less than the estimated cost that was given in an answer to one of these questions.

Mr. Speaker, the hon. Minister of Fisheries made reference during his participation in this debate to some of the problems that are now facing the deep sea fishery of Newfoundland. These problems were reacted by the hon. the senior member for Hr. Main. Mr. Speaker, you would hear arguments emanating at times from the Government side of the House in particular that Fisheries haul within the jurisdiction of the Government of Canada, and I think the expression that the hon. the Premier used here is, "fish as fish belongs to the Government of Canada."

Mr. Speaker, you cannot dismiss the Fisheries of Newfoundland that way. The simple fact, Mr. Speaker, is that certain prime species of fish that played a tremendous part in the economy of this Province have virtually disappeared.

In 1954 to 1956 seventy percent of the fish processed in the trawler plants in Newfoundland was haddock. Since that time haddock has to all intents and purposes disappeared. Haddock was mostly, as Mr. Speaker knows, caught on the Western grounds and on St. Pierre Bank. What happened, Mr. Speaker, was that the Russians in particular got on to the southern Grand Banks in July and August, which is the spawning season for haddock and destroyed the spawn and with it destroyed one of the major species that we were fishing for in this Province for generations.

Now, Mr. Speaker, there are other species that are facing the same danger. Red fish is becoming a scarcer item on the Grand Banks and some biologists say that the sustainable stock of cod yield was passed in 1968. The same biologists who were making profound and worried pronouncements as to the destruction of the cod fishing grounds, the Hamilton Inlet of Labrador, and as the hon. Minister of Fisheries said in this House recently that is probably the reason why the Labrador fishery has been a failure for the past two years. They are now saying the same thing about the cod fishery as it develops on the Grand Banks. There are certain significant facts, Mr. Speaker, that in 1954 the per trawler catch and remember in 1954 they were using primarily side draggers. Per trawler hour was 2,220 pounds of fish. In 1968 there were new ships, new equipment, stern draggers and the catch fell to 1,100 per trawler hour, to catch cod, to catch rose fish.

Now, Mr. Speaker, surely the danger signals are up. Surely there is a danger that if prudence and courage is not used with respect to our fishing grounds - they belong to us not the Russians. We will be placed with the same situation in that we can talk about prices and we can talk about salt cod fish marketing boards until the cows come home. These will be of no use to us, if our fish stocks have been depleted, Mr. Speaker, and this surely may come to pass. What concerns me, Mr. Speaker, is a member of this House, as a member for the district of Burin.

Is it the cry for conservation methods? The cry for conservation on the part of the Government of Canada is not coming from the Government of Newfoundland. The only organized body in this Province that I know of, elected body, at least, that is taking a stand and bringing to the attention of the Federal

Government the seriousness of this situation is the joint councils of the  
Burin Peninsula. I say more power to them. But surely, if we are going  
to make an impact in Ottawa - could you imagine what would happen, if the  
Government of Canada passed laws or neglected to pass laws that would affect  
the exportation of wheat or the pumping of oil from Alberta down to the  
United States. Well we see what happens every time the President of the  
United States imposes a new quota system on oil moving into the United States.  
Could you not see the Government of Alberta or the Government of Saskatchewan  
or the Government of Manitoba going to Ottawa and saying, "never mind jurisdiction,  
do not talk to us about who has jurisdiction over what - do not tell us we have  
not jurisdiction over fish."

The fact of the matter is that the fish in our Province or the wheat  
in our Province or the oil in our Province or whatever province you are talking  
about - this is our main livelihood. Our wage economy is based on it, and we  
demand of you whatever steps can be taken or should be taken within your  
jurisdiction be taken. The Government of Newfoundland has not spoken a rambling  
word and Mr. Speaker, while we stand here and while we talk about what is  
happening to the fish markets and the improvement in prices - the simple fact  
is that our fish stocks are being cut out right from underneath us and we have  
to rely on the joint councils to take the lead for all of Newfoundland.

Mr. Speaker

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Mr. Speaker, you may say, well what consolation methods can be taken? If any hon. members will recall, and if they have been reading, and I am sure they have certain press releases and statements made by the hon. Mr. Davis in Ottawa. He is starting to refer rather gingerly to some of the banks off our east coast as being our waters. That is, Canada, forget title to the bank, forget the Continental Shelf there, but what he is slowly and surely thinking into the Government of Canada is that regardless of who has title, that Canada as the coastal state, nearest to the Grand Bank, nearest to Quacero, nearest to Mezzin and Green Bank, and St. Pierre Bank, that Canada has the responsibility to manage the fish stock on these banks.

And, Mr. Speaker, you cannot sit back and wait for I.C.N.A.F to pass resolution to control the harvesting of haddock, because there are too many members in I.C.N.A.F conflict of interest, in anyone member nation has a veto. What we had to do, Mr. Speaker, is to use the same policy, the same approach, maybe the same legalistic theory, as the United States has used, with respect to George's Bank and Brown's Bank. What that country has done is this, it knows the spawning season, for particular species of fish on George's Bank and Brown's Bank. Rightly or wrongly, regardless of where it sits, under international law, the United States says we have the right to manage these two banks insofar as the stocks of fish are concerned. And the Government of Canada had precisely that right, with respect to Hamilton Inlet Bank, with respect to the Grand Banks, with respect to Quacero Bank or any other bank, that we fish off, but it has not done it.

George's Bank, Mr. Speaker, would be considerably further from the American shore, I am looking at the hon. Minister of Fisheries when I say this, than the St. Pierre Bank or Quacero Bank would be from Newfoundland or Nova Scotia. I do not know the exact distance. Brown's Bank as I recall it is of the Mouth of the Bay of Fundy, it is south.

But, the significant thing, Mr. Speaker, is this, that the United States has taken a stand. Now the Government of Canada is sitting up there is blissful, I was going to say in blissful ignorance, but I suppose that would be unkind.

HON. AIDEN MALONEY: (MINISTER OF FISHERIES) Would the hon. member permit me a question? Is he aware that the agreement that was reached, for the extension on George's Bank was indeed an agreement. It was not an unilateral position taken by the Government of the United States, it was an agreement reached in negotiation at the table with Canada, with Russia, with Poland, East Germany,

(no excuse me, not East Germany) but the Scandinavia country and France, Portugal, and Spain the only country who did not participate in that agreement, which was regarded not much more than a gentlemen's agreement, was reached for consideration of the fact that haddock did spawn on George's Bank in the months of March, April, and May, and the extension, for those three months was reached, as I say, by gentleman's agreement, there is no firm packed or binding packed, there is hoping that the countries will abstain, they will honour their commitment, they realize the difficulty in policing such an agreement, the countries do not have the forces to police every square mile of George's Bank, so it is true perhaps initiated by the United States, but it is being carried out as part of an agreement reached around the table.

MR. HICKMAN: Yes, Mr. Speaker, and I thank the hon. the Minister of Fisheries there is an agreement in effect with respect to George's Bank, between Canada and Poland and Russia that I knew of, I was not aware of East Germany. But the significant thing, Mr. Speaker, is this, that this sort of agreement, and I believe, the hon. the Minister of Fisheries, would agree that, a lot of this is done to thrive through I.C.N.A.F, this is a veto written organization, when they agree on a particular conclusion, it is fine. But the thing is, if the United States had stated as opposed and as a fact, that as a coastal state, it has a right to manage the stocks of the banks, there off its coast.

And the hon. Mr. Davis the Federal Minister of Fisheries in Vancouver has indicated for the first time this year that Canada is beginning to think along the same lines and as a coastal state it has the right to manage the stocks of the banks, there off its coast. And the hon. Mr. Davis, the Federal Minister of Fisheries in Vancouver, has indicated for the first time this year that Canada is beginning to think along the same lines, and that as a coastal state it has the right to manage the stocks of fish on the banks of its east and west coast.

But, Mr. Speaker, the point I am making is this, that we have the Government of Canada showing some concern for the fisheries of the Canadian nation. They are aware of the fact, or they should be aware of the fact, certainly as far as the number of people employed is concerned, that one of the big industries in this Province is the fishery. They must be concerned, they are aware of the fact that, we have spent and invested in this Province a great deal of money to try and get ready, to try and compete with the European nations.

But, can you expect, Mr. Speaker, the Government of Canada to stay awake or the officials in the Department of Fisheries to stay awake at night worrying about the depletion of the fish stocks on the Banks of the Province of Newfoundland, unless and until the Government of this Province starts breaking down the doors of Ottawa, and saying, you have to protect us, we do not regardless of jurisdiction, we do not believe that you could stand idly by and see one of this Province's greatest resources depleted by our competitors, and depleted by other foreign nations.

Mr. Speaker, the hon. Minister of Fisheries also in his last but learned address to this hon. House made reference to the desirability that there will be further processing of fish in this Province. At the time he was making the speech, I had a note in front of me, to the effect, I was suppose to send to him, I know it anyway I guess, that work had already started on the Trepassey Plant in his district and on the Buring Plant in mine, to do some breeding of fish and to do some cooking of fish. Since then there has been announcement that under the DREE Program, substantial funds will be made available for the renovation of these plants.

This Mr. Speaker is encouraging. This is the first time that any breakthrough has been seen or insofar as getting fish that is process or cooked into the United States. The Kennedy Round, the tariff seems to be in our favour. Mr. Speaker, do not let us ever think, that because the tariff has been reduced and continues to be reduced, it will continue I think for a while yet, under the Kennedy Round, that our worries will be over. We are still facing a very strong fish lobby from the New England States. Already one large plant in Nova Scotia has shipped to the United States a large cargo of breaded fish and has taken advantage, and I see the hon. the minister is nodding his head, of the reduction in the Kennedy tariffs.

They thought the battle was over, they thought that at long last the United States of America was bounded by the Kennedy tariff and there will be no more problems. They learned to their sorrow that this fish lobby is a very powerful organization, and now they are starting to examine every cods tail, every bread crumb in the minuteness detail. And they are becoming very concerned about the quality and the method of cooking. And they are started to say, of course, you can come in under the lowest tariffs, but your quality is not as good as ours. That is nonsense, Mr. Speaker, the quality of the product, of that shipment, that went to the United States from Nova Scotia was as good as anything



that is produced in the United States.

But the war is not over yet, the American Fish Manufacture, the American Fish Producer still would like to see the Canadian fisherman nothing more than the supplier of raw materials. Maybe, maybe, if you were an American, you would understand it. But as our position improves, as the demand for fish improves, that together with the Kennedy Round will probably see the exportation of breaded fish, cooked fish into the United States. But it is not going to come easy. The encouraging thing is that we are already underway, that we are taking advantage of the decrease in tariffs.

And, Mr. Speaker, there has been a great deal of talk about marketing. I think some hon. members, I do not believe on the Government side of the House, has suggested there should be one marketing for the fish that is produced in Newfoundland. On the face of it, that may sound very good. The simple fact, Mr. Speaker, is that if we ever tried to sell all our frozen fish over one deck in the United States of America, that we will be sitting ducks for any change in policy for any conglomerative buyers, and in the final analysis the price to the fishermen would not be as realistic as it should be.

I for one, Mr. Speaker, would feel that there could be nothing more catastrophic, nothing more that would adversely affect the frozen fish industry at this time, that if it was to sell over the one deck. Now I am fully aware of the competitive nature of the business, and that once in awhile a small producer a man with a very small quantity of fish will get in and rock the market. But, I would rather take that chance under the present conditions of the fish market in the United States, than have it go under one deck, with all the dangerous, and with all the faults, that that implies.

But on the Burin Peninsula today, we are seeing, I believe, unprecedented prosperity in the mine at St. Lawrence, and in the frozen fish plants in that district. My concern now is not that I want to be able to stand here at a later time and say, I told you so. But my concern is that with the frightening prospects of the continuing depletion rather in our fish stocks, but the act should be taken now before it is too late. This is something more than the twelve mile limit, that has been talked about and threatened to be imposed for years, and then we get into grandfather rights, and great grandfather rights, and other international obligations. The simple fact is this, that Mr. Davis, through the Government of Canada must now say, we are responsible for the managing of the fish

stocks on the banks of our coast, and we are going to enforce it, and we are going to implement it.

