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FRIDAY, MARCH 6, 1970

SPEAKER: THE HONOURABLE GEORGE W. CLARKE

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The House met at 3 P.M.

MR. SPEAKER: Order!

HON. J. R. SMALLWOOD (Premier): Mr. Speaker, I would like to have the indulgence of the House -

MR. SPEAKER: Order please - the hon. member for Humber East was on his feet on a Point of Privilege. The hon. member for Humber East was on his feet and he had the recognition of the Chair before the hon. Premier stood, I am sorry.

MR. SMALLWOOD: Mr. Speaker, I would like to announce the lamentable news to the House of the death two or three hours ago of the most distinguished lady, the most distinguished Newfoundland woman I suppose we have had for many many years in Newfoundland, in the person of Mrs. Marie Penney of Ramea.

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Mrs. Penney was a most distinguished lady, her name/know not only in Newfoundland, but in the whole of Canada. She was president of the Fisheries Council of Canada. She had the distinguished honour of being invited to meet the Queen in that capacity as one of Canada's most distinguished women. She was the president of John Penney & Sons Limited of Ramea, and she was therefore one of the most important operators in the Fish industry of Canada, and especially of Newfoundland.

She was taken suddenly ill with heart failure just a week or more ago in Ramea. They rushed her off to Boston where she passed away just a few hours ago today. Mrs. Penney was a cousin by marriage of the Hon. the Minister of Provincial Affairs. She was godmother to the Hon. the Minister of Mines, Agriculture & Resources, and a dear friend of mine - I think perhaps when I met her last, it was at the opening of the big Reduction Plant of her daughter and son-in-law at Burgeo a few weeks ago, and she urged me then to come and spend a week-end with her at her home in Ramea. I promised I would do it the first chance I would get, if I ever got one - and I suppose it was the last invitation she ever extended to anyone - she sent to me by telegram just a few days ago, I think the day before she was stricken. And she repeated that telegram sent me to, urging me to come up and relax and spend a short holiday with her.

I feel sure that the hon. the Leader of the Opposition will wish to join with me in this expression of the sorrow of the House and the Province, I am sure that the two hon. Ministers to whom I have referred will wish similarly to express their feeling, and there may be other members of the House, at the

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end of which I would suggest, unusual as it may be, she not having been ever a member of this House, that we should stand for a moment of silent tribute. Yes, the hon. the Minister of Fisheries was the General Manager of the very plant of which she is now, until today - the president and these hon. Ministers may indeed wish to express a word on her lamentable passing.

MR. A. J. MURPHY (Leader of the Opposition): Now Mr. Speaker, I am sure that it is a matter of great regret, the passing of this wonderful Newfoundland lady, a very courageous lady who carried on a tremendous fish plant there in Ramea, provided employment for nearly everybody in that area. And I can only join, I did not have the great luck or great pleasure to know this wonderful lady. But I am sure that the Premier has spoken with his knowledge of her, and the wonderful work she has done in Ramea, and I can join Mr. Speaker, quite sincerely, quite honestly, in expressing the regrets, not only of this side of the House, but join with the Premier in extending the regrets and sympathy of all of us in the passing of this great Newfoundland lady.
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And I am sure, as the Premier, there are many people in this House, and I look at the Hon. the Minister of Fisheries who perhaps has been working very closely with the lady can do a more effective tribute than myself.

MR. J. C. CROSSIE: Mr. Speaker, I would like to associate myself with the tribute paid by the hon. the Premier and the Leader of the Opposition to the late Mrs. Penney. She was a great pioneer woman in the fishing industry of Newfoundland. Her husband was the late Senator Penney, who died shortly after he was appointed to the Senate in 1949 - she was a fine example of a Newfoundland business woman, and we do not have very many - have very few really, who have reached the executive ranks in Newfoundland business life, who are ladies. She is a real South Coaster, did much for the area of Ramea, and the South Coast, and we would like to associate ourselves with the Premier's tribute and extend our sympathy to Mrs. Spencer Lake and other members of the family.

HON. G. A. FRECKER (Minister of Provincial Affairs): Mr. Speaker, I would say that Mrs. Penney was one of the most modern women that we had living in Newfoundland, but yet she was a link with Newfoundland's past. We heard the hon. member for Fortune a few days ago in this House speak about the role of the fish merchants of Newfoundland traditionally. I think Mrs. Penney epitomized in her person the best of that old tradition, along with being thoroughly modern - modern to the point of being recognized by the Fishing 1083

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Industry of Canada as the hon. the Premier has pointed out, and sufficiently modern to become the president of the Fisheries Council of Canada. I had the very great pleasure of spending nearly two weeks in Ramea a few years ago with my son-in-law, and I can say as the Premier, you did indeed miss a tremendous experience in not sharing the hospitality of the "Four Winds" - Well I should like to add my words of deep sympathy to those already expressed Mr. Speaker.

MR. H.R.V. EARLE: Mr. Speaker, I do not wish to prolong this, but I think it would be very greatly amiss if I did not as a representative from the South Coast of this Province, and also as a friend and a close acquaintance of the late Mrs. Penney support all that has been said about her. She was doubtlessly a pioneer in the true sense of the word in the difficult days of the fish business about which I spoke the other evening, and for which many of the merchant class of the country were severely criticized - I do not think any criticism of any nature could be aimed at that lady. She depicted in herself and in her behaviour all of the best aspects of the leaders in the industry, which as I say, was of the most difficult and trying nature throughout the early part of her years. The South Coast of Newfoundland in particular, and in fact all of the fishing industry in Newfoundland owes a great deal to Mrs. Penney, not only was she prominent in local affairs in fisheries, but she took her place with the Fisheries Council of Canada, and other bodies, and was most helpful in the decisions affecting the fish business. I would like to go on record as expressing deep sympathy at her loss.

HON. AIDEN MALONEY (Minister of Fisheries): Mr. Speaker, I feel it to be my duty on two accounts to support the eloquent tributes that have been paid to Mrs. Penney, the late Mrs. Penney - here in the House this afternoon. One in that I am Minister of Fisheries, and two (but not necessarily in that order) that I had the rare good fortune of being closely associated with her, and her late husband for almost fifteen years. As the hon. the Premier said I worked with that firm for a number of years, and was the Managing Director of the firm up until 1957. Mrs. Penney had two qualities that I admired very much. I was able to admire them close at hand. These qualities were the quality of leadership, and the quality of courage. These she demonstrated to

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me very well in 1949 when her husband died quite suddenly. He had just been appointed to the Senate - he was one of the first Senators after Confederation, and died in Ottawa something over two months after he was appointed.

My personal advice to Mrs. Penney at that time as an advisor in the Company was that since it was just herself and one daughter, that perhaps she should not consider carrying on the vast business on the South Coast of Newfoundland, but that she should perhaps take it easy in some part of the Province or in Canada and divest herself of the great worry and responsibility. Well she did not take my advice, and her farsightedness and her courage and her leadership have certainly justified the stand that she took at that time. That business is today flourishing and a great many Newfoundlanders in that part of the Island are gainfully employed with her.

Now apart from these qualities, Mr. Speaker, Mrs. Penney is as well known to a great many members in this hon. House, and to a great many Newfoundlanders, was a very charming and gracious person, and her hospitality is a legend to many Newfoundlanders, many Canadians - in fact from people all over the world. She has had the high and low - The late Governor-General of Canada, Mr. Massey was a guest at Ramea - and her, as I say, her guest list ran from the high to the humble. I mourn her loss, and as do my family - as a great personal loss - And I do not know - the Premier suggested that in some way that this House would recognize her passing - she herself, as the Premier said was not a person of state, but she is the widow of the late Senator Penney, who was one of the first Senators from Newfoundland, and in the appropriate way, I would support the Premier's suggestion that the House in the appropriate way make a suitable acknowledgement of the tributes that have been paid this evening.

HON. W. R. CALLAHAN (Minister of Mines, Agriculture & Resources): Mr. Speaker, there is not very much left to be added to what has been said about the late Marie Smart Penney, who was my godmother - childhood friend of my mother's, and prior to a period in which my hon. colleague, the Minister of Fisheries was Managing Director of that firm - my own uncle, my mother's brother, held that position for a number of years. So I know something of the background of the firm, the difficulties it encountered - of the courage of the late Senator Penney, who was a very ill man for many years. And I might say that that firm

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indeed Sir was one of the pioneers, one of the two I seem to recall, pioneers, in what is the major sector of our fishing industry today, namely the Frozen Fish industry. I know of the courage of Senator Penney, and as my hon. colleague has just said, the courage of his widow - when it came to her to follow on that business. I know something too Sir, of her warmth, of her charity - of her interest in the affairs of the Province. Shortly after I came into the Government, she came to see me in respect of matters concerning the South West Coast, economic and otherwise, and we spent some hours discussing these matters. And I know that her interest was not confined to the business she headed, or to the community of Ramea, which thanks to her, and to her late husband - was one of the bright spots, the really bright spots on the South West Coast particularly for a number of years when the prosperity of other parts of the Coast was not quite at that high level. I think as has been suggested in view of the fact that the late Marie Smart Penney was the wife and the widow of a Canadian Parliamentarian representing this Province, that it is certainly appropriate that this House duly remark her passing.