Mr. Speaker, if the hon. the senior member for Harbour Main who is the expert on transportation in this House, and who shared a commission which brought in a report that has never been implemented, but it was a good one on transportation. The hon. the member for Trinity South is a member of that and he has often expressed his disappointment over that fact that the report is still gathering dust on somebody's shelf. But it was a good report. So did the hon. the member for Labrador North, and they did a good job. They made a very good assessment of the transportation problem that face the Province of Newfoundland. And regretfully we have not seen any action on it.

Now we see on the south coast, as it was referred to by the hon. senior member for Harbour Main, the establishment of a new commission to look at the problems of transportation as they relate to the south coast. The prospect for implementations of their report, if and when it is made, and if the report is sound, as it should be, I believe, are good. We have as the member in the House of Commons, the Minister of Transport. And in the final analysis, he will have to use his persuasiveness to see that any report that is brought in is implemented by his colleagues.

Mr. Speaker, one thing that you do not need a commission on, the commission need not waste its time, that wants to have a couple of days living it up in St. Pierre, more power to them. The simple fact is the C.N.R. have no right morally, statutorily or anything else to use the St. Pierre as a port of call for the ferry that applies between North Sydney and Argentina. We have had a pretty long hard pothole filled dusty road to Burin. And St. Pierre with its attraction in the past has done something to give us a bliss of the tourist trade. With the construction that is going on now, and is about to start on the road to Burin, we can look forward to the completion of the, and paving of that highway on or before the end of 1973. May be 1972, certainly not later than 1973.

St. Pierre, I believe, would demand and attract large numbers of tourists coming into Newfoundland, and Newfoundlanders themselves, once they find that they can get to the Burin Peninsula. The people on the Burin Peninsula are prepared to provide the accommodations. If there is concern as there should be over the type of transportation that is available to people going to St. Pierre, this can be so easily solved. All the C.N.R. has to do is to take one of its boats

that thinks about scrapping, they seem to be having a surplus of them, one coastal boat now is having a great time going up and down the coast with this Commission, and put it on a regular daily run from Fortune to St. Pierre during the months of June to September. This will bring untold benefits, untold dollars to the Burin Peninsula. And I think that this Government, this House should make an abundantly clear to the C.N. and to the Minister of Transport, that St. Pierre is not to be a port of call for that boat. There can be no equivocation on that Mr. Speaker. There can no compromise on that. The simple fact is, that the south coast of Newfoundland is the paving of the highway is about to benefit from a tourist industry. Brought on by the attraction of St. Pierre. And what could be more cunning, and more deceitful, than more unfair, or more contrary to the intent of Confederation than to the C.N.R. in all its subsidize wisdom, to suddenly knock the props out from in-under the south coast of Newfoundland, and the Burin Peninsula in particular, and put that boat into St. Pierre as a port of call and to destroy our tourist industry.

Look, if the C.N.R. wants the Ambrose Shea to make money, they have to do two or three things, one is to reduce the fares; and secondly, to quote my learned friend from Harbour Main, "to serve good grub", on that boat."

MR. SMALLWOOD: Your Honour, might be willing, the House I am sure will be willing for the hon. gentleman to continue after dinner, when we meet at 8:00, if he is not finished his speech.

MR. HICKMAN: Thank you, Mr. Speaker.

MR. SPEAKER: It is now 6:00 o'clock, we will leave the Chair until 8:00 P.M.



PROVINCE OF NEWFOUNDLAND AND LABRADOR

HOUSE OF ASSEMBLY

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Volume 1

Number 24

4th. Session

34th. General Assembly

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## VERBATIM REPORT

WEDNESDAY, MARCH 11, 1970

SPEAKER: THE HONOURABLE GEORGE W. CLARKE

The House met at 3:p.m.

Mr. Speaker in the Chair:

May it please Your Honour it is my agreeable duty on behalf of Her Majesty's dutiful and loyal subjects, Her faithful Commons in Newfoundland to present to Your Honour a Bill for the appropriation of Interim Supply granted in the present session.

Mr. Speaker left the Chair:

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

His Honour The Lieutenant Governor in the Chair:

In Her Majesty's name I thank Her Loyal subjects, I accept their benevolence and assent to this Bill.

HON. L.R.CURTIS (Minister of Justice): Mr. Speaker, I do move at that its rising this House do adjourn until tomorrow Monday the sixth day of April.

On motion at its rising the House adjourns until Monday the sixth day of April, at 3:00 p.m.



PROVINCE OF NEWFOUNDLAND AND LABRADOR

HOUSE OF ASSEMBLY

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VERBATIM REPORT

MONDAY, APRIL 6, 1970

SPEAKER: THE HONOURABLE GEORGE W. CLARKE

The House met at 8:00 p.m. Mr. Speaker in the Chair:

Mr. Speaker, before we adjourned for dinner, I was making reference to the Transportation Commission that is now sitting to deal with transportation problems on the south coast, and before I conclude my remarks on that particular feature of transportation I would hope that through the medium of this hon. House I can urge on the Transportation Commission to depart from their normal schedule of ignoring the electoral district of Fortune Bay and not holding sittings in that district. There will be no sittings, there is to be no sitting schedule for Terrenceville, Bay L'Argent, Garnish or Belleoram. If the C.N. is to change its policies insofar as the south coast is concerned, and if the day comes when there will be a restriction on the coastal boat service due to the paving of the Burin Peninsula Highway, then obviously Bay L'Argent and Terrenceville in particular will rank very high in the scheme of things insofar as terminals are concerned, and to leave out or omit these towns from hearings, and to deny the people of these towns the opportunity to make their wishes known is not only a grave discourtesy, but I submit the failure to take into account what in my opinion is one of the real problems facing transportation on the south coast.

Mr. Speaker, the Speech from the Throne says that important industrial developments will take place at Stephenville, Hawks Bay, Come by Chance, and power development will continue in Conception Bay and Bay D'Espoir. Now Mr. Speaker, that is a pretty broad statement and one that I cannot trespass upon the time of this House to deal with every area that is referred to therein.

MR. SMALLWOOD (J.R.): He has not mentioned the big industrial development coming shortly in Fortune.

MR. HIGGINS: No, that was the one I announced this afternoon Mr. Speaker, but if I have to make an announcement on Come by Chance and the hon. the Premier presses me, I suppose I will have to do that too. But then, you know that would not be fair, he is Minister of Economic Development. I would say this, there is no industrial development proposal that has so aroused the concern of every Newfoundlander as much as the proposal for the construction and building of an oil refinery at Come by Chance. There has been all sorts of talk and suggestions of industrial developments on various scales throughout Newfoundland. Some have come to fruition, many have not. Hon. members and Newfoundlanders generally are concerned about this for two reasons. (1) if the facts are correct, if the profits that have been projected come to fruition then there will be benefits to the coffers of this Province. If the jobs, not so much the jobs that will come from the refinery, the 300 to 400 jobs that will come from the refinery in Come by Chance become a reality, then again that is important,

but it is the jobs that are supposed to follow. Because, I believe most Newfoundlanders realize that the present policy as it is dictated and directed toward Come by Chance will make or break this Province. It is not a question of the Government's industrial development policy, the policy of make or break, the general policy, but I submit Mr. Speaker, that it is the policy of Come by Chance and Come by Chance alone which will decide whether Newfoundland petitions for insolvency or whether Newfoundland becomes a place where there will be an increase in employment and an increase in jobs and job opportunities.

Now Mr. Speaker, it is my opinion that any hon. member, I do not care on which of the House he sits, knowing the awesomeness of this task, knowing that if a mistake is made in Come by Chance there will be no redemption. There will be no tomorrow. That every hon. member of this House must ask and must question the proposals for Come by Chance. We have been told by the hon. the Premier, and by the hon. the Minister of Health, that Mr. Shaheen and his advisors will submit themselves to questioning before this House. This is as it should be. After all we have been told by announcements emanating from London, that this Province is going to be called upon to become involved in a very substantial sum of money.

The arithmetic of it certainly escapes the imaginations, and the calculations of many Newfoundlanders. Up until this year the announcements made in this hon. House, and the announcements emanating from Government indicated that the Come by Chance project if it went to 100,000 barrels a day would cost approximately \$110 million. Of that amount \$30 million was to be guaranteed by way of second mortgage bonds by the Province of Newfoundland, fifteen year bonds. \$70 million to \$80 million to be raised by the Shaheen Co., Nfld. Refining, and \$10 million involved by Mr. Shaheen.

MR. SMALLWOOD (J.R.): Is this the one in Quebec?

MR. HICKMAN: This is the one in Come by Chance.

MR. SMALLWOOD (J.R.): Well what about the one in Quebec?

MR. HICKMAN: I am going to deal with the one in Quebec in a few minutes

Mr. Speaker

MR. SMALLWOOD (J.R.): Well I wish the hon. gentleman would

MR. HICKMAN: Mr. Speaker, the one in Come by Chance, the arithmetic that we have been told now is this. The \$20 million has been saved this Province. We do not know what the final figure is, there was a figure mentioned out of London, England recently of, we know it is \$130 million plus, and the figure \$150 million has been mentioned. Now \$150 million is not only the largest



amount in which this Province has ever become involved, but it is so large that if there is failure, that if it does not come off, you and I Mr. Speaker might as well pack our bags and leave this Province because, there will be nothing left.

Mr. Speaker, you cannot argue, or even suggest that the involvement of the Government of Newfoundland is only \$30 million. A Crown Corporation, we do not know what commitments the Crown Corporation has to make. We do not know if there have been commitments made to people outside the Province that the Government will stand behind the Crown Corporation. But if it is a Crown Corporation in the true sense of the word, then anything that reflects on the credit of that Corporation, reflects on the credit of this Province. And if a Provincial Crown Corporation borrows \$80 million, \$90 million, or \$100 million or more, then that will reflect very adversely if it is unsuccessful on the credit of this Province. This is why we cannot take any chances. We might be able for instance to take a chance on Marystown and give cost plus contracts, and if ever there was a curse on this Province, it was cost plus contracts.

Now I know that no Government would be half-witted enough to ever get involved in a cost plus contract for an oil refinery. One thing that I think we can rely on, and we have pretty good assurance from the hon. the Minister of Health who was one of the senior negotiators today, and who has been given the very difficult task of protecting this Province. One of the assurances, certainly by implication that we got from him, was that before another nickle is spent we will know exactly what that mill is going to cost. We will know exactly what the refinery is going to cost, we will know exactly what the feasibility and the viability of that industry is concerned. I have to confess Mr. Speaker, that during the exchange here earlier in this session between the hon. the Premier and his close and dear friend the hon. the member for St. John's West. During one of their affectionate exchanges concerning the feasibility report by an independent corporation, that when the hon. the Premier stated categorically that Universal Oil Products was not, and I repeat, was not the company that had been retained by the Government of Newfoundland, or its feasibility study as such approved within the meaning of the legislation. I thought that maybe these two hon. gentlemen were playing with words, but since then the wisdom of the hon. Premier's prudence has come to light. Because, not until a week ago did the people of Newfoundland learn that this plant will probably be built, will probably and I emphasis the word

"probably" will probably be built by Procon (Great Britain) Limited.

MR. HIGMAN: Then to our surprise and to the concern of some, we learnt that Procon is a subsidiary of or controlled by Universal Oil Products, and it was then that we saw for the first time, the wisdom of the hon. Premier in not accepting the feasibility study of Universal Oil Products. Because they are such an obvious conflict of interest in a case like this, where the feasibility report is prepared by a company that has a controlling interest in a company that is now bidding for the right to build this refinery, then common decency, business ethics and indeed no government could last a week if it was ever a party to such a proposal. So we all look forward with great anticipation, with great anticipation to hearing and learning of this new company that will do the feasibility study, with the approval of government.

Now these companies are hard to come by Mr. Speaker. You cannot bring in a group of engineers off the street, and say "do a feasibility study on an oil refinery." You cannot bring in a bunch of economic professors or a bunch of economists and say, "do a feasibility study on an oil industry." It can only be done by people who are experienced in that business.

Mr. Speaker, during the sojourn of hon. ministers to the streets of Paris and London and elsewhere. And I have been trying to find out if there are any other companies in North America, and again Mr. Speaker, there would be no point in bringing in an European company to give us a report on the feasibility of a North American industry, an industry that is going to produce in North America and basically sell in North America. And there are not very many of them. There is Seabolt of Boston, maybe the hon. the Premier will tell me, tell this hon. House which of the four, because there are only four.