MR. WALTER HODDER: Mr. Speaker, I would like also to join with the other members in this expression of sympathy to the family of the late Mrs. Penney. She was well known to everybody on the South Coast, she was probably the best known lady in North America. She is a part of Ramea, and anybody who ever visited there always partook of her hospitality. I shall never be able to repay her for the hospitality given to me. Mrs. Penney was a lady, who did a man-sized job, and did it well. Her passing is a great loss, not only to Ramea, but to the whole of Newfoundland.

MR. A. WORNELL: Mr. Speaker, I would like to associate my self Sir, with the expressions of sympathy of my other colleagues here this evening. The only interest I had in Ramea was perhaps business interests, business contacts, but whenever I visited Ramea, I always found that Mrs. Penney and her late husband Senator Penney accorded me the kindest welcome, and I am sure as other hon. members have said, the hospitality which was always found available in the Penney home will be certainly greatly missed. Now Sir I also wish to associate myself with the expressions of condolence of my other hon. colleagues because the firm of which Mrs. Penney was the head, had certain ramifications, which covered parts of Hermitage district. Francois, Rencontre West, and Parson's Harbour - all had branches of John Penney & Sons Limited. And every

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man, every fisherman, who had dealings with the firm John Penney & Sons Limited, I feel sure found Mrs. Penney to be a wonderful friend. It is not given to many Mr. Speaker, to many ladies that is, to preside over such an enterprise as John Penney & Sons Limited, and I am sure that Mrs. Penney's influence will be sadly missed on the South Coast.

HON. P. J. LEWIS (Minister without Portfolio): Mr. Speaker, I had the very distinguished privilege and pleasure over the years of knowing rather intimately Mrs. Penney and her immediate family. I too had reason to know what a contribution she made in many areas of influence to the great South West Coast. I can think Sir of her loss to Ramea and its people. It is inestimable and irreparable. The last time I had the privilege of seeing Mrs. Penney in her domain, Ramea, when we visited there as a group, the members of the Transportation Commission, when we were making a tour of the South West Coast. And although that was not the first time that I had the privilege of being a guest at Mrs. Penney's beautiful home, what we experienced then, was merely a replica of what had happened through the years since she took over Ramea.

Mrs. Penney, to my way of thinking, in my humble view was a queen in her own right. She was a queen in the sense that she had the love of her people, the people of Ramea - very close to her heart. And that love and regard, which was exemplified by Mrs. Penney, both in commercial life and in other paths of life, was reciprocated one hundred percent. I can think of no loss so great to these people, living as they are in comparative isolation, on a group of rocks off the South Coast of Newfoundland, as to have lost as they have today in Mrs. Penney, that core of affection and unselfish regard, for every man woman and child who have had the privilege of living there with her, and also residing under her influence. What happened in Ramea during the years, not alone of Mrs. Penney, but of the Penney regime, was a benevolent type of feudalism - feudalism in the most charitable, considered in the most charitable sense - and she centralized in herself the deep regard and personal concern for every man, woman and child on that rocky coast.

I therefore, Sir, am more than pleased to associate myself the Motion of the Premier, supported by the hon. the Leader of the Opposition, and the other members of this House - there is no tribute in my opinion, could be too

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great to be paid to the memory of such a woman as Mrs. Penney, who has made such a contribution to this Province, to its commercial activity, and particularly to the people with whom she resided and spent so many years.

MR. T. ALEX HICKMAN: Mr. Speaker, representing as I do the grand fishing district of Burin, I would like also to join with other hon. members in expressing my sympathy to the Penney family over their very grievous loss. The firm of John Penney & Sons has been associated with the deep-sea fishery on the South Coast for many many generations. When I was a small boy growing up in Grand Bank, in the '30's I can recall the Penney fleet coming in to Grand Bank, the sailing fleet, with salt bulk fish- the fall catch and the Spring catch, for transshipment to Greece. My personal association, or the association of - my family goes back much further than that. But I am told, I do not remember this, that the Penney firm used to outfit my grandfather Hickman, who was a banking skipper out of Grand Bank, and indeed he was lost with all hands coming back from Halifax to Ramea with a load of supplies for the Penney's, long before I was born.

I believe, I am not certain of this, but I believe that the Penney family had some deep roots in Grand Bank, and that for some time, some of them lived in that town. But be that as it may, we watched on the South Coast, the development of the Frozen Fish industry, pioneered by the Penneys and others along the South Coast. And I have no hesitancy in saying that the late Mrs. Penney did a great deal to convince the people of the South Coast and the deep sea fishermen, that if we were going to ^{if} they were going to maintain their place in the sun it was in the Frozen Fish industry, and as one of the great pioneers in that industry and one of the great leaders, she did much to place the South Coast in a position that it finds itself in today - one of unprecedented prosperity and unprecedented production. I too would like to associate myself with the expressions of sympathy that have been made today by other hon. members.

MR. SPEAKER: I would ask the members of the House to rise.

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MR. CLYDE WELLS: I rise Sir on a Point of Privilege, to correct a misstatement contained in today's Evening Telegram, also contained in today's Daily News, statements and subhead lines that indicate, that I alone refused consent to allow the hon. the Minister of Health/speak ^{to} beyond his allotted ninety minutes last night. The truth is, Sir, I think that all but maybe one or two hon. members on this side refused consent. The hon. member for St. John's West, the member for St. Barbe South, the member for Burin, the member for Fortune Bay, the member for Gander, and I would like this corrected. This impression is totally incorrect.

ANSWERS TO QUESTIONS

HON. J. R. SMALLWOOD (PREMIER): Mr. Speaker, Question No. 36 on the Order Paper of February, 23rd., in the name of the hon. the member for Gander. (1) None. (2) None. (3) None. (4) Fire Insurance Policies are held by the trustees, the Royal Trust Company. The major broker is A.E. Whitehead Limited of Montreal, and R.C. Anthony Insurance of St. John's is the local agent. (5) The Government hold a first and a second mortgage on the property.

Question No. 61 -

MR. JOHN CROSBIE: Mr. Speaker, a supplementary question in connection with the answer to that question - Does the hon. the Premier mean that there is no direct loan from the Government to the Paragon Hotel Limited? There is a Government guaranteed loan is that the situation, Mr. Speaker?

MR. SMALLWOOD: The answer is as I gave it, Mr. Speaker. None. The answer to the question that is asked me is, none. I would need notice of question/^{on}any further information.

MR. CROSBIE: Mr. Speaker, my supplementary question, ^{is} that a guaranteed loan?

MR. SMALLWOOD: I would take that as notice of question? I have answered the questions on the order paper. If the hon. gentleman wants to table another question, I will be glad to answer it.

MR. CROSBIE: This question did not say, a direct loan, it just said loan.

MR. SMALLWOOD: I answered the question. I did not write the question. I merely answered it, as it is written. I did not write it. I do not write any of these questions. I merely answer those that are addressed to me. And I am not responsible for the way they are worded.

Question No. 61 on the Order Paper of February 25th, and there are several on the Order Paper of that same date. Question No. 61 in the name of the hon. the member for St. John's West. (1) No. (2) No. (3), (4), (5) Therefore do not arise.

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MR. CROSBIE: A question, Mr. Speaker. Is it a fact that there is no Government guarantee in connection with Sea Mining Corporation Limited at all?

MR. SMALLWOOD: Mr. Speaker, I have answered the question, as it is worded. If the hon. gentleman wants to submit another question I will attempt to answer it.

Question No. 64 -

MR. CROSBIE: No guarantee of anything there.

MR. SMALLWOOD: I have answered the question, as the question is worded and I did not word it, the hon. gentleman presumably worded it, or he got someone to word it for him. But, I did not word it. I am answering the question as it is worded.

MR. CROSBIE: Okay, there is another one.

MR. SMALLWOOD: Question No. 64 in the name of the hon. member for St. John's West, (1) None. (2) I have a feeling, I have already given, maybe I only remarked it in my speech or something, but I am sure I have given the House the information to the second part of this question, which is that the wood from Labrador, we think now, would be cheaper landed in Come-by-Chance, then the wood cut on this Island and brought to Come-by-Chance, Thanks to the demonstration given by Mr. Doyle and his company at Lake Melville.

Question No. 65 on the Order Paper of the 25th. again, the in name of the hon. member for St. John's West, (1) No. (2) \$55,603.70.

Question No. 66 in the name of the hon. the member for St. John's West, (1) No. (2) I do not know, the date is unknown to me. (3) \$23, 735.42. I suspect that the report is pretty close/^{to}being ready for submission, but I do not know the date of it.

MR. CROSBIE: Mr. Speaker, a supplementary question - Part (2) of the question is, When does the commissioner expect to make his final report?

MR. SMALLWOOD: I said, that date is unknown to me.

MR. CROSBIE: Well, in other words the commissioner was not contacted.

MR. SMALLWOOD: The Commissioner was contacted.

MR. CROSBIE: And he would not say.

MR. SMALLWOOD: The date is still unknown to me. The date that the commissioner thinks he will submit it, is unknown to me. And for a very good reason, he does not know himself. It is fairly a substantial reason.

MR. CROSBIE: He does not know.

Question No. 69 on the Order Paper of the 25th. the same date, in the name of the hon. and inquisitive member of St. John's West. (1) \$8,550,000.00, exactly

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\$8,550,000.00 , (2) Nil, (3) No.