There is Seabolt of Boston, Warnock Hersey International, the American Society of Petroleum Engineers, and the Society of Automotive Dealers. These four are the only four in North America other than Universal Oil Products, that can give a feasibility report on a North American Oil industry producing in North America, to sell its products in North America that would be worth the paper it is written on.

Now Mr. Speaker, we wait in breathless anticipation, and more than breathless anticipation, because it is most important and most vital to this proposal, that somebody put their reputation, put their reputation with some reputable company, put their reputation on the line, and say "this is feasible, this will operate profitably, this will not cost the Province of Newfoundland one red nickel." Until we get that, then surely the people of Newfoundland

can be pardoned for looking at this with some skepticism, and what is far more relevant, with some concern.

Now Mr. Speaker, there has been some talk about the comparison between the Golden Eagle Refinery, 100,000 barrel a day refinery, which is under construction at Romauld, near Quebec City, in the Province of Quebec, and which will go on stream sometime before the end of 1970. And the 100,000 barrel a day refinery which is to be built at Come-by-Chance.

Now Mr. Speaker, I have heard a statement made that the comparison, in fact it was made in this House like comparing apples and oranges. But Mr. Speaker, let us take a look and see what these refineries have in common. The Golden Eagle Refinery at Quebec is being built by Procon the same company, or the same group of companies that is building the plant, or will build or is negotiating with General Lessing so we hear from a release General Lessing made in the United States right now for contract, the same company.

The contract price for the Golden Eagle Refinery is approximately \$62. million. And that contract price includes everything Mr. Speaker except the wharf. And when that contract is fulfilled, they will be able to press a button, and petroleum products will start being refined in the Golden Eagle Refinery. The Golden Eagle Refinery will produce sulphur free fuel. It will produce lead free gasoline.

Now Mr. Speaker, there is nothing startling about the production of lead free gasoline. Hon. members may be interested to know that within two years, the Refining Plant at Holyrood will be producing lead free gasoline. Not on the part of any generosity from that refinery or the other North American refineries. But simply because the Government of the United States and Canada in their anxiety to mitigate air pollution is now insisting and now warning oil refineries in North America that lead free gasoline has to be refined and put on the market.

That Mr. Speaker, together with the cost of the wharf, and that cost had to be estimated upwards, revised upwards after construction started, makes a total figure of \$70. million. That Mr. Speaker, will be the final amount, the final cheque, the final cost of Golden Eagle Refining in its plant at Quebec.

MR. SMALLWOOD: It will be not less than \$100 million.

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MR. HICKMAN: Mr. Speaker, it will be not more than \$70 million.

MR. SMALLWOOD: Not less than \$100 million.

MR. HICKMAN: And Mr. Speaker, another relevant piece of information, is that the Golden Eagle Refining in Quebec has now acquired approximately 570 acres of land for its development, its project, its tanks, and it has an option for more. Now Mr. Speaker, the only basic difference between the Oil Refinery the Golden Eagle is building in Quebec, and the proposed Oil Refinery for Come-by-Chance, is that the oil refinery at Come-by-Chance is going to produce, we are told, a great deal of jet fuel, JT4, the technical name for it. And that will require the installation of a Catalytic-Cracking equipment, which the oil engineers estimate should increase the cost by \$3. to \$5. million.

. But Mr. Speaker, when you get into talking about jet fuel, there are certain handicaps that go with the refining of jet fuel, because jet fuel which is basically kerosene with certain non-petroleum additives involved, does not have a very high yield. Indeed Mr. Speaker, the figures are and these figures are accurate, that out of a barrel of thirty-five gallon barrel of crude oil, there will be refined 4.56 gallons of jet fuel, or roughly eight percent. Eight percent of every thirty-five gallon barrels of crude oil that goes into any refinery that is to be refined with the additive, the jet fuel produces 4.56 gallons. And here is where we reach the great handicap, the great imponderable, when you start thinking in terms of setting up a refinery that concentrates on jet fuel. That if you only get 4.56 gallons, you have approximately thirty gallons of distillates left. And there is a process in the oil industry whereby you then re-refine or reconstitute or re-commit, the product to be refined into middle distillates and low distillates.

But with each recommitment you get that much less. For instance Mr. Speaker, if you are rerunning or re-circulating gasoline, you will get a great deal more of commercially viable products, than if you are refining, or re-circulating diesel fuel. Now Mr. Speaker, I have heard the statement, that the difference between the Come-by-Chance proposed refinery, and the Golden Eagle Refinery, is that ninety-two percent of the Come-by-Chance proposed refinery will be of the high priced commercially viable product. Mr. Speaker, no one in the oil industry could possibly concur with that sort of statement.

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Indeed Mr. Speaker, common sense and logic dictates that there will be less considerably less from the Come-by-Chance Refinery of distillates, the little and high distillates product, than there will be from the refinery in Quebec that is being built by Golden Eagle.

Mr. Speaker, the evidence indicates that at least forty-one percent, forty-one percent of the remaining ninety-two percent after the jet fuel has been refined at this proposed refinery will be bunker-A, bunker-C and asphalt. Now Mr. Speaker, that type of production presents a great problem to any refinery no matter how efficiently operated, no matter where it is located. Because the demand for the bunker fuel is decreasing. We have a great demand for asphalt in Newfoundland. I could think of nothing better than have it pouring out of Come-by-Chance and paving the whole Province. But unfortunately, it is not commercially attractive compared to gasoline, kerosene and some of the sulphur free diesel products.

Now Mr. Speaker, the more you look at this, the more incumbent it becomes upon hon. members of this House to alert government, and to alert the people of this Province. And in all fairness to alert those who will be appearing before this House as to the questions that are on the minds of Newfoundlanders today. The reason why this is being viewed with a great fear and trepidation, because people realize that we cannot afford to make a mistake. We cannot afford cost plus, we cannot afford to get into this unless we know that beyond all reasonable doubt, this is viable, feasible and that it will not cost the taxpayers of this Province any money.

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with a search for jobs, if that is all there was to it everyone in this House could get up and say we are for more jobs and then say Amen. But it is the procedure Mr. Speaker, it is the approach that is used, it is the risks that are being taken and the Government has no worry if Government can place before this House the feasibility study of competent North American oil engineers who say that this is a competitive product that this company will be able to compete with all the major oil companies that are in North America, then it does not have to worry at all. But if it cannot Mr. Speaker, if it cannot it can hardly expect the people of Newfoundland to rise up in joyous enthusiasm and support.

Now Mr. Speaker, for the first time, to my knowledge at least, we have seen in the last couple of weeks, we have heard it locally, we have heard it from abroad, we heard a rather disturbing statement from the BBC, or from the London Financial Times Correspondent yesterday, it is not the sort of thing that allows one to rest easy when he talks about welding and dealing and the unusualness of this project. All it does I think is, Mr. Speaker, is say to hon. members of this House you have to be that much more cautious. You have to be that much more careful. You have to ask questions and more questions and make sure that you get all the answers before you give your blessing to this. Now, Mr.

Now, Mr. Speaker, one the real problems as I see it, is facing the Come by Chance Refinery, and one which must be answered to the satisfaction of Newfoundlanders, is whether the production of that plant can compete with the major oil companies that are presently established in North America. Because it is only in North America - there is no point in going to Europe - the cost of refining and producing oil in Europe is considerably below that of North America. Indeed Your Honour will recall that just a few years ago the Italians tried to invade the North American market and in particular the Canadian market and did it with a great deal of success until the Energy Board lowered the boom on them and would no longer allow them to come in. So that we have to look to North America. Now if we look to North America we have two or three very serious problems confronting us. President Nixon in his wisdom or otherwise has seen fit to impose a quota on the petroleum

products moving into the United States from non-American countries and this includes Canada. And this quota system has very seriously and very adversely affected the production of the present Canadian oilfields in so far as petroleum products moving south of the border is concerned.

So what happens, what is going to suddenly occur a year from now or two years from now if and when a refinery starts operating at Come by Chance. Is the President of the United States going to increase his quota and if he increases his quota will it be for Canadian Oil or will it be for Newfoundland Oil. Obviously the United States does not deal with provincial governments it deals with the Canadian Government. Obviously its quota is for Canadian Oil and all that that would happen from there is that the wealthy oil merchants out in Alberta will open the tap on the pipeline a little wider and more oil will flow in.

So, Mr. Speaker, what are we going to do and what will be the answer to the 92 per cent of non-jet fuel that comes out of Come by Chance? It has got to go in then to the Canadian market, and let us take a look at the Canadian markets. Many years ago, for reasons that may have been valid the Energy Board of Canada divided the Nation into two parts something like the Gaulic Wars all Canada is divided into two parts. And it said this: "All petroleum products refined west of the Ottawa Valley must be sold west of the Ottawa Valley. All petroleum products refined east of the Ottawa Valley must be sold east of the Ottawa Valley." I am sure hon. members will recall only a couple of years ago one of the eastern Canadian refineries, one that we know about, decided at one point to get rid of some of its surplus bunker sea out of Montreal to Hamilton and the Energy Board opposed a severe penalty forthwith. There has been no compromise on that, it is highly unlikely there ever will be.

So, these products have to be sold, the non-jet products, basically in Eastern Canada. And Mr. Speaker, hon. members are undoubtedly aware that Imperial Oil in Nova Scotia is in the process of completing an expansion of that plant to provide a 100,000 barrel a day refinery at Imperial Oil near Dartmouth. All of the members know of the 100,000 barrel a day refinery that Golden Eagle is building. They are aware of the 60,000 barrel a day plant <sup>that</sup> ~~the~~ Gulf Oil is building at Point Tupper in Nova Scotia. They are undoubtedly aware of the fact that Irving Oil is in the process of expanding his plant from 60,000 barrels a day to 100,000 barrels a day at St. John, New

Brunswick, and is in the process of putting a finishing touches on this great tanker port outside St. John. And what is equally relevant that our friend BP have also within the past two years opened outside of Montreal a new 100,000 barrel a day refinery.

Now, Mr. Speaker, these people are closet to the consuming public than we are. And we are going to get into that market and compete against them. Even if we have the whole Newfoundland market which you cannot get anyway, we still have to sell the bulk of our production from Come by Chance in Eastern Canada. Now where are we going to sell it? How are we going to compete?

MR. SMALLWOOD: Would the hon. gentleman allow me? He is talking about the possibility of an American embargo on Canadian Oil, one that is imposed to the end of the year and which might be imposed forever, that is crude oil. That is not jet fuel. Is he not aware that jet fuel goes duty free unrestricted into every airport in the world?

MR. HICKMAN: In Baun?

MR. SMALLWOOD: In Baun may be, but for the use of aircraft. Aircraft can go anywhere in the world in any airport in the world and they can bring their jet fuel in from any source in the world and it goes in without let or hindrance or the payment of any duty or tax. It is almost like agricultural machinery which no matter where it is made can go <sup>to</sup> almost ~~to~~ any country in the world without any payment of duty or any kind of letter hindrance, but jet fuel is even more so, and 30,000 barrels a day of the production in Come by Chance will be jet fuel.

MR. HICKMAN: Well, Mr. Speaker, if 30,000 barrels a day will be jet fuel that -

MR. SMALLWOOD: No if about it.

MR. HICKMAN: Constitutes 8 per cent of the total daily production of the plant at Come by Chance.

MR. SMALLWOOD: Eight per cent, 30,000 barrels is 8 per cent of a 100,000 barrels?

MR. HICKMAN: No, it is not Mr. Speaker, but Mr. Speaker, you can only get 8 per cent jet fuel out of a barrel of crude oil, 8 per cent Mr. Speaker. What happens to the rest of it?

MR. SMALLWOOD: We will take out opinions on these from more knowledgeable people when they come here.

MR. HICKMAN: I certainly look forward to that Mr. Speaker, and I am delighted that it will not be universal oil products.



MR. SMALLWOOD: No it will not be universal oil products.

MR. HICKMAN: I am delighted to hear it. Mr. Speaker, the 30,000 barrels of jet fuel per day that is supposed to be sold and I think the announcement that came out of London referred to a number of airlines. The figures mentioned in one of the local papers is nine, whether that is accurate or not I do not know. But it is accurate that a trans-atlantic flight uses 1000 barrels on a flight across the Atlantic. Now that means 30,000 barrels a day, 30 additional flights, or alternatively the dropping of contracts with other oil companies that are presently in existence. Mr. Speaker, I had hoped that when the people who represent these oil interests come before this House that we not be given letters of intent or heads of agreement which is the British word for letters of intent. But rather that it will be firm irrevocable commitments on the part of these reputable airlines that the products of Come by Chance will be taken come-what-may when that goes on stream.