Question No.73, on the Order Paper of February 25, in the name of the hon. member for St John's West. The answer is that there are three persons, a committee of three persons, with one vacancy; the vacancy being created by the resignation of Mr. Groom. There is no Chairman. The vacancy has not as yet been filled.

(2) October 1, 1967 and June 30, 1969. (3) Is voluntarily. (4) No.

MR CROSBIE: Mr. Speaker, a supplementary question, in connection with part (1) of that question. What persons now comprise this committee? That was asked and the hon. the Premier has not answered. Who are the two members now on the committee? There is one vacancy.

MR. SMALLWOOD: Mr. Leo Stead and Mr. William Wismer, representing the company.

Mr. Speaker, question No. 117 on the Order Paper of March 2nd., in the name of the hon. the member for Humber East. (1) None. (2) Is on a long list I will table. (3) Three dollars to six dollars, depending on location and or the services rendered. (4) Six dollars.

HON. WILLIAM J. KEOUGH (MINISTER OF LABOUR): Question No. 150 on the Order Paper of March 5th., standing in the name of the hon. the Leader of the Opposition. Does the Workmens Compensation Board review and possibly increase compensation to disabled or particaly disabled workers, when age combined with disability, makes retraining impossible and eliminates the possibility of future employment? In parctically all cases the workman has reached maximum recovery before his permanent partical disability rating is set. If however, at the time of setting the P.P.D. ratings it appears that there could be a worsening, special provision is made to have the workman re-examined as often as maybe necessary until the condition is seen to be static or recovery is at its maximum. If at any time medical evidence indicate that a permanent condition has worsened because of the original injury, the case is reviewed. Many such reviews have been made, in most cases no change has been found. In some cases, however, upward revisions even though not substantial have been made. Any relevant factors such as age, and retrainability, is considered at the time the award is made. In the case of totally disability the percentage is, of course, one hundred per-cent and does not allow of any further reviews.

Question No. 182 on today's Order Paper, standing in the name of the hon. the member for St. John's West. Has the Government authorized any person to prepare a history of a Labour Movement in Newfoundland, and if so, who was the person so authorized? And on what date did the said work commence, and when is it anticipated that the said history will be completed? Answer - yes. The Institute

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of Social and Economic Research of Memorial University of Newfoundland, who assigned Professor Ralph G. Hattenhauer to direct the project. Beginning date April 1967, completion date, April 1971. (2) What has been the cost to date, if any? Answer, \$11,900.00.

Question No. 185 on today's Order Paper again standing in the name of the member for St. John's West. In connection with the space rented by the Workmens Compensation Board of Newfoundland and Labrador, in that building known as Philip Place on Elizabeth Avenue. Has the said Workmens Compensation Board had to expend any monies of its own in connection with occupying the space rented, and if so, what is the amount of such expenditure to date, and for what purposes have the said monies been expended? Answer, Yes, the following monies have been expended to date. General contract construction of offices, washrooms, vault space etc. \$41,968.00. Architectural fee \$7,776.42. Drapes and installation of same, \$1,100.00. Moving of office furniture etc. \$752.00. Total \$51,596.42. (2)

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MR. KEOUGH: part of the question - in addition to the rental to be paid by the Workmen's Compensation Board for space leased in the building known as Philip Place - does the said Board have to pay any additional compensation for parking space, or any other purpose in connection with the said space rented. And if so what is the amount of the additional payments required and for what specific facilities or service? Answer: The Board has entered into an agreement to rent a maximum of twenty parking spaces at a total monthly rental of \$200.

MR. HICKMAN: Will the Hon. Minister permit a supplementary question? The architects' fees of \$7,776 - was this for work services performed simply in the offices - putting up the office partitions, planning the office partition? This was just to cover the renovations carried out through the Workmen's Compensation Board, and the name of the architect?

MR. KEOUGH: Mr. Speaker, if I attempted to give an answer to that question, I would be speaking "off the cuff" and I would not know the correct answer. I will take notice and give the answer subsequently.

HON. F. W. ROWE (Minister of Education): Mr. Speaker, on the Order Paper of March 3, Tuesday, March 3, there is a question there directed to me by the hon. member for St. John's West. I regret the delay in answering the question, but as the House knows that this is the first opportunity I have had this week. The question deals with a letter from Mrs. Phyllis Todd and other citizens of Labrador City and enquires whether such a letter was received. A letter asking for assistance for getting a school bus service in Labrador City. And if so, was the said request so received - the letter in question from Mrs. Todd was received on the 25 day of February past, and there were a number of other letters as well from residents of Labrador City and my recollection is that at least one of the letters had a number of citizens' names signed to them. The other part of the question it asks - does the Government make any financial contribution whatsoever towards the school bus service in Labrador City or in Wabush, and if not, why not? This raises a question Mr. Speaker which I know must be directed towards all hon. members from time to time, in spite of the fact that our school transportation program is in being now for I suppose eleven or twelve years at least, There still seems to be a wide-spread misunderstanding as to the nature of that program. The answer to my hon. friend's question is no, the Government does not make

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any contribution to a bus service in either Labrador City or Wabush, and the reason why we do not make such a contribution is for the same reason that we do not make any contribution to any bus service in any town or community in the Province of Newfoundland. We do not make any contribution to any bus service within any town or community in the Province of Newfoundland. And perhaps Mr. Speaker, I should add one or two general statements regarding this, because these questions are being directed all the time towards members and to us in the Department of Education, and to the Government, and to everybody connected with it. The Government of Newfoundland does not own any school buses, that is fact no. one. Fact number two is that the Government of Newfoundland does not operate any school buses anywhere in Newfoundland or anywhere else. Number three - fact number three is that (when I said the Government does not operate any buses, I am thinking Mr. Chairman, of ordinary school buses, as we know them, I am not thinking of any buses that the Department of Health or Welfare might operate in connection with disabled or incapacitated patients, children or adults) Fact number three is that we have a program of assistance to school boards, to enable school boards to operate school bus systems if they qualify under the regulations. And this is a system of inter-community bus transportation. It is not in any particular community. For example, the Government of Newfoundland does not make a grant to say the Roman Catholic Board in St. John's to operate a bus service in this city. We do make a grant to that Board to operate a bus service to transport children from one community to another - and in this particular case it would be from outside communities into St. John's. The other reason perhaps I should give to the hon. member why we do not make grants to communities such as Labrador City or Lewisporte or Twillingate or Fogo is very simple really - for the same reason I am not aware that any Province in Canada does it - at the present time this year we are spending in assisting Boards of Education in bus transportation approximately \$3.5 million. merely as grants towards their transportation system, and this does not include the several millions of dollars that the Department of Highways must spend in order to make sure that these bus systems can operate after a snowfall. If we were to introduce a system, or a program such as is envisaged here, namely a program of community

bus transportation, our estimate of the cost is something of the order of \$10 million a year. We do not think that this Province can afford to spend that much money at this time on that particular program.

MR. ROBERTS: Mr. Speaker, on today's Order Paper Question (177) asked by the hon. member for Bonavista North. I do not have a number of copies to table Sir, so if the hon. member is interested perhaps he could copy down the figures. The hon. member asked how many medical doctors are employed by the Provincial Government. The answer is; 123. He asked how many medical doctors other than Canadian citizens are employed by the Department of Health - and the answer to that Sir, is fifty-five. (3) How many medical students are in receipt of grants or subventions from the Provincial Government - The answer Sir, is seventy-six. The second part of that question is: what is the amount of such grants for each student, for students who live away from their own homes; the grant is \$2,500 a year. And for students who live in their own homes, or who live with parents, or guardians - the answer is \$1,250 a year; the repayment of these grants of course Sir, is covered by means of an indenture agreement entered into by the individual student. The fourth part the hon. gentleman asked; how many medical students discontinued their medical course during the year 1968. The answer is one. During 1969, the answer is nil. Or none. And finally Sir, the hon. member asked: in the event of such students discontinuing such courses, are they then responsible to repay grants made to them? The answer Sir, is that by reason of the agreement which has been entered into, which has been entered for eight or ten years now, we are looking at it again - students must repay grants only if they discontinue their medical studies of their own accord. Mr. Speaker, last night in the House, the hon. member for Humber East - I did not get an opportunity to answer his question - today's Newspaper has it. I have searched my files and cannot find the letter to which he refers, although the hon. gentleman is not in the House + one of his associates and colleagues could ask him to let me have a copy of the letter - I will try to get him the information. I spoke to him before the House met today Sir, because ^{if} the letter in question was not a copy of a letter to me - it was a letter in fact written to the hon. gentleman - if you let me have a copy, I will get him the information for the House if he wishes, or if not for his own private use.

HON. E. N. DAWE (Minister of Municipal Affairs): Mr. Speaker, in answer to Question (38) on Monday's Order Paper, February 23. The answer to the first part of the question; \$13,507,603. The second part of the question, \$17,743,612. The third part of the question; \$917,142.00. In answer to No. (184) on today's Order Paper asked by the hon. member for St. John's West. Up to the present time my department has not conducted any special investigation. At the request of the Town Council the officials of my department are now however, carrying out an inspection of the affairs of the town and are assisting a new clerk in the performance of his duties. I am further advised by my officials as in the past the Auditor General's department will be conducting its audit in due course. In answer to Question (192) on today's Order Paper, asked by the hon. member for Bonavista North. The answer to the first part of the question is; 100. The answer to the second part of the first question is forty. The answer to first part of the second question is 160. The answer to the second part of the second question: forty-six.

HON. E. S. JONES (Minister of Finance): Mr. Speaker, in answer to Question No. (89) on the Order Paper of Thursday February 26 by the hon. member for St. John's West. The answer is rather lengthy, I will table it. And the answer to question (169) on the Order Paper of March 5 - by the hon. member for Humber East. I will table this too Mr. Speaker, but I would like to give a word of explanation here because it may be taken as being misleading. It would appear from the answer to this Question No. (169) on the Order Paper of March 5, by the hon. the member for Humber East, it would appear from this answer that no phones have been installed in the Legislative Chamber offices, or in the Department of Fisheries, or in the Department of Supply, or in Labrador Affairs. There is no cost for the operation of phones given. However, Mr. Speaker, this as hon. members are aware, this is not the case. the phones are there, but because these various departments operate almost entirely within Confederation Building, the cost of the phones are included in the overall cost for the Department of Public Works.

MR. JOHN NOLAN (Minister of Supply): Mr. Speaker, the answer to Question (162) on the Order Paper of March 5, asked by the hon. member for Fortune. The question is in two parts. Answer to Part (1) \$224,089.07. And the answer to the second part of the question: approximately sixty-five to seventy percent.

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HON. STEPHEN NEARY (Minister of Public Welfare): Mr. Speaker, I have the answer to Question (176) on today's Order Paper, asked by the hon. member for Bonavista North, and the former Minister of Public Welfare. The answer to part one is ; twenty-five - ranging from twenty-five dollars to \$150. Part two the number of welfare officers

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HON. S.J. NEARY (MINISTER OF WELFARE): Welfare officers and social workers employed by the department 179. Part three, the number of welfare workers at present receiving professional training at universities and names of such universities, total of fifteen; attending Memorial University of Newfoundland, Dalhousie University, and the University of Manitoba. I have a sufficient number of copies to table Mr. Speaker, if the hon. members would like to have copies.

ORDERS OF THE DAY:

MR. LEWIS: Mr. Speaker, in keeping with the usual tradition associated with the debate on the Address and Reply, I have great pleasure in associating myself with speakers who have preceded me on both sides of the House in extending congratulatory comments to the mover and the seconder in this regard.

On this particular occasion, ^{it} seems to me that the selection of the mover and the seconder has rather special significance and ⁱⁿ my humble view it displays in that selection the stroke of a master hand. Both gentlemen have served their terms of office in the inner ranks of Government in very responsible positions and in these capacities have served the country well. In due time they were moved or did move out of their offices into more humble seats, and when they stand here in this House and move and second the motion that an address be prepared and presented to Her Majesty in gratitude for a speech, it signifies something that is of great importance I suggest Mr. Speaker, in the light of recent and rather current events. Both these gentlemen as I say were senior members of Government and they took part in the decisions of Government that were made from time to time down through the years. They accepted their share of responsibility for those decisions, and whether they were for weal or woe insofar as the present and future of this Province is concerned they accepted that responsibility and they stand by that decision. History will record whether or not they and other of us who are associated with Government Policy were right or wrong, but whatever that testimony may show forth, there is one thing Mr. Speaker that I respectfully suggest is true and that is that all men including the two gentlemen concerned, acted to the best of their ability and with the deepest of sincerity in the best interest of this Province of Newfoundland.

Many things have been said on the floor of this House, not alone in the present session Mr. Speaker but down through the years, since this Chamber and its predecessor has been the forum for the outpourings of comment of members. But it has been the invariable practice unfortunately in the history of this Province for those who are out of power to consider it to be their duty if not their right to scold and humiliate and downgrade if you will, people who have had the responsibility of carrying the load of Government in Newfoundland. In making that comment Mr. Speaker, I am not

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alluding to the present assembly, although I am in part. But it extends back over the years, and over the history of Responsible Government in Newfoundland, and at the opening day this session the hon. the Leader of the Opposition quoted from a document which was one of the blackest indictments that was ever perpetrated against public men in any system of Responsible Government under the British Domain.

The Amulree Report to which reference was made by him on that day, is a report beautifully phrased, it could take it's place comparably speaking with the decisions at the Privy Council from a stand point of impeccable english, beautiful syntazing, logic, and all that goes to make an almost unappealable judgement the Amulree Report is in that category. But the Amulree Report was conceived in an atmosphere which had as it's object the destruction of Responsible Government in this Province. It epitomized and characterized, personalized, the short-comings of public man. It made little or no reference to the accomplishments of those who took part in the formation of this country, now this Province during the years from the institution of Responsible Government until it's suspension under Commission of Government in 1932.

Those who formulated the Amulree Report were good men, competent men, capable men, but in many respects they were hatchet men. They came here to Newfoundland and they held up in the Newfoundland Hotel. They were pap-fed, spoon-fed with propaganda and material that was directed almost entirely to one object mainly the making of a case for the suspension and abrogation of free Government in the Province of Newfoundland. It was not a Province in those days, it was a country. In the formation of that report the accomplishments of the past were downgraded and forgotten. The things that were personified were a few instances of shortcomings which might have been found in the records of some and very few public men identified with Government in Newfoundland

The building of the railroad, the construction of the paper mills, the various other accomplishments that were achieved by Governments in the past were just passed over and forgotten, not mentioned, and the vested interest in this particular area were when that report was engendered had other motives in view, ulterior motives. These objects were achieved and Government was suspended. It is true Mr. Speaker, that we were running through difficult times, but the history of Newfoundland from a financial angle has always been difficult. It is difficult today and it will continue to be so. It was difficult then, and it had been difficult prior to then, and therefore all the more credit was due to the predecessors of those members who sit here in this assembly today for achieving what they did with the limited materials which they had at hand. And so at the present time Mr. Speaker, any

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man charged with the responsibility of Government and the administration of public affairs in this so called young Province of Canada, no matter whether it is the present occupant or one of my hon. friends on the other side of the House, if and when they become leaders and Premiers of this Province will find the same thing.

The man who leads administration of Government in Newfoundland is subject to terrific handicaps. He finds himself the leader or Premier of a Province that is projected out here 1,000 miles in the North Atlantic. Not part of the great land mass known as the North American Continent. Isolated by water, subject to severe vicissitudes of climate, unattractive in many ways to the world at large. Stigmatized and advertised to the world in general all through the years as a land of fish and fog, and as I say divorced by nature from the land mass of which it forms a part. Remote from the trade lanes of the world, far removed from the financial centres from which economic life grows. An island with a sparse population of only 500,000 souls all imbued with an insatiable for all modern conveniences comparable to what you may find, or what people are used to in the metropolitan centres of the highly developed, great North American Continent.

Limited natural resources, curtailed as to financial capability, short suited on economic outlook, and then attacked from all sides by all sources, and the House of Assembly by the Opposition without exception. By the press, over the radio, and usually by television. A victim, a martyr, a man, and I am not speaking of a person I am speaking of his office, who is put there by the people to do a job for the people to try to save the country and keep her afloat. A man put in office by the majority of the people and asked to do almost the impossible task. To provide us with all the public.....

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to provide us with all the public services that we require, to build roads over areas which can be justified, build hospitals in sparsely populated areas that cannot support them, provide a system of education which is second to none in the North American Continent, maintain a civil service that is pushing the country, pay them salaries to be increased year by year, to give increases to the police and various other services, and if he fails in any one of these features he is crucified by all the agencies of publicity. Nobody stands up and gives him a pat on the back and says to him: "God Help You! I sympathize with you. I appreciate the problems you are up against, the load that you have to carry, the limited resources you have at hand to help you." Nobody gives him a pat on the shoulder, everybody has his hand against him. That is Newfoundland and that has been Newfoundland since we have had Responsible Government.

In 1932 there was a change of government in Newfoundland. The previous government was defeated and a new government came into office, under Mr. Walter S. Monroe, who was a gentleman, a master, a giant. What a history of Newfoundland. It is not a bad one. Associated with that government was a man of great creative ability, a man who also believed in doing things, a man who saw the necessity of taking chances, of gambling on the future, a man who also stated that if we did not gamble Newfoundland had to go down the drain; and that man was Alfred B. Morine.

Morine was one of the brightest legal lights that shone in the Canadian Galaxy, either on the Mainland or in Newfoundland, and he played a prominent part, Mr. Speaker, in the history of and the development of this Province, this Island. In the Monroe Administration he was the great brain. Being a pioneer, having a creative imagination and being a man of nerve, what did he do?

He instituted the building of highroads in Newfoundland, he built the Newfoundland Hotel, he built the Dockyard, he re-railed the railroad. And what happened? They had to go into the money markets to get the money to do it. But if they had not done that we would not have the Newfoundland Hotel down there, which is there today, now taken over by the C.N.R., we would not have the Drydock in the West End of St John's and I doubt if we would have had many miles of roads in Newfoundland. We might have had some since Confederation but we would not have had any up to then. We would not have gotten any under Commission of Government

So that Government lasted four years, but during that period of time that man was pilloried, the Administration was pilloried. Nothing was too bad to be said, no criticism was too sharp to be directed against that Administration,

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against him. Nothing was too heartless to say about him. No slander was too abominable to utter about him and it was all sized up at the turn of the election of the term, when the next election came around. And it is all summed up in this ditty, it consisted of about four lines;

Our revenue is three million short, our debt is thirty more,

To late to whine your ship Morine in 1924.