Now, Mr. Speaker, I doubt very much if these reputable large airlines are going to put their future on the line. I doubt very much Mr. Speaker, if they are going to say to their existing suppliers, come 1973 or 1972 we are switching to Come by Chance for our products. And Mr. Speaker, it might be interesting for this House to know that at the present time there is a cut-back in the United States of America in the production of jet fuel, and of today. Where is this great demand for jet fuel? Mr. Speaker, these questions have to be answered to the satisfaction of this House. Because there is no one in this House that wants to stand in the way of progress but there is no one in this House who wants to be a party to the insolvency of this Province. Mr. Speaker, there has been a great deal of publicity a great deal of pride, expressed in the size of the storage tanks for crude oil that has been constructed at Come by Chance. The size of it is 664,000 barrels, Mr. Speaker, that is by far the way the largest storage tank for crude oil in North America. And you might say that shows that we are better engineers, that we have come up with, we have suddenly solved the economics of the storage of crude oil products. But Mr. Speaker, the reason for it is not that at all. The reason why there was a time two years ago Golden Eagle had the second large storage tanks in Canada, three years ago. Why these tanks had not been of immense size is because those experienced in the oil business are scared to take a chance of storing that much petroleum products in the one

tank. Mr. Speaker, 664,000 tons of crude, barrels of crude, at approximately seven barrels to the ton is approximately 90,000 tons of crude oil under one roof in one thin tank, of sheet metal, Mr. Speaker, if I could do nothing else let me urge something on the hon. the Premier, I know he never listens to me, but let me urge it on him anyway, that before he spends a nother nickel, that before he commits the Province of Newfoundland to spending another nickel, will he please, in the name of commonsense, insist and tell the Shaheen interest to test that tank at Come by Chance and put 90,000 tons of water in it and see if it will hold up, see if the footings will hold up.

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if the pulleys will hold up. See if the tank is capable of carrying that, because, Mr. Speaker, we cannot afford to take any chances. We cannot afford to see that tank suddenly filled with 90,000 tons of fuel oil and start leaking or collapsing. Then we will have pollution in Placentia Bay. Then we will have pollution in Sunnyside. Then we will have pollution everywhere else and more than that, our money will be down the drain.

Mr. Speaker, these are some of the technical problems that are facing Come-by-Chance. Another is this, Mr. Speaker, I do not know if all hon. members realize this that in order to provide a 100,000 barrel a day refinery, the amount of land that is required is what they refer to in the oil industry as one section. One section is 600 acres. Golden Eagle in Quebec has 570 acres acquired to date and options on some more. Six hundred acres of land and this is not just 600 acres of waste land. This is 600 acres of land upon which you can put your tanks and this is 600 acres of land, Mr. Speaker, that must be tested. Your grades have to be laid out. You have to find that if you are talking about; for instance you have to find whether the Newfoundland average of twelve foot of bog prevails in that area, because if that prevails in the Come-by-Chance area, that cost of clearing it is going to be astronomical and what do you do with the bog, when you take it out. You cannot use it as fill for the wharf. What do you do with it? This is what is required. You need nine acres for your platform. Now when is this testing going to be done? Is it any wonder that General Lessing announced that he now has to go to the United States to negotiate with Procon the construction contract. Is it any wonder that these negotiations are going to take a long, long time. Is it any wonder that the people of Newfoundland are wondering whether or not we can afford a hither miss policy, when we are dealing with \$150 million. Of course we cannot. You know we cannot.

These are the questions that Mr. Shaheen and his experts and the unknown competent North American feasibility studier has to provide - to answer and provide the answers to this House. If they cannot do it, this transcends, Mr. Speaker, party discipline. This transcends everything, because, Mr. Speaker, there will be no tomorrow if Come-by-Chance fails. There will be no tomorrow.

The hon. Minister of Municipal Affairs earlier today said that he heard a lot of talk about small industry, but he would like for someone to advise the

Government. He hoped that there would be someone within the Government who could advise them as to what a small industry could do and how a small industry could be successful. Well you could get an awful lot of small viable industries for \$150 million. Do not forget, Mr. Speaker, that whilst there may be hope that this \$150 million investment will attract petro-chemical industries and that they in turn will be labour-intensive industries. The simple fact is that what we are dealing with now is an industry that will not employ as large a number of men as are presently employed in the mines at St. Lawrence. That is what we are risking, \$150 million for.

Mr. Speaker, you may say, but this is not very visionary. You have to be prepared to plunge \$150 million for 300 jobs. Let me raise another problem, Mr. Speaker, that in order to have a viable - forget your petro-chemical industries which may or may not fall, but in order to have a viable refinery you have to have a massive supply of fresh water. You cannot even flush your tanks with salt water. Everything has to be fresh water. The surveys, as I understand it, indicate and the release indicates in one of the emanations from London that fresh water will be found about three and a half miles along the Trans-Canada Highway.

Mr. Speaker, I do not know what the estimated cost will be of bringing that water three and a half miles at sufficient quantity for the refinery, but I do suggest that it cannot be less than \$1.5 million.

Mr. Speaker, the other relevant consideration is this; that a refinery be it refining diesel fuel, jet fuel, kerosene or what, a refinery refining petroleum products will use 60,000 gallons of fresh water per hour, and that is more than a bucket full, Mr. Speaker. That means and without it, unless that supply is there, unless the refinery is assured of that amount of water, it cannot start business. It cannot operate, because a refinery, when once it operates has to continue.

Mr. Speaker, we have been told that there has been \$20 million saved on interest and import duties. There has been \$20 million saved. I do not know if this means that there will be no import duty on goods coming in that are manufactured in the United Kingdom or whether it means that goods manufactured in the United Kingdom will come in at a preferred exercise tax as opposed to West

Germany. I think that the hon. ministers who left this Province three weeks ago should know that their releases did not do very much to allay the fear of Newfoundlanders. Up until December, may be January, but I know December, the releases that were being made on behalf of Government was that the negotiations with the Tissen Group in West Germany and their financiers in Austria and Switzerland were well on schedule and would soon be completed. Suddenly and all of this was being done with the advice of the great Ralph M. Parsons, who were the oil engineers doing the work on the Gulf Oil Project in Point Tupper. Suddenly we hear of the delegations in London, in Paris. There is talk about the French Government. We got the impression on this side of the water that the skilful diplomats from Newfoundland were pulling the wool over the West German eyes and President Pompidou and Prime Minister Harold Wilson, they were all on tender hooks. In fact some of us were concerned that the meeting between East and West Germany might not come off, because the chancellor would be so concerned that he might lose his contract. Then all of a sudden there is a great signing in London. Is there any wonder why Newfoundlanders are being skeptical. Then we hear an announcement that these secret negotiations have been going on since August with the British. What were the hon. ministers doing in France? I know what the hon. Minister of Housing was doing. He was shaking hands with that old gentleman, the great grandfather. If you will remind me of his name - I have forgotten. The man he shook hands with on the streets of Paris?

MR. NOLAN: Mr. Speaker, I do not know with whom the Minister of Housing was shaking hands but the Minister of Supply shook hands with Maurice Chevalier.

MR. HICKMAN: Maurice Chevalier that is the man. Other than that, Newfoundlanders are in a state of wonderment and confusion. We do not know what happened in Paris. We do not <sup>know</sup> why our delegation would be in Paris, when they had been negotiating with West Germany and wind up signing a document in England. This might be all right, Mr. Speaker, if you were negotiating for the sale or purchase of a shell house in Fortune. When you are talk about \$20,000 or \$30,000 but when you are talking about \$150 million or more, then, Mr. Speaker, we need something <sup>more</sup> ~~more~~ antics. We need something more than cute little negotiations, cute running around the corners, packing your bags, putting them on planes and trains without people seeing them and rushing over and signing up and then when it is all signed

up and we hear the word is "go" out comes an announcement from General Lessing that he is now to depart for the United States of America to try and negotiate a construction contract with Procon.

Now, Mr. Speaker, there is another little relevant item in this game of chess and that is this: that after the negotiations with Procon had been completed and if and when the surveys have been done and if and when a final turn-key contract is signed, then Procon must call bids of the sub-contractors for the structural work in Newfoundland. That will be the indication of the Newfoundland people, when we seen an advertisement appearing in the paper, tenders are hereby called for the construction in the structural work of an oil refinery at Come-by-Chance preference given to Newfoundland contractors. Then we will begin to believe that the word is "go."

Mr. Speaker, it is a long, long way yet before we get the answers to all these questions. It is a long, long way yet before we see the first 100,000 tonner tied up at Come-by-Chance harbour.

Mr. Speaker, another question, this Government must be prepared to answer and furnish information to this House on the adequacy of the harbour at Come-by-Chance. We have in this House two hon. members, three, the hon. member for Trinity South, the hon. the senior member for Mr. Main and the hon. Captain Winsor, the member for Labrador North. These three gentleman know a great deal about the sea. They know a great deal about the adequacy of ports in Newfoundland. I am the first to confess that I do not. I can say this that growing up on the south coast of Newfoundland, when we use to list and when our master mariners use to list the great ports of call, the great safe havens, the great berths for their ships, the places to moor their schooners, Come-by-Chance was not among the harbours listed. Placentia Bay contained good harbours at Argentia, Placentia. Harbour Buffett, Marystown and Burin, but now we are talking about 100,000 and 200,000 ton tankers that needs thirty miles of straight run to lose way and has to go into Come-by-Chance. So presumably, Mr. Speaker, the Government to the day will be able to satisfy it, not their opinion, but the opinion of experts as to the adequacy of this harbour.

MR. Speaker, if we are being led down the garden path, if the Government of this Province is being led down the garden path, if the wheeling and dealing

is going to deal us out of \$150 million, then, Mr. Speaker, no one will ever be forgiven for failing to answer all the questions that must be answered before this can beat the approval of this House.

Mr. Speaker, there has been some talk and criticism of the cost of bringing this crude oil from Kuwait and other areas to Come-by-Chance, refining it and competing in the jet fuel market and in the other American markets. All we know, all the public knows, all that we are aware of is that there has been something signed according to announcements with British Petroleum and that in due course the legislation will be complied with and Mr. Shaheen will advise this House that sixty percent of the petroleum requirements or the crude requirements have been bargained for. What the price is, we do not know, Mr. Speaker. What we do know is this: that the average market price for crude oil coming out of the Middle East and in particular out of Kuwait is five cents per gallon. Five cents is what you pay as that crude goes on board the tanker.

Then we have a pretty long haul by bulk carriers into Come-by-Chance. I think it would be unrealistic to assume that the cost of transporting this from Kuwait to Come-by-Chance would be anything less than two cents a gallon.

Mr. Speaker, after we get it into Come-by-Chance, we then have to unload it across the Federal Government wharf, if the Federal Government builds the wharf, and if they build the wharf, they build it on a rental basis and if they use the same yard stick that they used for other industries and other products going in over their wharves, including fish, we cannot expect anything less than three-ninths of a cent a gallon. By that time, Mr. Speaker, at a cost of seven and three-ninths of a cent a gallon, we now have the crude into the 664,000 tank, if it is still holding at Come-by-Chance. Having done that, Mr. Speaker, there is one more step before refining starts. It has to be taken from the tanks, from the storage tanks and transported by pipe line or some way into the ovens and the minimum cost of doing that, Mr. Speaker, is a half cent a gallon.

So we are now approximately eight and one quarter cents a gallon at it is to enter the refinery. I have no idea what the cost per gallon will be to refine that product, but it will be something. It will be a cent for sure, and after it is refined it then has to come out, be transported by a pipeline on board smaller carriers and transported by sea to the American Market.

Now Mr. Speaker, how can we possibly lay down jet fuel or other products, (remember the other products have to be rerun, recommitted through this system) in the United States or in Canada for even eleven cents per gallon. And how are we going to compete profitably with the Canadian posted refining price for gasoline of eleven and three quarter cents.

Mr. Speaker, these are the questions that we would expect will be answered definitively and conclusively and with adequate proof from people who have no vested interest in the development of Come by Chance, other than the interest they have in presenting a professional opinion.