She is on the rocks, says Cyril Fox, like Darling Clementine,

She is lost and gone forever since you shipped A.B. Morine.

Now that summed up, Mr. Speaker, the philosophy that was in effect in Newfoundland at that day, which was prior to 1932. The man who tried to do something, the fellow who was prepared to step out of line. The man who saw it was necessary to risk his future and the future of the Province. Who had to gamble. Who had to go to the money markets, take chances for the creative things, he was the one. And when it was him, I mean the administration which he represented was all put in the same category.

And so we went through a decade of Commission of Government, and in Commission of Government criticism did not exist. But neither did any creative ability exist. And we got to the situation here, where during those days the standard, I am not going to refer to, then was almost unbelievable. Then you came to another decade, and I am not going to deal with what has happened during this last ten or twenty years. But I will say this, that no matter what he said on the floors of this House, in this session, whether it be last week or a month or a year, involving either the Government as a whole or the one who is charged with responsibility of directing its necessities, without a man of this type, the mentality, the courage, the foresight, the vision, the imagination, that we have here in the Leader of this Government, then this country does go down the drain. Unless we have imagination, unless we have creative genius, or else we have above all guts to take a chance on the future, then there is no future for Newfoundland. We are born under a handicap, we are subject to physical and geographical and economical and financial limitations. And if Smallwood can bring her out of it, he will be a miracle worker. And he will deserve all the plaudits, and all the credits that any man who accomplishes things is entitled to. It maybe that, it maybe in the history of things, that he will have to banish from this thing, and I do not mean physically, I do not mean politically, but just fade away. It maybe that the future years will give him credit. But, if he can succeed, Mr. Speaker,

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in solving the riddle of Newfoundland, and keeping her afloat financially and economically and otherwise, then future generations will have reason to get down on their knees, and say, as some of my old friends in the Head of Conception Bay, has said to me before, "Thank God, for Smallwood."

Now our district was never a wonderful Smallwood district, but he has got wonderful friends, he has got friends, Mr. Speaker, who never saw the sun over his head. The other day I met an old friend of mine up there. An old friend, a man of great parts. One of these typical Newfoundlanders, who is full of natural ability. He never had the privilege, Mr. Speaker, to dart into the doors of a University, and saw very little of high school atmospheres. But, he was a man who travelled throughout the United States engaged in the construction business. Practically every skyscraper in Manhattan he was on. And he was on the centre spiral side of "Quebec Bridge" when she went down into the guts of the St. Lawrence River. He was one of the few men, and there are few here in this House tonight who remembers it, when the first time the "Quebec Bridge", the attempt was made to put a bridge across the St. Lawrence River below Quebec, when they came to hook the centre spiral, Mr. Speaker, if you remember, there was an engineering fault, and because of a slack of an eighth of an inch, when that centre span came down to be locked, it did not connect, dropped into the river, and it took thirty odd men to the bottom of the St. Lawrence River with it. One of the fellows who was on the inside end raise to push the rivet, when she locked, was my friend.

It was while the Convention was on, when the spray was going over, and criticism was being fired from all sides, and he said to me, and he said it in deep sincerity, Mr. Speaker, he said, "What are they trying to do with that poor man?" I said, "what do you mean"? He said, "What are they trying to do with Smallwood?" I might have know, I said, "That is politics, my son. Do not take that too seriously". Well, he said, He told me about his experience at Topsail. He said, I am living on a small pension, that I get, as a result of my services with the Horton Steel. And he is living in a little cottage, Mr. Speaker, on the outskirts of Holyrood today, alone. And his little pension from the Horton Steel is insignificant. But he has another pension which he gets from the Government of this Province, or the Government of Canada whatever you like to call it. And with the two, plus his little plot of land, he is happy, he is content. But, he said, and I think his philosophy is sound, given allowance for a man as he is, with the atmosphere as he nows knows it, he feels secure and safe. But, he says, what will happen, if they change this land?

Now that is the atmosphere and that is the attitude of a lot of people around this country. That is the attitude of great masses around Newfoundland, I believe, because they feel that they owe this man an inestimable debt. They owe their security in their old age to him, they are giving him credit for it. That is the type of man they are giving credit to. He is not getting it from other quarters. But the other quarters, who are crucifying him and who are crucifying Newfoundland with him are doing a tremendous amount of damage, an inestimable amount of damage, to this Province.

The other day there was a reference made here to the philosophy adopted in Nova Scotia by certain publications there, in a lesson of criticism of Government. Now if there is one lesson could be learned by this House and not only by this House but by any government or any opposition, it is this: Criticize, sure, all that you feel like doing, but limit your criticism in such a way that you are not sacrificing the interests of your own country. And that goes for radio, it goes for television, it goes for "Open-Line", it goes for oppositions and what have you, it goes for every media of expression because the first thing and the most important thing is to preserve intact; and that I submit, Mr. Speaker, is the obligation of every man who comes within the four walls of this Chamber, who is elected by the people. I do not care for which party he is elected, he was not elected to destroy the credit of his own country. And if any man by destroying the credit of his own country, uses that as a stepping-stone to political attainment or for political drama, he is sowing the seeds of his own as well as his country's destruction.

Now, I want to say a word about something else, we have an institution here of which we are very proud of, at least of which we should be very proud. And that institution is known, I think, as the Memorial University of Newfoundland. Is that the proper designation of it? That institution was established, as Mr. Speaker knows, as a result of the sacrifice, a deep sacrifice, and financial effort of the people of this Province. And it is interesting to recall the philosophy behind it, it did not come into being over night as a university, it was created as a college, University College, I think it was called. by previous governments of this Province. And it was largely the result of the dedicated, unselfish, limitless, devotion of three men. Three Newfoundlanders, one of them was the father of my respect colleague here, the Minister of Justice, the late Dr. Curtis. A tremendous Newfoundlander, the type of Newfoundlander of whom we are all proud of. We have to be proud of, if we have any sense of pride in us, insofar as our country is concerned. He came from humble

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beginnings, born in Blackhead, I believe, over on the northside of Conception Bay. I read his biography a short time ago, his wonderful accomplishments. I believe he was the first clergyman ordained from that particular community, a small community, but as a result of his example and his inspiration and his dedication as a minister, seventeen other young men from that small community of Blackhead, on the north side of Conception Bay followed in his footsteps. What a record. What a record of good.

Was there anything said about him in relation to the Amulree Report? That type of man was not known. Side by side with him there was another man, Dr. Vincent Burke, who was born on the Southwest Coast of Newfoundland, in St Jack's, there among the fishermen. He knew what it was to talk the fisherman's language. He lived with them. He did not suffer much with them because those people were prosperous, but he was intimate with the fishermen and he knew the conditions under which those fishermen lived.

The third one was Dr. Blackler. Now I do not know too much about Dr. Blackler. What I was trying to get at was this, that this three men worked incomparably over the years and with the help, of course, of government and other things ultimately came into being the University College.

Now the concept of the University College was this: It was an institution conceived with the idea of providing facilities whereby the fisherman's son could get an education, ultimately a university education. Then remember there was a philosophy abroad, and the same thing applies to the Amulree Report, that the place for the fisherman's son was not in the University College, was not in St Bon's nor the Methodist College nor Bishop Field, Oh no! He was supposed to be kept back on the lobster trap. The function of the fisherman's son was to haul the trap, to steer the motor boat. Who is going to catch the fish which in time can be turned into gold, if the fisherman's son is going to be educated? Consequently there was a wall of opposition, almost insurmountable opposition and a lack of interest working against the institution of this so-called University College. But despite those obstacles, Mr. Speaker, in spite of that bulk of opposition, these three men persisted, the Government persisted and ultimately that school of learning was established, and what was started as an acorn has grown into a mighty oak and today you have what is known as the Memorial University of Newfoundland.

The Memorial University of Newfoundland is the fisherman's university. It belongs to the people of this Province. It is put there for the purpose of providing a means or ways and means for a fisherman's son in Sandy Cove Island or Ragged Ass Tickle or Quirpon, or whatever you like, to come in and have the same opportunity to

get a university degree as you, Mr. Speaker. That is the idea of it, that is the philosophy which inspired Curtis, Burke and Blackler. That was the philosophy which inspired the government that created that institution years and years ago.

In those days, Mr. Speaker, those who were fortunate enough to be able to get a university education went to the Mainland, to the University. Mount Allison educated the Southwest Coast, those of them who could go. Dalhousie University, Antigonish University, Acadia University were the shining lights, they were beacons of light on the Mainland of Canada to which those fortunate enough to be able to get within their walls were welcomed. Newfoundlanders were welcomed, the door were thrown open to them, and you were there in equal status with the professor's son himself.

I was a fisherman's son myself. My father sailed a banking schooner for thirty odd years on this coast, and he brought in, in his day, his share of fish. He earned his dollar, honest to God dollar hauled out of the guts of the bottom of the sea, and he never lowered his flag to any man.

And I went to school, Sir, at Dalhousie University, one of a thousand, like my hon. friend on the other side of the House went too. And I sat side by side, in the same school, with nephews of the Prime Minister of Canada, sons of Cabinet Ministers, sons of judges, and I was treated in equal right with all of them. That was the philosophy. That was it. But there were thousands with far more brains than me, with much more ability than I ever had, who were deprived of their right to get into these universities, Mr. Speaker.