Now Mr. Speaker, the announcement made from London says that the Government will not loose one dollar or one cent on the sale of hydro-power. Not one dollar, not one cent on the sale of hydro-power to Newfoundland Refining. The present legislative agreement calls for the provision of hydro to Newfoundland Refining at 2.5 mills per kilowatt hour. That is operating at a loss to the Government of Newfoundland. A considerable loss. So that we can assume therefore, that as a result of hard bargaining, skillful negotiating that the Newfoundland Refiners have said "we will not hold you to your agreement, to your statutory agreement, we will pay a price that will not cost the Power Commission one red cent, not a dollar, not a cent."

Now Mr. Speaker, if that happens where does that leave the feasibility study of Universal Oil Products that has been prepared without the Government's consent or approval for Mr. Shaheen? Mr. Speaker, the more you look at Come by Chance the more concerned one must be that the adequate precautions, even the ones that are written into the existing agreement have not been taken to the fullest extent. We cannot accept the arithmetic that suddenly drives a plant that was to be \$110 million up to \$150 million, but still say it is \$20 million. That kind of arithmetic will not wash. We have some consolation in the fact that under the present agreement any payments that are made toward the construction of this plant must be on a pari passu basis. In other words if the

MR. SMALLWOOD (J.R.): If the hon. gentleman will allow me. If I allow this to pass of course, then it will be believed that I accepted it, that I did not quarrel with it. I said, and I have said it at least twenty times in public



that the price obtained in London was \$19 million to \$20 million less than it would have been had we signed the contracts of the Europeans.

MR. HICKMAN: In Paris

MR. SMALLWOOD (J.R.): That is what I said. The saving of \$19 to \$20 millions is a saving, not over the original estimates of the cost of the refinery, but a saving over what would, what was asked, what was in the contracts that we were asked to sign in Paris. The contracts between the Germans, the Austrians, the French on the one hand, and the Crown Corporation on the other.

Comparing the two, the price that we did get in England, with the price that we were offered on the Continent, on the same day, there was a saving of \$20 millions.

MR. HICKMAN: Does this mean then Mr. Speaker, that without

MR. SMALLWOOD (J.R.): This is not the first time that I have said this.

MR. HICKMAN: No, no, no Mr. Speaker, but this obviously means that without coming back across the Channel we would have been faced with a \$170 million oil refinery. 100,000 barrels a day, now you could have jet fuel, you can have these catalytic cracking machines and everything else, but you cannot justify that kind of an expenditure and that kind of a difference

MR. SMALLWOOD (J.R.): So the hon. gentleman says and I guess he knows

MR. HICKMAN: I guess he does

MR. SMALLWOOD (J.R.): Yeah, I guess he does

MR. HICKMAN: Mr. Speaker, there is going to be something go on at Come by Chance make no mistake about that. There will be something go on at Come by Chance. But Mr. Speaker, let me express my concern that if anything goes at Come by Chance, what you may see there at tremendous cost to the people of Newfoundland is not an oil refinery, but a crude oil depot for Middle East crude. Tank farms, tank farms are not job intensive, tank jobs will not yield a nickle to the Province of Newfoundland other than the cost of construction them, and the labour that is provided. But how are we going to be satisfied that 100,000 barrels a day plant should cost \$150 million. and how are we going to be satisfied that that plant can compete economically and viably with the major oil companies.

Do you notice Mr. Speaker, that none of the major oil companies have said a word in months? I will tell you why they have not said a word Mr. Speaker, that at one time when there was statements emanating from Newfoundland, and from the Shaheen resources and others, some of the majors thought that maybe, maybe Mr. Speaker this is going ahead. But do you know

what I believe Mr. Speaker, that they know it cannot happen and they have lost interest in it. They are not the slightest bit concerned in it, they cannot be bothered to waste their time in making statements about it.

MR. SMALLWOOD: The hon. gentleman does not think it is going ahead

MR. HICKMAN: Mr. Speaker, I am sure that before it goes ahead the people of Newfoundland are going to demand a great deal more in the way of information than they already have.

MR. SMALLWOOD: The hon. gentleman does not think really that it is going ahead?

MR. HICKMAN: I think Mr. Speaker, that we are going to see tanks built at Come by Chance. I have

MR. SMALLWOOD: A tank farm

MR. HICKMAN: A tank farm

MR. SMALLWOOD: No refinery?

MR. HICKMAN: I have some doubts on the present economics, on the present information that is before the House. Put it this way, it cannot go ahead on the information that we now have, that the people of Newfoundland now have. If there is something positive within the Premier's heart, if Mr. Shaheen has some little secret that he has not let out, if there is some great new scheme of refining jet fuel that none of the major oil companies know about, if there is some way to get in and push the standard oils out, Shell, Dutch Shell, and British Petroleum out.

MR. SMALLWOOD: Plow them under.

MR. HICKMAN: Plow them under, then Come by Chance will go ahead

MR. SMALLWOOD: It might have a chance

MR. HICKMAN: Of course it will, of course it will

MR. SMALLWOOD: This is it now, if they can plow down, plow under the great majors there might be a chance in Come by Chance

MR. HICKMAN: There might be

MR. SMALLWOOD: Might be, not sure, just might, just might

MR. HICKMAN: And what are we looking forward to

MR. SMALLWOOD: Just might

MR. HICKMAN: That is right Mr. Speaker

MR. SMALLWOOD: Just might, just might, just might

MR. HICKMAN: And what we are looking forward to is this information, this proof positive. Because I am sure the hon. the Premier will be the first to admit that if we are going to spend \$155 million to provide jobs for Newfoundlanders

then let us spend it in the best way possible. And if \$150 million is the only way that we can get 400 or 350 jobs, well then that chance is warranted. Maybe. But let us make sure that we cannot get 600, or 700, or 1,000 jobs or 10,000 jobs for investing that \$150 million or pledging \$150 million in Newfoundland's credit.

Mr. Speaker, I cannot answer the question of the hon. the Minister of Municipal Affairs as to, or advise the Government as to how we should develop small industry in this Province. But in the councils of the mighty sitting with the hon. the Minister of Municipal Affairs there is one member, one hon. gentleman, one hon. Cabinet Minister who has some ideas, and what he said was this Mr. Speaker and I quote " the answer is not to pin our hopes of some miraculous intervention in the form of an industry. We might get one but the cost might be so high as to leave us further back than when we started. Increasingly our effort and our money must go into the great middle area. It is hard to specify, but it is easy to see in the advanced modern economies that the real pay-off, the pay-off in jobs comes in the soft industries, (that is absolute heresy, but it is coming from a Cabinet Minister) and in the finishing and processing." And still quoting " Such items as the famous mother's allowance of fifteen dollars per child per year, and the cost of the Newfoundland Bulletin will not be of much help here. The University alone tells us that next year it will need an increase in its operating grant which is large enough to swallow up the total cost of these two items and a great many dollars besides." This is not the finicky criticisms of opposition members who drive waves of hatred to the ceiling. These are not statements of men who are not accessible or whose knowledge is not accessible to the hon. the Minister of Municipal Affairs. These are quoted statements, precise statements, exact statements made on the, by the hon. the Minister of Health in St. John's on Thursday, January 15th. 1970. And there is a great deal of merit in what he says. A great deal of merit in what he says, when he says that the jobs, the pay-off in jobs comes in the soft industries and in the finishing and processing.

Mr. Speaker, this is what we want, this is what members of this House of Assembly have been elected for. This is what they have been asked to do. It is not simply enough to say, there are 40,000 people emigrated from Nova Scotia last year to mainland Canada. That there are X number of Newfoundlanders emigrated from Newfoundland to mainland Canada last year, and that we must stop that outburst flow come-what-may. I am not very proud when I receive a

letter as I did quite recently from a young graduate of Memorial University with a B.A. degree, good marks, never failed a course in his life, graduated in June. The only job he could find in his native Province was working in a bakery at sixty dollars per week.

That does not give us the right to stand up and sing the Ode To Newfoundland, and say our troubles are now over. We are now part of this great Confederacy. No! on your life Mr. Speaker. What it does do, and what it does suggest to all hon. members of this House, is that we may not be getting the full benefit of being part of this Confederacy. That in our anxiety to provide 350 jobs at an astronomical cost to the people of Newfoundland, that we are neglecting to provide employment through our primary industries, through our smaller industries, and that we are neglecting to give the challenge and the inducement, excitement of Newfoundlanders to remain in their Province. Most Newfoundlanders want to stay here Mr. Speaker, make no mistake about this. Do not let anybody ever get carried away by the activities of the student movement in Newfoundland today, and say that the future of Newfoundland is in doubt. Indeed Mr. Speaker, there can be nothing more encouraging, there can be nothing more uplifting than to see the remarkable change that has taken place in the thinking of Newfoundlanders in the past few years.

There was a time Mr. Speaker,

MR. SMALLWOOD (J.R.): Mr. Speaker, Point of Order. I did not want to interrupt the hon. gentleman when he was talking about the refinery, he is now an hour and fifteen minutes over.

MR. HICKMAN: May I have one sentence then I will finish?

MR. SMALLWOOD: Yes, but not for the rest of the night

MR. HICKMAN: No Mr. Speaker. I simply wanted to say this, that it would be very, very wrong for members of the generation that is older than my generation. Indeed it would be wrong for my generation, and we are not that far removed from the student body in Newfoundland, to keep talking about this generation gap. The only reason why there is a generation gap is because older Canadians refuse to accept what is happening all around them. Refuse to accept the fact that young Newfoundlanders today at twenty years of age are far more knowledgeable Mr. Speaker, than you and I were at that same age. And that young Newfoundlanders are insisting on becoming involved in the political and civic life of their Province, and that young Newfoundlanders really care. If we insist on categorizing these people and putting these young people in one group, and saying "oh, no, let us wipe them all off, they are all young." If we do that we are asking for trouble, but if we.....

seize on their initiative, and if we seize on their ability, and if we seize on their love of Province, and invite them into the councils of the mighty, and say because you are twenty, you are smarter than I am, and you tell us, what we shall do, and we will work with you, then we can have a Newfoundland that we can be proud of, then we might be able to take a chance on Come-by-Chance. But, unless we do that Mr. Speaker, there is going to be exodus because of problem, in regardless of what happens in Come-by-Chance that will frighten the life out of most loyal Newfoundlanders.

I thank the hon. members for their indulgence.

MR. SPEAKER: Is the House ready for the question?

MR. EARL WINSOR: ( MINISTER OF LABRADOR AFFAIRS ): Mr. Speaker, like other speakers I want to congratulate the mover and the seconder of the Address In Reply in the Speech from the Throne. Both of the hon. gentleman have had a long and distinguished service in this House. And their contribution to debate and policy making is well known to all and is appreciated by all. It is with regret that we hear of the illness of the hon. member for Trinity North. We understand he has undergone surgery at the hospital, and I am sure it is the wish of all hon. members that he will make a speedy recovery and get back to his place in this hon. House.

Now, Mr. Speaker, after hearing the hon. member for Burin giving his description of the Come-by-Chance deal, I am content at this point to wait until we hear from the experts themselves. I feel that the gentlemen who were over to London negotiating this agreement, they are as knowledgeable and I do not want to take anything away from the hon. gentlemen, but surely they must be as knowledgeable in this line of endeavour, as the hon. the member for Burin. I do not want to take anything away from the hon. gentleman, I just merely said, I would suspect that they are as knowledgeable. But, it is common Mr. Speaker, I have heard my father say for so many, many years that every major industry which was ever developed in Newfoundland, was always criticized by the Opposition. And that Opposition was usually a very Tory Party of Newfoundland. Now that is their role to criticize, obstruct I suppose in the form of criticism. But be that as it may, the record is there to show in the major industries, the A.N.D. Company operation in Grand Falls, Bowaters Pulp and Paper, the Railway and several others.

So, Mr. Speaker, as I have said, I am content to wait and see just what this great Refinery is going to mean in Newfoundland. I feel a little more optimistic than the hon. gentleman does at this time. Now, Mr. Speaker, I am

MR. WINSOR:

going to confine my few remarks to that part of our Province, known as Labrador. In February I attended a conference at Happy Valley, and the theme of that conference was, "Labrador in the Seventies".

The conference provided the opportunities for dialogue and deliberation between the people of Labrador and of people trade, profession and occupation. From what I saw and heard during the limited time at my disposal, I was not only impressed, but also encouraged by the seriousness of all who participated, in a genuine desire to make Labrador worthy and attractive and a good place in which to live in the years ahead. Despite what many may think it to be namely; a land of frozen waste land inhabited by a few polar bears and eskimos. So that the conference left no doubt in their minds at all, that Labrador is and will continue to be a thriving part of our Province. And may well hold the key to much of the future of our Province as a whole.

In spite of some of the obvious criticisms and complaints which came from the conference, those who live in Labrador have a very pronounced sense of confidence in the future of their land. They have reason to be. They are concerned how the development of their resources will relate to the personal living and to their personal living, and this is a very healthy sign. Their presence and their outspoken frankness at the conference should be an encouragement to us all. They want the best that is available in services, and I feel that they should be commended for this approach.

Now, Mr. Speaker, prior to World War I Labrador was inhabited by less than 5000 people, scattered all along the many hundreds of miles of coast line. Today there are 38,000 people in Labrador with the vast majority of that number residing in Labrador West and at Happy Valley. The sixties revealed to us, a Labrador substantially rich in minerals, water and timber resources. The developments that have taken place in the past ten years, would have been thought of inconceivable, less than twenty years ago. These developments have given a buoyancy to the people and many of them are eager to participate personally in the future planning of that development.

In my short address to the members of the conference, I stated, that I am most certain, that the prospect for a true and meaningful development of Labrador in the seventies and later will depend on the capacity of its people, and the industrialists to bringing about a combination of forces that will blend together both the natural and human resources. "I sense the spirit of this concern in their deliberation. And many of the resolutions which will come

MR. WINSOR:

out of the conference will give expression to that concern.

The year passed, Mr. Speaker, was not a good one in the lives of many who resided in Labrador. A long drawn out strike in West Labrador resulted in the closing of the mine in Labrador West for many weeks, with a loss of wages to the people concerned, and naturally a loss of revenue to the Province. Then we had a well nigh complete failure of the fishery. This brought the fear of a lean winter to the home of many who live along the coast line, and this Mr. Speaker, brings to mind a matter of great concern, not only to me, but to many others who know that notwithstanding the industrial developments in the interior, many of the residents of Labrador will continue to live from the sea.

I am naturally encouraged by the establishment of a salt fish marketing board. But it brings with it an equal genuine concern for the fishermen of Labrador in particular, for there must be just more than a marketing board. What assistance will there be when as in the passed summer there is no fish to market? Many of the fishermen in Labrador today are in distress because of a catch failure. Many of the fishermen in Labrador today are in distress because of this failure, and there is very little help from the Federal Government to relieve the stress as in the case of crop failure, insurance for farmers and other primary producers.

Now in the district of Labrador North, which I represent we were a little more fortunate eighty fishermen there were engaged in the Arctic Char Fishery, and more than 1100 barrels of char was secured, weighting about 200 pounds per barrel. But, Mr. Speaker, this char was pickled. Although, the price was fair to the fishermen, I feel that the fishermen engaged in this particular type of fish could obtain a more substantial earning, if that fish could be sold fresh. And I feel, there should be more experiment carried out in this field. This particular type of fish is best when it can get to the market in a fresh state.

There is another way of curing that fish and that is by smoking. I understand last year, that some fish was experimented in this way. Here to I understand, it met with a fair amount of success, but in order to produce a good smoked quality, it is most important to get the fish as fresh as possible to the smoke houses or to put it through the smoking process. I do not think that after fish lying in pickle for a long period and then soaked in order to get the

MR. WINSOR:

Salt out, can produce a first class article of food. I trust the experiment will continue, and it will be established that perhaps this would be the best way to develop and increase our char fishery.

The codfishery, Mr. Speaker, is carried out in the same manner now, as for many centuries. And if the fish do not come to land, of course, there is not much the fishermen can do about it. And this is where I content that the Federal Government should have a policy to assist the fishermen who have such failures. This does not only apply to the local fishermen along the coast, but to our Newfoundland floaters. Because, Mr. Speaker, there is quite an expenditure involved in a schooner owner or operator to set out for the fishery, and steam hundreds of miles to the Labrador Coast, and end up at the end of the season with no catch to pay his bills.

Now there is almost as much expense involved when a man does not get one fish, as if he could secure a full load. The only saving there is, is in the salt. He has got to use as much gas, he got to feed his crew, he has got to keep his gear in repairs, and he can manage that for one year. But, what happens after the first year? This man is in a dire state of finances, and he is almost financially broke. I doubt very much, if there will be many vessels operating along the Labrador Coast this year, unless some assistance can be provided. Now I have had the experience in Labrador for a great number of years, and I have seen as many as a 150 vessels fishing north of Hopedale. And I saw that dwindle down to ten, fifteen, and finally not one vessel operated in Northern Labrador, that is north of Hopedale.

MR. SMALLWOOD: I remember 500 schooners going to Labrador in one year.

MR. WINSOR: Quite so. In the place where I was born, as you will recall, the Premier, it was easy to count a hundred or 120 vessels from Cape Freels, all the way up to Badger's Quay. But, my point is, that that fishery went out completely. But the passed four or five years it started to come back, and they are using different types of vessel, they do not sail around the coast, as I did the first time I went to Labrador, that is no credit to me, but it taught me an awful lot, and it gave me a great experience of the hardships that some of our men had to go through in order to get to the fishing grounds, something similar as the Grand Bank fishermen had to do, leaving Grand Bank and going to the Grand Banks.



Mr. WINSOR:

But, my point is, Mr. Speaker, what is going to happen to those of last year? The number of vessels had increased again to around forty-five or fifty. Now they were encouraged, although, the year before the catch was not very great, but last year it was a complete failure, and I would say the first year in the history of Labrador, from Lance Blanche to Chidley, that the whole Labrador coast was absolutely a failure as far as the codfishery was concerned.

I am going to get that way, well that may be, but this does not prove because last year as you may recall Mr. Speaker, the fish on the Southern Shore was one of the best years they had for a long time. And yet the druggers are accused of dragging the Grand Banks, destroying all the fish, so what is the answer? There just does not seem to be any single answer to it. However, I agree that there should be some jurisdiction placed on the foreign druggers. They are certainly dragging an awful lot of fish, and how much fish are there in the ocean? How long can that go on without seriously jeopardizing our fishery?

MR. MALONEY: May I ask a question? There is some suggestion that the Labrador vessels might be coming a bit early. I wonder <sup>if</sup> the hon. member's experience in vessels years ago used to stay later on the Labrador. Would he care to comment on that?

MR. WINSOR: That is true Mr. Speaker, but how can you in this day hold a crew of men? How can you keep the morale of a schooner's crew up when day after day they are going out to their cod traps, and to use a fisherman's term, having "a water haul." How long can you keep them and say "boys - the Eskimos used to say at one time, August come, fish come, but August came last year, and no fish came. So it is difficult, although I have seen some of the best fishing in Labrador in October, yes it is usually in October, but how are you going to keep a group of men satisfied from June until October with no catch at all with the hope that October may bring them fish and they may be able to secure a fairly good voyage.

You know they become despondent and they are discouraged, so the next place they want to head for is south. Mr. Speaker, our hon. minister of Fisheries noted that fresh fish failure might be caused by druggers operating on the Hamilton River Bank. It is a fact of course that this Bank is beyond the jurisdiction of even a twelve mile limit, and in international waters. What then if anything can be done to protect the livelihood of many of our Labrador fishermen? This is a matter of genuine concern. I know that the minister is fully cognizant of this problem, and I believe that he will continue in his efforts in consultation with the Federal authorities to bring about some international agreement that will bring order to what is now somewhat chaotic situation. Government must find a workable solution to this kind of a problem, otherwise we shall be in jeopardy

of losing a very valuable asset. In Labrador Mr. Speaker, there will always be a number of people irrespective of what other developments might take place around them, who will continue to stick with the Fisheries. It is the only trade they know, and they are as well qualified in this field as tradesmen in any other occupation. They must continue to be regarded as an important part of our total economy.

Now Mr. Speaker, most of us are somewhat tired of hearing that nothing is being done in or for Labrador. I would like at this time to point out and draw to the attention of the House, some of the projects and some of the inconveniences that have been provided to the people of Labrador North. In this instance I am referring to the district of Labrador North, that is the district I represent, and I am sure my hon. colleague, the member for Labrador South will bring his problems at the proper time. And the member for Labrador West who I see is not in the House at this time, will play that broken record many times yet to come.

In that district of Labrador North Sir, I recall in 1956, the whole settlement of Nutak was moved to Nain. The population was 156 families - 156, and a number of families was forty-two. We moved them all from Nutak to Nain, why? Because in the community of Nutak there were absolutely no facilities, no school, no medical aid and no missionary. So we were forced to bring them to a more centralized area, and built homes for them there.

In 1959 the settlement of Hebron was moved. Now Sir, the people of Hebron were the most primitive people in Canada at that time, living in canvas tents, and the community was utterly devoid of trees. They had to use seal skin for fuel during the winter months, and no teacher. The missionary served the people there and he performed the duties of a medical officer.

Hebron as some of you may well know is about 150 miles north of Nain, which is the most northern settlement at this time. And then on times we even had to go a little further north than that, up to Nachvak, which is only a 150 miles this side of Cape Chidley. We we had a group of the most primitive people living in Canada with very few facilities, except what they were used to away back in the Stone Age.

So Sir, then we moved other settlements as well. The settlement of Davis Inlet was completely moved with new houses built for the Indians, and a new school, and a new church. This settlement now is one of the nicest

little villages that one could see in Labrador, inhabited I would say, ninety percent by Indian people, who are today living in wooden houses for their first time. It was not uncommon Mr. Speaker, to see the Indians squatting around in canvas tents at Davis Inlet until two years ago. And it was not uncommon to see or know of a mother giving birth to a child on a few green boughs in a canvas tent.

That Mr. Speaker, is no longer, and there is no Indian in Davis Inlet today living in a canvas tent only by choice. The homes that are built there are very comfortable. It took a little while to get them acclimatized and adjusted to living in a wooden home, because they were for so many years, living out with just a canvas tent over their heads. But thank God, we have provided them now with a better way of living.

The same thing applies to Northwest River. About five years ago, or six years ago, the Government in conjunction with the Federal Government had a policy of housing for the Indians at Northwest River. And the same thing applies there. There is no Indian living in a canvas tent at Northwest River today only by choice. One or two may like to go out in the country and stick a canvas tent and live for a little while, but eventually he will get back into the white man's way of living in a wooden home.

So Sir, these are things the Government have done in housing. The same thing applies to schooling. In Labrador North, in every community, every community north of Happy Valley, there is a new school Mr. Speaker. And they are teaching now in those schools up to Grade VIII. When I first became the member for that district, no child was permitted to stay in school beyond the age of thirteen. He just had to get out and go hunting or go into the interior with the family, and that was the end of that child's schooling at the age of thirteen. Today he can go to Grade VIII and after Grade VIII, he can then go outside to Northwest River where there is a modern school under construction at this time. Before then they were brought into the school which they have there and housed in a dormitory. That is what we have done with the educational problem in Northern Labrador.

Electricity, I sometimes hesitate to say this because in such a far-flung area, and I know there are members in this House who are not in a position to stand and say what I am going to say now - that every single community in

Labrador North have electricity, every one.

Hospitals, the Government have provided hospitals in every community except one. And here Mr. Speaker, of course it is not a full fledged hospital, there is no doctor there, but there is one or two nurses. But for any emergency or surgery, our air ambulance is at the beck and call of all hospitals, and it is much quicker to get to a hospital in the north than it is here in St. John's. If weather conditions are favourable, any person in Northern Labrador can get to a hospital within an hour, an hour and a half, two hours at the longest. And this is improving all the time, continuously improving.

Getting back to the schooling Mr. Speaker. I recall when we serving that particular part of the coast, in the Fall of the year, in September, we would start to collect the children at Nutak or Hebron, and we would bring them all along the coast to Makkovik and to Northwest River. At that time there was a dormitory at Makkovik as well. And Sir, if you really want to experience something that would touch your heart, it was to witness the families bringing out their children in a small boat in the early hours of morning. And they usually came and brought them and gave them in care of me, because I was the owner and operator and purser and everything combined, and they would leave the school children in care of me to deliver them to the house, or wife or maid, or whichever dormitory they were going.