So the great concept was conceived by these gentlemen, to provide similar facilities in Newfoundland. And now we have them, we have them. We have a well established university, able professors from all over the world, they tell me, eminent men, eminent in their various spheres, none worse, none better. But what is happening? What is happening?

The image of that university is being tarnished. It is tarnished, it is not being tarnished but it is tarnished.

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I am not concerned with the magazine anymore than I am concerned with the radio and the TV, but I am concerned with the fisherman in Quirpon, or in Sally's Cove, or in Ramea Rocks, or in the bottom of Fortune Bay, who has a son or daughter who are coming up to the age when they should go to the University.

I am concerned with the man who sees his daughter coming into the formative years and his son who, - both of whom have been reared in Christian homes, being subject to all that is good and all the virtues that are worthwhile in forming manhood and womanhood.

And he is faced with this grave decision, "What am I going to do with my son? Where am I going to send my daughter? Am I going to send her into this University, to be subject to the stuff that I hear over open-line or to hear about the indiscriminate, whatever the hell is happening up there in regard to these various things we hear about?"

Now it is somebody's responsibility to check that. It is somebody's responsibility to restore that image, to restore, not the image, but the confidence with ^{which} the people of this country, the ordinary man and woman in this country who has a daughter or son coming to the point when they should receive University education, can send them there with confidence.

And when that child leaves that mother's knee in Sandy Cove Island, pure, untouched by the affairs of the world, and the son, untarnished, what can she send them? Can the father send them? Can the mother send them here and feel confident that the probity, the virtue, the purity, of these children is being protected. There is the challenge and it is not alone a challenge of the Government, it is a challenge for the University. It is challenge for the Students' Council. It is a challenge for the Churches. I hear no protest about it, but I am protesting from the floors of this House tonight. I say it is abominable. I say it is intolerable and I would rather see the damn place burnt down than allow that thing to carry on with impunity. It is a shocking indictment on us.

It is not because it happens in Berkeley, in California and because it ^{is} tolerated in San Francisco, - because it is blasted on the front pages of "Life" or "Time", that we should tolerate it in Newfoundland.

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We have something in Newfoundland. We always did. We have basic virtue, particularly in our womenfolk and if our womenfolk are not protected, what about the generations coming up? And if they cannot protect themselves, they are entitled to be protected by somebody else.

Now, that is a serious charge. It is a serious matter, but, Mr. Speaker, I am equally serious about it.

And if the price of this University is to mean the downgrading and degradation of our people, close the blooming place down. But, if we are going to maintain it and we are counting, - we are going to vote here in a few days time - almost countless millions to keep it going, well then, we should be assured and those whom we are here to represent should be assured that that money is being properly spent. That that money is being spent in such a way that the traditions and the principles for which we stand and without which no nation can stand, must be preserved.

The same thing applies, Mr. Speaker, in relation to other arts, so called. Arts! I was up to this Arts Centre - Science place, one night shortly after it was opened. I was given an invitation to others, and there was a play put on, - a so-called best seller. I am not a prude. I can take it as well as anyone else and I have been through it.

I was not born yesterday and I was not always within the four walls of a church, but when I come to see salaciousness and almost unspeakable, unspeakable, unutterable, unthinkable stuff being broadcast from a stage, so called as Art and classed (what do you call that) best sellers and patronized, what is happening to us? How long can we go on with that stuff? What institution can stand up under it?

The same thing applies with your magazines. I was in New York the other day. This was another step away from here. Last time I was in New York it was a pleasure to go out and walk up and down Broadway, a pleasure. Today all you see on Broadway, from one end to the other, is a demonstration of nudity and not alone nudity but other things almost unutterable. And it is being drunk, it is being absorbed by the people down there.

Now, this is far removed, maybe from Budget Speeches. It may be a long way removed from the Auditor-General's report, but I beseech my friends on the other side of this House, who are young men, who are able men, who are

men interested to continue in public life, that it is their responsibility as well as ours as far as we can carry it, plus anybody else in authority to get us back on the rails and keep ourselves on the rails.

And if we can keep ourselves on the rails, in that sort of thing, Mr. Speaker, we do not have to worry about other avenues of our activities. So much for the University.

One word again about - I would like to say a word on transportation. Transportation, to me, is almost a fetish. Transportation and Newfoundland. The two things, to me, are synonymous. If Newfoundland is to survive, and I hope she is - I have very great hopes that she is - the one thing that we have to give serious consideration to, in every avenue, in every facet, is transportation.

Now, we have not been doing it. We have not been doing it. Not in the sense that we should have been doing it. We are an Island, as I said. Being an Island, we are subject to limitations from the standpoint of transportation, movement of goods, freight and what have you.

But, while, as an Island, we have certain disadvantages it also gives us other advantages which are not existing in other areas of this landmass. And, what I am particularly interested in is international transportation. International transportation by water is something that has a future that is unimaginable. With the development of the heavy bulk carrier, and the heavy transport tanker, the possibilities for Newfoundland are the challenge to our imagination and our creative thinking.

There is no use for us to hope to get things done in Ottawa where the Department of Transport is located, notwithstanding the fact we have a Newfoundlander's Minister of Transport.

The Department of Transport, like the Department of Fisheries, and a good many other departments, but these two in particular, need to be diversified. The Department of Transport is settled in Ottawa in the centre of a great landmass and it is not water-oriented. Its philosophy is not water-oriented and this country is of such vast expanse, from Vancouver Island to ^{Cape} Bonavista, there is such a division of land between the two extremes, that you might be living in a different world altogether if you are up in central Canada. But Newfoundland is on the perimeter, it is on the perimeter of world water, world transportation by means of bulk carriers. The other day the world was startled by two things, one was the voyage to the moon, which was a terrific achievement and the other one, which

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to me was more important was the voyage of the "Manhattan" into Prudhoe Bay.

Now the "Manhattan" succeeded in getting into Prudhoe Bay - Incidentally, I was in Ottawa the day she got there, and an interesting thing happened. When the word came in we were in there having meetings there in the Department of Transport Building. The word came in that the Manhattan had gotten through to Prudhoe Bay and simultaneously with that somebody showed a chart and pinpointed on the chart where the "Chesley A. Crosbie" was.

The "Chesley A. Crosbie", on that day, was away down inside the Arctic Circle, further north even than the Manhattan. This was only incidental. A Newfoundlander was master of the "Chesley A Crosbie", but there was no ballyhoo about that. It was Captain Lush.

The "Manhattan", of course, reached Prudhoe Bay, and she got back again and she is going again, Mr. Speaker. This proves one thing; that the oil people who put up the financing to force the "Manhattan" into Prudhoe Bay must be satisfied with their investment or they would not send her back again.

Now what intrigues me about her going back again is this: If the "Manhattan" or any other ship (I don't care what her name is) can succeed in establishing a commercial route into Prudhoe Bay, for the transportation of that oil from there to the outside world, then Newfoundland falls right into the picture.

The reason is this: The type of ship which has to be used to get into the Northwest Passage is not the type of ship that is used in open waters to get to the off-loading points for your black ore. So that it means, just as night follows day, just as certain as night follows day, just as certain as the sun is coming up tomorrow morning, if that trade route through the Northwest Passage is established then Newfoundland will be the stepping stone between the black oil in the first stage into the off-loading at the terminal point.

Somewhere here on this Island, somewhere here you will have a trans-shipment point between the ice-breaker and the deliverer, one being an ordinary shell tanker, capable of operating and navigating in open water and the other being a reinforced type of ship, heavily reinforced, that will permit her to operate through the Northern Icefields. And when that happens it has to be done in two stages, and the place for the off-loading and for the transshipment must be somewhere in Newfoundland.

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Now, that somewhere in Newfoundland is another question. Where to be? There are places to be considered which leads me into another facet of my comments.

We are fortunate, thank God! We are fortunate on the South Coast of Newfoundland in having deep water facilities. A great deal has been said and has been talked about Come-By-Chance. If the hopes come to fruition it will be a wonderful thing for us. But in Mortier Bay we also have a tremendous deep-water harbour with great potential but my favourite, and it may be a selfish now, prejudiced view, is Bay D'Espoir. I have looked upon Bay D'Espoir, Sir, for a good many years, almost with longing. I have talked it with some of the best transportation men I know, purely as a matter of talk, as to just what the potentialities of Bay D'Espoir are.

Bay D'Espoir, to my mind, has everything, everything but one thing.

It has not got dollars to make possible what should be happening in Bay D'Espoir. It is Bay D'Espoir or Mortier Bay which are the natural outlets for the St Lawrence Basin and the Great Lakes. And you are hearing a lot of complaining today about the wheat being stockpiled, you are hearing about the farmers starving in Saskatchewan, not able to raise enough credit on their thousands of bushels of wheat to be able to get oil to heat their homes. You are hearing a lot of complaints about Canada's competition in the outside world, in the trade world, in trying to get her production into these trade markets, in competition with other areas. And right in Bay D'Espoir, on the South Coast of Newfoundland, is the key to a lot of Canada's internal transportation problems. But the Upper Canadian does not know that Bay D'Espoir exists, knows nothing about Mortier Bay and very few in the Department of Transport know anything about it. Don Jamieson may. They have no interest in it, Mr. Speaker, no concern with it.

I mentioned the potentialities of it, either there or Mortier Bay, what it needs is some cold, hard, constructive thinking, some constructive outlook, men of vision and fellows who are prepared to take chances. If that were on the S.Eastern side of the continent, where the Japanese could exploit it or if it were within striking distance of Soviet Russia, having the same advantages, half way around the world, it would not be there as it is now. But some day Bay D'Espoir and Mortier Bay have to come into

their own, if we are going to stay alive, if Canada is going to put her own products into the markets of the world or if she sits back and lets them all be moved by foreign flats, that is another story. Because, Mr. Speaker, with the development and growth of the heavy-bulk carrier, whether it is tanker ship or dry cargoing, there is a limitation across the River St Lawrence which the Lord himself put there, beyond which these ships cannot go. There is a limitation on the depths of water between Montreal and Quebec, which is limited, in fact, to a ten thousand ton ship. Above that they are precluded, they cannot operate, it is just impossible. The Lake Basin traffic should be moving out of the lakes, down the river in these ten thousand tonners or fifteen thousand tonners to somewhere on the perimeter and there transshipped into ocean carriers of the bulk size that I am talking about.

Just one example of what I am trying to say, one example of the difference between action and inaction: When Disraeli, the Prime Minister of England, saw himself faced with a dilemma in relation to the Suez Canal, when it was possible and not alone possible but it was almost inevitable that the controlling shares in the Suez Canal would be acquired by other interests, the House of Commons was not in session, and he did not have any money and he could not get any money to do anything about it.

So he went and he interviewed Rothschild, the forebearer of Rothschild who is I think identified with Brinco, and he put the position to Rothschild that if he did not get this many millions of pounds, that the shares to the Suez Canal would be gone and England would have lost the opportunity to control the Suez Canal. Rothschild said to him "what is the security?" he said "the security is the credit of England, the Government of England." The other fellow said to him "it is done, you have the credit." He had no Order of Council, he could not do it by Order of Council, they had no legislative authority and this is what was done and the Suez Canal was saved. The Suez Canal was opened and the traffic around the world was changed. The Cape Route, the route around the Cape of Good Hope vanished over night and you had the short route from India to the Mediterranean to the U.K., and the eastern seaboard of the United States revolutionized. Overnight revolutionized.

And so it went on Mr. Speaker, for fifty more years, until one night in your time and my time, Mr. Nasser the Prime Minister of Egypt decides that he is going to block the Suez Canal. So he blocks the Suez Canal, and all that had happened as a result of this great vision, and this great work, was reversed so that the passage through the Suez Canal was now stopped, and we reverted back to another hundred years again around the Cape of Good Hope. So as a result all water traffic which formally moved through the Suez Canal via the Mediterranean now comes around the Cape of Good Hope. What I want to say is this, Sir, the Israelites, the Jew was caught in the squeeze. It was partly because of him that the Suez Canal was blocked by Nasser. But the Jew did not lie down and go to sleep, he did not sleep over the Suez Canal and moan over it like we are doing about Bay d'Espoir. Talk about it but do nothing else. What did he do? He decided he would build a pipeline, and he built a pipeline from the Gulf of Aqaba and the Arabian Gulf to Haifa on the eastern base of the Mediterranean, and today the Israelites or the Isralee he is pumping his oil now, he is short circuiting the Suez Canal. Now that is vision, that is action. That is what I am talking about, that is the thing that makes countries grow. They took a great chance of course, of course he did, but unless you take chances when you are in Government, or wherever you are, even if you are playing a game of bingo you cannot get anywhere. You can sit down and just criticize, and tear the other fellow down for going to try to do something, and take chances to create something. You tear him down and you will get no where.

The other fellow is going to make mistakes, sure, he will make mistakes.

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The history of our country is mistakes. Mistakes by the men who are worthwhile. Fellows who took chances, and in taking the chances in many instances they lost their lives, but somebody else followed on behind, that was the price they paid for taking the chances. But the other fellow got through and accomplished the object that was in view, so it is with this.

Now in dealing with Bay d' Espoir again, I just want to say another word. At the moment there is a commission, there is a commission appointed called the South Coast Commission. It is under the chairmanship of a friend of Mr. Russell Lake and the committee itself I think consists of mostly Mayors of the Burin Peninsula, I do not know how far west. This commission is rather unique. It is unique to this extent that it is appointed by the Department of Transport to which I was just referring. The Department of Transport is presided over by a gentleman who represents the south west coast. And the gentleman who represents the south west coast happens to be a Newfoundlander. So we have three things operating. We have to start with a Newfoundlander, we have the Department which is the central Department of Transportation in Canada, and now we have a commission, a Newfoundland commission appointed by the Department under that Minister. I have not seen the terms of reference. I believe that the primary object was to have this commission just deal with the operation of the coastal boats. I think that was it but I am not sure, I have not seen it. What I am interested in Mr. Speaker, is to what can develop and grow out of that commission.

I can see in that commission the germ of something that could alert people in the centre of things in Ottawa, who should be alerted to certain possibilities on the south coast of Newfoundland. The personnel of the commission are all south coasters, and I would assume, I think I am justified in assuming that these men have that interest of that area right at their finger tips, and at heart, and that they are going to miss no opportunity to make it known to the Minister and to those who may have appointed them just what can be done, what ought to be done, and what should be done, vis-a-vis the south coast and transportation waterwise, that can be done with the natural facilities that are there. One of the things that has caused some controversy recently is the necessity or otherwise of making St. Pierre a port of call for the freighting service from North Sydney to Argentia. Now personally again, it is only my own personal view, I think that that is long overdue. There is quite a transit of people between here and St. Pierre during the summer time. St. Pierre is a sort of a tourist mecca for our people. Now for various reasons one of which is that

it offers to them certain attractions which are not available in any other part of Canada. St. Pierre is a sort of a transplant of parental France and I mean by that (I do not mean visually) continental France into the North West Atlantic.

The traditions of St. Pierre are Parisian and the french that they speak there is pure french. I think it is norman french really, but it is pure. Their customs are really unique and they are refreshing. Now at the present time in order to get to St. Pierre it is necessary to traverse the long Burin Highway which is not too good as we all know, and go to Fortune and then board a ferry, (and she is back in the eighteenth century the ferry) and go over to St. Pierre. I have gone over on her, I have been back and forth on her. Whereas if you make St. Pierre, (and I know that there is certain gentleman probably not a thousand miles away, but he will not agree with me here) if you make St. Pierre a port of call for either the Shea on the direct run from Sydney, or the coastal boat up and down the coast, either one or the other I think that should happen so as to establish facilities to our people, those of us who want to go to St. Pierre and have a few day diversion and so forth and so on comparatively cheap and I think myself that it is very much worthwhile and I would like to see it happen. But that is only my own view, and I hope that the south coast commission when they get to work will look at those things.

MR. WORNELL: Mr. Speaker, I wonder if the hon. gentleman would permit a question. In view of the fact that Bay d'Espoir is only seventy miles from the centrally populated centre of Newfoundland, that is the Grand Falls, Gander, Bishops Falls, Lewisporte areas, these are all heavily populated areas. In view of the fact that Bay d'Espoir is not too far distant from this centre of population, does he think that it could become a port of call for the ferry Ambrose Shea?

MR. LEWIS: I do not know Mr. Speaker, about making it a port of call for the ferry Ambrose Shea, but I would say this, that I agree with what my hon. friend says; Bay d'Espoir as the crow flies is only seventy miles from the head of Bay d'Espoir to Bishops Falls junction, and when you get the road tied in on the north side of Fortune Bay from Harbour Breton across to Hermitage and then back to Poole's Cove which I think is in the cards, and should happen very shortly then of course, the next thing is to upgrade your Bay d'Espoir road. When you get that Bay d'Espoir road hard-topped, and the whole long side of Fortune Bay fed into it, as well as the Hermitage Bay section well it

should be a port of call for anything that goes up and down that coast, but whether you can put the Ambrose Shea there or not is another matter. You would have to provide the landing facilities you know, she is a steam loader and they have these facilities at Argentinia. It should take something to provide them in Bay d'Espoir.

But Bay d'Espoir Mr. Speaker, in my way of thinking deserves everything that it can get, deserves the complete and enthusiastic attention of all Governments to exploit the natural advantages which have been made by God there, and it is up to the people of this country to be able to utilize it.

Now one or two other words;

MR. CROSBIE: Would the hon. gentleman permit a question.

Would Bay d'Espoir be able to handle large tankers of 150,000 to 200,000 tons variety?