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But the pathetic experience always, and I used to dread it, is in the morning when they bring those school children out with the mothers and fathers and the time of departure came, and that in every community in Northern Labrador Mr. Speaker, there is a brass band and they bring that band out and they steam around the vessel, the ship as she steamed out of the harbour and they played, "God Be With You Till We Meet Again." There were screams from the kids and screams from the people in the boats and many times I had to leave the deck and go into my cabin and silently weep for those children. Because Sir, it is not easy to calm a child who leaves his parents at the age of six or seven. And this continued all up and down the Labrador Coast. But that was in the fall, the rewards came the first trip in the Spring. The first trip in the Spring, we used to gather them up from Makkovik and North West River and take them along the same route. And the excitement beaming all over their faces when you blew the horn or the whistle when you are going into such places as Nūtak and Hebron with all of the children on board. Then it is something to behold, the witness of a re-union of that family. But what intrigues me Mr. Speaker, is today many of those same children have taken their place, I have become a little older but they always remember me and some of them are nurses, some are teachers and they have gone out in all trades and professions. So, I made a vow on that occasion if I ever had the opportunity to do something for these people this is the direction in which I would channel my energy and ambition.

Happily for me and for them I found myself in that position and I was no sooner elected when I started to present to the Government and I had many private talks with the hon. the Premier and I found him most sympathetic, as a matter of fact more sympathetic than I really thought he could be but very sympathetic to the ideas and we started trying to provide schools, hospitals, electricity to some of the people who knew very little about the white man's way of life. It was a problem Mr. Speaker, but today I am very happy to say that much of my anticipated ambitions are materializing.

Now, Sir, this housing development will be carried out again this year we hope, and it comes under the department of my colleague the Minister of Social Services and I have had the privilege of escorting the hon. minister along the coast and he has seen for himself the improvements which has taken

place. This is only one part of the district Mr. Speaker, other improvements have been brought about in Happy Valley and North West River because Sir, when I was elected to this Hon. House the population of Happy Valley was between 1100 and 1200 people. Today it is 6500 people and that presented six times as many problems now as I had then the first time I was elected. But nevertheless things are going along fairly well, Now, Sir, there is a great need for a housing development in Happy Valley and I have presented this to the minister of Community and Social Development and I am hoping in this DREE Programme we will be able to go back to the people of Happy Valley and announce a housing programme for them. It is needed badly in that area Sir, because men who are now working with the Melville Pulp and Paper, and there are many of them from the outside are anxious to bring their families in and settle in Happy Valley.

This operation is the most modern wood harvesting of its kind and it will certainly continue to expand. They will be shipping approximately 150,000 cords of wood during the navigational shipping season this year. There are and have been more than 100 men working there during the winter. As a consequence Mr. Speaker, this might interest the House that as of this moment there is not one able-bodied person on relief in Happy Valley. Now this does not say that there is no relief in Happy Valley, but the people who are on relief are semi-disabled or disabled in one way or another. Then that number is even small. Another note of interest is that relief among the Indian people of North West River has been somewhat reduced. I can foresee similar woods development Mr. Speaker, taking place in Sandwich Bay and this I am sure will bring about a centralization of coastal communities into such places as Cartwright and Paradise River and I am sure the hon. member for Labrador South shares this optimism with me.

The history of harvesting timber in Labrador down through the years has not been one of success. We have seen many companies who have started and failed for one reason and another. Chiefly in my opinion because of inexperienced and lack of knowledge pertaining to the geographical obstacles found in Labrador. And I might add, lack of finances, however we were encouraged and somewhat surprised when the great company of Bowaters Pulp and Paper moved into Port Hope Simpson and that they too failed. Mr

Mr. Speaker, in our concern for the education and training of the youth of Labrador I had the privilege to open an upgrading school at Happy

Valley back in the latter part of January or February. This school will serve both the areas of Labrador North and South and I suppose all of Labrador if there are students willing or anxious to attend. This school will give an excellent opportunity to the youth of Labrador to compete with the rest of our Province for job opportunities. Without this training they would be at a distant advantage, distinct advantage. However this school will only provide basic academic background. There is still a vital need for a vocational technical school in order that the youth and adult can acquire the technical know-how that they are going to require to fit into a Labrador which will have a high degree of industrialization. Because Mr. Speaker, no matter how great a land may be in wealth and resources, if it fails to provide for its people a feeling of security, enrichment and belonging then all may eventually end in frustration, unhappiness and even confusion. Economic growth and industrial development must be directed toward enriching human lives this we are attempting to do in our emphasis on educational development and progress.

In many years of Labrador the educational facilities are comparable to those found anywhere throughout the Province. I am thinking of Labrador West, North West River, Happy Valley and I would assume Cartwright and perhaps other communities. In most places excellent beginnings has been made toward bringing the educational programme in line with the best that is available. Already the influence of an improved educational programme has been having its influence on the people. It is my genuine and concerned opinion Mr. Speaker, that we should not allow our technical know-how to overshadow our concern for those for whom technology ought to be a slave and not a master. We should not be so enthusiastic in the development of our resources that we forget for whom the resources exist.

Now, Mr. Speaker, at North West River there is a great need for a bridge across the river. During the past few years we, the Government have operated a cable car which has provided excellent service to the people living on both sides of the river, however, I have stressed this before in this House that with a bridge across Goose River people would naturally want to use their cars and trucks directly to their stores or houses rather than to have to leave them on one side of the river and cross by car, which is not capable of taking any great amount of freight. Actually the total capacity is around 1000 pounds.



The cable car has served the people well but it has now outlived its self and I trust the Minister of Highways will give serious thought to this important matter. I have brought this to the attention of the federal people as well as a matter of a public wharf, but to date I cannot get any concrete reply as especially to the wharf. The wharf in North West River Mr. Speaker, is very important because C.N.R boat or any coastal boat has got to come and anchor quite a distance out in the river, and if the wind is blowing and a little lop is making it is very difficult sometimes to even get to the side of the ship and then of course it is the problem of getting their freight ashore. And many times if it is not covered well, with the high winds some of the freight is damaged with water.

I have no hesitation in stating Mr. Speaker, that improvements have been made, the C.N.R provides excellent service throughout the navigational season operating a boat every ten days from St. John's to Nain. Now, Sir, this is quite an improvement over the years since 1957 I recall when the coastal boat the "Kyle" which I had the honour of serving on as a purser at one time made one trip into North West River and that was in July and it was almost impossible for people to get accommodation on that particular trip because of the excitement of the boat calling into North West River. Other times people from North West River would have to steam out in small boats all the way to Smokey, which is about 115 miles from North West River to connect with a boat to get their mail. But that too has been taken care of and to day we have two very fine boats operating every ten days one going and one coming. I saw the, in the interim, between the time the C.N.R provided two boats they provided one which was a 20 day trip from St. John's and return. Then of course they improved on that this last three years with the two boats but there is a complaint from the people along the coast and this is the matter of accommodation. The people along Labrador Coast who have to travel on the C.N.R. boats complain that during the summer months the best berths are taken by tourists, and they go on board the boat

MR. WINSOR: without any prior reservations and I do not see why they should have to wire ahead for prior reservations, as the boat is actually there for their convenience and a service to them. But, unfortunately on many occasions they find the best accommodations taken by tourists, and this is sometimes aggravating and annoying. But, I am sure the C.N.R. is familiar with this complaint, and I have been assured that they will give serious thought to remedying the situation. Now, Sir, this is one aspect of transportation.

Then we have the air transportation, since the inauguration of the jet service to Labrador, and into Montreal, I would say Sir that this service now compares favourably with any of the airlines in comfort, service and efficiency. I might say, Mr. Speaker, the greatest problem is getting in and out of St. John's, not Labrador. It is certainly something to boast about when it is possible to leave St. John's at 8:00 A.M. arrive Goose Bay at 10:30, and if necessary arrive back in St. John's 9:30 P.M. the same evening. This service Sir is very favourably received by the people of Labrador, and they are much pleased. The service on E.P.A. has improved now to the extent that you get decent meal in leaving Goose Bay, unfortunately you only get coffee, I do not know, if you get a doughnut or not, you only get coffee between here and Goose Bay. But on the way back, when you are coming back home, you are given a very good meal, and it compares with anything that is served on Air Canada. But this is the result of continuous complaining and agitating by the people of Labrador through their member. And I am pleased that this service has improved to the extent it is, and as I said before, it is very well received.

Mr. Speaker, I should like now to refer to a proposal that I think would be an additional improvement service in transportation for Labrador, the area of Northwest River, Goose Bay and Happy Valley. I would like to see the C.N.R. operate a car ferry into Goose Bay during the summer months, it is very difficult for people who are going on holiday, to be able to take their cars with them. And most people today, after all Mr. Speaker, the people of Happy Valley are very affluent society. They live in a very affluent society today, and like people on the Island of Newfoundland and on the Mainland, when they get the opportunity to go, they like to take their cars. Now, Sir, the only solution to this is to provide a car ferry for the summer months. I would like to see the C.N.R. operate a car ferry into Goose Bay for that period of time, with no more than two or three ports of call namely; St. Anthony, and Lewisporte. The people who are

interested in going west, can disembark at St. Anthony, the people who want to come east can leave the ship at Lewisporte, and the same thing going back. It would provide a very excellent service.

Now, Mr. Speaker, the development of Churchill Falls Project is I suppose the biggest single power development certainly in the Western Hemisphere, and perhaps on this earth, which employs at a peak between, will employ at a peak between 5,000 and 6,000 people. And I may say, the majority of them will be Newfoundlanders, and of Labrador, of course. And it will be nearing its completion by the end of 1971, and then of course, there will be a permanent town established, with approximately 300 people. It is in my opinion, Sir, that this is where the future of Labrador lies. I am positive that with the completion of Churchill Falls, then the Lower Churchill and the Muskrat Falls, the latter which in my opinion will be <sup>an</sup> attraction and will provide an incentive to industry to establish in the area of Goose Bay and Happy Valley. Now what attracts industry? Is it not cheap and an abundant supply of power which will be provided once the Lower Churchill is developed?

I said, Mr. Speaker, when the Churchill Falls, the Lower Churchill is developed it will provide a - that may have been said five or six years about the Upper Churchill, the same thing the Upper Churchill today is almost a thing of the past.

MR. JOHN CROSBIE: Mr. Speaker, if the hon. minister will permit a question? Has the hon. minister seen all these reports of Stone and Webster and the Engineering Company of Canada, the Department of Finance, the various agencies of the Government of Canada, has he seen all those reports? And if he has, would he enlighten us on what they say, and whether we can get power on the Island here from the Lower Churchill, and at what price?

MR. WINSOR: I am not an expert on the prices or what the future may be, I am stating here, if the Lower Churchill is developed, then and in my opinion, this is will provide the incentive for badly needed industries <sup>in</sup> that area of Happy Valley and Goose Bay. There are scores of reasons and I can think of scores and scores of reasons, or arguments that it may not be developed. But I am not pessimistic at this time, I am optimistic, that it might be and will be developed.

MR. CROSBIE: Does the hon. the minister base his optimism on the reports that the Government has received?

MR. WINSOR: I am basing the optimism on my personal optimism and not on any reports.

MR. CROSSIE: Then the hon. the minister has not seen the report.

MR. WINSOR: I am not <sup>to</sup> say, Mr. Speaker, what reports I have seen.

Now, Sir, economists tell us that the demand doubles every ten years, and to supply further demands more nuclear plants will have to be built. Therefore the demand for uranium will be increased in the seventies. In this connection, British Newfoundland Exploration Limited has been active since August 1966. Last year thirty-one residents from Makkovik, Postville and Northwest River were employed at drilling, and exploratory works. This number did not include many other employees working for contractors engaged by Brenage, drilling will continue again this year and British Exploration Company Limited have budgeted more than \$2 million to be spent in this year on explorations, on their concession in the Central Labrador Mineral Belt Finery. Four hundred thousands of dollars of this money will go in wages, and a goodly portion of which will be earned by the residents of Makkovik.

Mr. Speaker, I have stated on many occasions, and I feel more confident than ever that Labrador will become more and more industrialized. There is, however, one major draw back, and that is in the field of transportation. This problem is one that the Federal Government in my opinion should take direct responsibility for. It is my opinion that a railroad or a continuation of Trans-Canada, and I said this before, Mr. Speaker, in this House that I will not consider the Trans-Canada completed until there is a road across Labrador, stretching from the Strait of Belle through to Goose Bay, and then westward to link up with the highway in the Province of Quebec. This is not suggesting that the Government of Newfoundland and Labrador should build a highway in any part of the Province of Quebec. Furthermore, Sir, I am sure that such a highway would be too expensive for this Province to build. Therefore, for the good of Newfoundland, and as Canada as a whole, and to open up Labrador, the Federal Government should assume full responsibility for this undertaking.

In this connection, Mr. Speaker, I would cease to know that it is almost exactly what the committee on transportation appointed by the Federal Government last year, and who travelled across Labrador recommended. I have here, if I can find it, I have here with me in my hand, Mr. Speaker, No. 58 Votes and Proceedings of the House of Commons. And they have recommended and I will read the recommendation: "Your committee therefore, (No I will go back to the back to the road) The cities of Wabush and Labrador City, Schefferville and Goose Bay are all mining

Mr. Winsor:

centres, I do not know where they got that because Goose Bay is not a mining centre, (oh! I am sorry) with the exception of Goose Bay where a large military base has been established. These cities are completely isolated from the main centers in Canada, and cannot be visited except by air. However, the construction of a road would certainly be instrumental in accelerating the development of these cities. And would greatly arouse the interest and the exploitation of the natural resources and would also improve the living conditions in those isolated cities.

"Your committee, that is the Federal committee of transportation recognizes the fact that a construction of roads in those cities comes under the jurisdiction of the Provincial Authorities. However, it is of the opinion that the construction of a road connecting the above mentioned cities is of vital importance for the economic development of that area." Now the recommendation, "No committee, therefore, recommends that the Government gives consideration of the advisability of entering into an agreement with the Provinces of Quebec and Newfoundland with a view of constructing a road to connect the north of Bay Comeau, the city of Sept Isles, Gagnon, Wabush, Churchill Falls and Goose Bay by using the existing road insofar as possible. A connecting road should be constructed to link the city of Schefferville with the new road.

MR. WINSOR:

inis, Mr. Speaker, is almost exactly what I have been recommending and suggesting for a great number of years. Now, Mr. Speaker, it is continuously being brought to my attention that the cost of living is much higher in Labrador than elsewhere and this is understandable when one considers as I have stated before that in the Goose Bay Happy Valley area seven months of supplies have to be brought in and stored during the five months of open navigation. This is very costly to retailers and in my opinion the people of Labrador, and here I speak especially of Labrador North, are not being treated the same as other residents of the Province of Newfoundland because, Sir, the island is being serviced mainly by C.N.R. which is highly subsidized on its freight rate and here we can use an illustration of the South West Coast. The C.N.R. boats are operating there to and fro all the year round therefore I feel that the people of Labrador should receive a subsidy from the Federal Government for air freight which they have to bring in during the off season especially on fresh fruit and vegetables.

I have almost every year requested that such a subsidy be paid by the Federal Government during the winter season. Mr. Speaker, I just want to say one word regarding the television setup in Labrador and especially in Labrador West. I think the hon. member for Labrador West, I see he has just arrived, he must have had a late departure and a late arrival but nevertheless he made it here just in time to catch this part of my speech, he is concerned, I do not know how widespread this is but certainly the people of Labrador are not getting the television coverage that they feel they should get. Sir, last summer I had a conversation with the President of the CBC and I brought this matter to his attention again and after my arrival home I discussed this matter with the hon. Premier and the hon. Premier took it on himself to communicate direct with the Minister of Communications, Mr. Eric Kierans, and in his reply to the hon. Premier which the Premier is so kind to let me have a copy and I have cleared it with him that it is perfectly all right to quote this part of the letter.

Mr. Kierans says, "It is expected that the satellite communication system will be in operation in early 1972. The direct consequence so far as Newfoundland and Labrador are concerned is that the whole of the Province will be within a signal contour with specified system transmission characteristics which can be met using a standard station design. This, of course, would apply to the use of the system either for television or for the extension of

MR. WINSOR:

message traffic. Once the satellite system is established the use of the system can, of course, be provided in any part of Canada where it is justified and this includes Labrador." Now, Sir, I have nothing further to add and judging from the hon. minister's statement that it is unlikely that very much will be accomplished in this regard before that satellite goes into operation. I am sure it may annoy the good people of Labrador West but there is a great expenditure, so I am told, involved in providing and upgrading the stations which they have there now to provide better television and they do not think it justifies with the satellite going into orbit within the next year or two years.

MR. T. BURGESS: Mr. Speaker, I do not know how familiar the hon. minister is but I was told by the hon. Federal Minister of Transport, Mr. Jamieson, who is thoroughly familiar with all facets of television and the hon. Federal Minister informed me that it would be relatively cheap to provide a second transmitter and I think I could quote him in the region of somewhere of \$200,000. to provide a second transmitter in Labrador City immediately in order that at least two channels could be there for the benefit of the people during the interim period until such time as this satellite is launched and this satellite was promised to be launched in 1970 now it is 1972 but he did say it was relatively cheap, somewhere in the region of \$200,000. and I do not think that this is too great an expenditure for that period of time.

MR. WINSOR: Mr. Speaker, I have no quarrel with that. I am just as interested in providing better television facilities to Labrador West as the hon. gentleman has and if they can provide us with it well and good but this is information which we received from the Minister of Communications, Mr. Kierans, beyond that I cannot add.

Mr. Speaker, Labrador in my opinion has a great future and with the news of oil exploration being carried out along the Labrador Coast it is quite possible that oil will be discovered in that area and Labrador might provide the economics to build for the Province. Who knows what the next twenty-five years will bring in this connection? But if and when there is an oil well discovered in Labrador there is one major problem which I am sure the oil companies are familiar with and are giving serious thought to and that is the problem of pollution. Now the matter of pollution in that area

MR. WINSOR:

is much different than I suppose than any other part of North America because of ice conditions and the Premier touched on the icebergs one day here in the House but it is not the iceberg that is visible above the horizon. I am sure all mariners are aware that there is nine times as much ice underneath as there is above the surface and what worries me is with the Artic current running South as it does how they are going to avoid protecting their rigs from bergs that are scraping the bottom. I am sure this is causing quite some concern to the oil companies and in due course they will come up with the answer but when they do and if they are within the inside of the twelve mile limit certainly the Federal Government will have to make regulations and bring in regulations to protect the coast of Labrador from being polluted. Now there must be a way out, I suppose, or otherwise those companies would not go to the great expense that they are going to exploring for oil along the Labrador coast.

When we hear of all the great sum of money that is being spent on the Manhattan expedition or try, as a matter of fact I suppose right now at this very hour, Mr. Speaker, the Manhattan is probably abeam of St. John's in company with the ice breaker, St. Laurent, heading back to the Northwest passage again. We trust and hope that the voyage will be successful but, Sir, with this in the background Labrador, in my opinion, holds a great future and who can tell within the next twenty-five or thirty years that many of our Newfoundland people will be moving to Labrador to live. It provides a much better climate than we have on the island here, the people are very friendly and if they could inject some reason, logic and common sense maybe and some of the politicians who are preaching certain things among them, Labrador is a grand place to live in.

Now, Mr. Speaker, before I close I want to pay a tribute to the missionaries who live along the Labrador coast and who work among the Indians and Eskimos in comparatively isolation for most of their terms of office. These men, Sir, are doing a great humane, what will I say, they are providing the people of that area with what is needed badly and that is spiritual guidance and I am sure we all need that sometime or other. In my earlier experiences the missionaries along the Labrador coast were not only a missionary but a doctor, a nurse and anything else which might come his way and they did Yeoman service, the Oblite mission and the Moravian and I think they are worthy of the highest praise.

MR. HICKEY: I move the adjournment of the debate.

On motion debate adjourned;

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MR. SPEAKER: This might be an opportune time for me now to make a remark or two concerning the resolution which was put before the House this afternoon by the hon. member for St. John's West. I did not have an opportunity to read it before it was presented to the House but having gone over it and gone over it rather carefully, I may say, I find that in the resolution itself there are matters contained in it which are matters that the committee is supposed to look into which are Government policy and not the duties of a fact finding committee. The motion, I say, will not be set aside on this account but we will have to have some changes in the wording before we can put it on the Order Paper. For this reason, and if somebody wants to see the authority or read the authority themselves if you will refer to page 239 of Beauchesne, citation 293 it says there. "It is against all Parliamentary usage to refer questions of policy to a fact-finding committee". Now there are a couple of items listed which in my opinion are -

MR. CROSBIE: To a point of order, Mr. Speaker. Your Speaker ruled earlier -

MR CURTIS: Nobody can interrupt the Speaker.

MR SMALLWOOD To the Point of Order.

MR CROSBIE: Mr. Speaker, I was on my feet -

MR SMALLWOOD: Outrageous! It is outrageous! He is on his feet improperly.

MR CROSBIE: Mr. Speaker, I was on my feet and the hon. the Premier does not have the floor, nor does he tell me when a point of order -

MR SMALLWOOD: Sit down.

MR CROSBIE: I have no intention of sitting down.

MR SMALLWOOD: Sit down.

MR CROSBIE: I have no intention of sitting down when the hon. the Premier says, not one bit in this world.

MR SPEAKER: Order Please! Will the hon. member take his seat for the time being, until I say this: On a couple of these items here there are matters of policy, in my opinion. We will have to go over them again and reword some of it before it goes on as a Notice of Motion on the Order Paper. Now if the hon. member will state his point.

MR. CROSBIE: Mr. Speaker, on a point of order I would submit to the hon. the Speaker

but submit to the hon. the Speaker that I know of no rule of this House that gives the hon. the Speaker the right to rule on this question that is not even raised before him in the House. When I rose earlier today on another speculated question before the hon. the Speaker, he said that since the matter was not raised - you, your Honour said that since the matter was not raised before you by anyone on the point of order or otherwise you could not express your opinion on it. Yet tonight out of the blue, your Honour brings this subject before the House of a notice of a motion given here earlier in the House today, and I submit your Honour that there is nothing before the House on which your Honour can make a ruling. A notice of motion was moved by me today. It has not been objected to by any hon. member of this House. I, therefore, submit that your Honour is raising this matter improperly. There has been no objection brought before the House on this notice of motion.

MR. SPEAKER: I say that there..

MR. CROSBIE: I submit that there is no rule that I know of that provides that your Honour should exercise censorship over notices of motion that are brought before the House.

MR. SPEAKER: Any motion that is to go on the Order Paper, is first examined to see if it is correct. It is the same as a question that is to go on the Order Paper; it is examined to see if it is in the proper form and that it does not offend against any of the rules. Therefore, I say that this notice of motion, in my opinion, as I have said before, has matters of policy contained in it. I think that the matter should be cleared up before it goes on the Order Paper and put forward as a motion on the next day, because if it is allowed to go on the Order Paper, as a notice of motion, then automatically it is presented before the House at the next sitting. That is my ruling, and I have no reason to change my mind. Furthermore it is not something from the blue. It is something that I have been reading for sometime since the notice of motion was given this afternoon and which, as I have said before, this is the first opportunity I have had of reading it. Normally notices of this kind and motions of this kind are usually presented to the Speaker in other jurisdictions so he can have a look at it and see if it is in its proper form before it is presented to the House. That is my ruling. That ends the debate on it. If anybody wishes to challenge it that is his right or privilege.

MR. CROSBIE: Sir, I wish to challenge your ruling and I submit that notices of motion by members in the Government side of this House are not subject to your censorship or ruling in this manner and neither should notices of motion from this side of the House.

MR. SMALLWOOD: Mr. Speaker, no hon. gentleman may challenge your Honour's ruling except in the simple words, "I challenge your ruling." He cannot argue - "Bully Boy Crosbie, Bully Boy."

MR. SPEAKER: The motion before the Chair is that the Speaker's ruling be sustained. Those in favour of the motion please say, "aye." Contrary, "nay." In my opinion the "ayes" have it. Next order of business.

MR. CURTIS: Mr. Speaker, I move that the remaining orders of the day do stand deferred and that the House at its rising to adjourn until tomorrow Tuesday at 3:00 p.m.

MR. SPEAKER: It is moved and seconded that this House at its rising to adjourn until tomorrow Tuesday at 3:00 p.m. and that this House do now adjourn.

This House stands adjourned until tomorrow Tuesday at 3:00 p.m.