MR. LEWIS: I think the answer to that is yes. I do not think there is any question about her getting to Roti Point. The approaches to Bay d'Espoir are clean, there is deep water, there is ample room. I do not think there is any question. There was some grave doubt alright Mr. Speaker, up to two years ago about the very same thing and I had the privilege of taking a party to Bay d'Espoir from here for the purpose of looking at the approaches to Bay d'Espoir. We went up on the Tavernor, with Captain Peter Drake and he took us in there, and these fellows were more than impressed, (they were mainland people) with what they saw, (they were not shipping people) but they had been briefed by some source, I do not know from where to the effect that the approaches to Bay d'Espoir were restricted both as to depth and also as to manoeuvrability. But that situation was cleared up, I do not think, Mr. Chairman that there is any doubt in the world that Bay d'Espoir can handle anything that is in the cards up to the present time, for trans-shipment purposes or other wise. In Bay d'Espoir you need a railroad from Bishops Falls, railroad branch and an up to date hardtop road, good deep water terminal facilities, good warehousing facilities, and then I think Bay d'Espoir will sell itself. But ~~now~~ now, the definite problem is that you have two areas here. You have the shipping man, and the warehousing man. What you have to sell, if the Canadian Government, or some department of the Canadian Government could be sold on the idea of making the facilities in Bay d'Espoir, (talking bout DREE or with anything) a centre, for a shipping centre and put in what I am talking about, a branchline from Bishops Falls (and I will deal with that in a minute too) to the head of Bay d'Espoir, and a hardtop road right through, plus the

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necessary handling facilities at Bay d'Espoir, with your warehousing, and your cranes and all the rest of it, then I think you are off the ground. But the question is to get somebody to do it.

Now on that question of railway, I would like to say this Mr. Speaker (I do not know but I am getting over my time)

MR. CURTIS: That is alright, go ahead and give it to him

MR. LEWIS: I do not want to go over time Mr. Speaker

MR. MURPHY: Have another hour and one half, very interesting

MR. LEWIS: On the question of railways, some certain very, very interesting things are happening in Newfoundland and they are happening entirely. We are as oblivious to it as if they were happening over in Thailand. We have a Board of Trade here, called the Board of Trade I mean, the Chamber of Commerce or something, the Board of Trade who are interested, so called interested in the trade of this Province, and as an old friend of mine said one time, a great shipping man, who came from small beginnings.....

MR. LEWIS: in small beginnings, and we had a word of criticism made to my friend Mr. Percy Crosbie, Mr. Speaker, who today is quite a successful shipping man. And Mr. Crosbie had changed his allegiance from a ship merchant to representative of an awesome wholesale house in the United States. It is one of the outstanding wholesale houses, and my friend noticed this one day in the paper that Crosbie was agent for this particular firm. So he called him up and he said "well Percy", he said "I thought that you were a fish merchant," but now, he said, "instead of selling fish, he said you are selling washing machines and women's drawers". Now today the same thing is happening here - what is happening in the railway is not appreciated. I do not know if there is anyone conscious of it. We are spending twenty-four hours a day broadcasting tommyrot over these radio stations. Foolishness! Nonsense!

The same thing over the T.V. I do not look at it very much, I turn it on occasionally, but when I do turn it on, I turn it off again, because I do not see anything there worth looking at. But we are having things happening in Newfoundland in the Railway that we are entirely unconscious of. Take for instance the transshipment facilities that have been put into effect in Port-aux-Basques.

Do you know Mr. Speaker, that you can transship at Port-aux-Basques today, a mainland box put it on a narrow-gauge-rails in twenty minutes. That mainland box is loaded in Vancouver at the head of the lakes or Cleveland, or wherever you like, and railed down to North Sydney. It is railed aboard of a car-ferry. It is off-loaded by the third rail in Port Aux Basque and then it is taken off the trucks and shipped on to a narrow-gauge railway truck and moved across the country, across Newfoundland. That is one thing that has happened, Mr. Speaker, but as a concomitant something else has happened. When these giants of Newfoundlanders who built the Railway, who built that narrow-gauge string from here to Port-aux-Basques of five hundred and forty-four miles, which people can see no good except a ridicule.

For ^{for} hundred years we have that railway, and nobody had a good word for it, except some smart aleck could write something in the paper about it - how long it took to get from here to there. But when these fellows built that railroad with a pick and shovel and a wheelbarrow and a roll of tar-paper - what did they do? True they put a lot of curves in it, and they crossed a lot of rivers to get to Port-aux-Basques from here. But today the mainland box can traverse those bridges and make those curves and go to these

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rock-cuts without any obstacles. The only difference Mr. Speaker, the only difference in the transit is in time. Your speed over that narrow-gauge road today, from Port-aux-Basques to St. John's is down - she subject to a speed limit, I think it is twenty-five miles, or something like that, as compared to what the narrow-gauge road can do.

But the corrrival of that is this Mr. Speaker, namely the third rail. We were told in this House not once, twice, but twenty times - that the business of standardizing the road, the railroad across Newfoundland was unthinkable. It was unthinkable because of the cost that was involved in it. We are told - the latest figure I heard on it was \$150,million to put a standard rail-guage road across Newfoundland.

We can have a standard guage road across Newfoundland for less than one-tenth of that. And why? The reason is Mr. Speaker, that a third rail can be laid across this country, across this Province at insignificant expense - now I know people are going to say to me, "why do you want a third rail, why do you want a railroad at all?" Well, I will tell you in a minute. I am saying Sir here, that a third rail can be established across Newfoundland just as it is in Port-aux-Basques now, for an insignificant figure. Not millions, not millions at all.

The bridges are capable of carrying the mainland traffic. The cords can handle the mainland traffic and so can the rock-cuts without any burden. And all you need is your third rail. Now with your third rail, you are not involved in any capital expenditure insofar as rolling stock is concerned, because you can roll your stock across the Gulf of St. Lawrence on the car-ferry, whether it is locomotive, a box-car, dump-car, any kind of a car - and with your third rail you can wheel it across Newfoundland.

Now you ask the question Mr. Speaker, very properly, why should we think we think about a third rail at all? Well I will tell you why. We have to grow up in this country, we have to grow, and in order to grow we have to think. And in order to think I suppose you must have something on top of your head, your shoulders. I do not know if it is a fact, I know it through certain sources - within recent months certain experimental operations have been carried on for the handling of bulk traffic out of this Province. Paper products, and these paper products have been moved in mainland

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boxes over that narrow-gauge road into Port-aux-Basques, transshipped and then rolled right into the warehouse as far as Dayton, Ohio.

My hon. friend from Corner Brook knows what I am talking about. And the impact of this Mr. Speaker, the impact of this could be nothing short of revolutionary, because of the rapid transit, because of the fact that there is no breakage, because of the fact that it is a direct movement. Now that can develop like a stream, where you break through a waterway, and the water starts to trickle - and then you have a rainstorm, and the waterway starts to swell. And then you get a current, and the current washes away the banks, and the next thing you get is a navigable stream.

In Grand Falls and Corner Brook you have the potential for a movement of paper products out of this Province by rail, by rail, direct shipment, no transit, no transshipment which can be a tremendous thing to the economy of the paper company.

If you add to that the fact that you get a linerboard mill in Stephenville, if you do now, again I say, if you do - granted that Doyle's dream will come true. Did you get your liner mill in Stephenville? And then did you get John Shaheen's mill in Come-by-Chance?

You see what happens Mr. Speaker - do you see the talk, do you see the drivel, do you see what can happen? And as to why, why we should be thinking in terms of a third rail. Why that there should be some thinking in Ottawa - at the source and center of things in Ottawa in relation to these things. I do not know if there is enough - maybe there is, I hope there is. If there is not, we are falling down on the job. But I just mentioned that in passing because it is an interesting thing, and I am saying here now, that the establishment of a third rail which means a standard gauge railway system across this country, across Newfoundland, is something that is barely within our grasp - the capital investment involved is insignificant, and there it is.

There is one or two other things, I am sorry, @ hope I am not boring the House Mr. Speaker, but I have one other thing to say, and that is about Marystown -

HON. G. A. FRECKER (Minister of Provincial Affairs): Would the hon. member permit a question? I am wondering Mr. Speaker, about the third mill - it is

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a magnificent idea I think - but the weight, what about the size of the rail that is there now compared to the one that would be put down for the third rail. Would it be possible that they would need a bigger, heavier rail?

MR. LEWIS: My understanding on that is that your rail at the present time is heavy enough Sir. You have a weight limit on your bridges - I have forgotten how many tons it is now, but insofar as your weight limits are concerned, and the rail itself is concerned, I do not think there is any problem - but it would be a simple matter of course to increase the weight of the rail - make it a ninety pound rail instead of what it is at the present time. The ^{curves} are all right. The curves have been tested for moving traffic across - around these curves now - standard-gauge cars.

They moved a unit into Holyrood two weeks ago - two or three weeks ago Mr. Speaker - on two flats - that unit has been moved on two flats right from its point of shipment, and then they took it into Port-aux-Basques and transshipped it on to a narrow-gauge. It was never done before - in fact it was impossible to do it, and what do we hear about it on the radio? Nothing. They did not get any T.V. pictures of that - she came across Newfoundland Mr. Speaker, at six miles an hour, and the trainmen were out on every corner and bridge to see what her clearances were. And she had clearances on the bridge at something like five or six inches, you know, in case it might shift on those narrow-gauge boxes. A tremendous piece of achievement. Not a word about it in the paper, no paper - writing about what the price of silk stockings are on Water Street. We were safe, and the people who were charged with the administration of this so-called media in Newfoundland - they owe a job - they owe a duty to this Province too. They are being sustained by the Province, and instead of criticizing Joe Smallwood and the Government for its mistakes - I know they make plenty of them. Instead of spending all their time on that let us give them something constructive. Tell us some of the things that are worthwhile to know about Newfoundland.

What about that ship that was afire off Port-aux-Basques the other night? What did we hear about it? I do not know if there was anything about it on the radio, but the fire was put out by the people in Port-aux-Basques - what about that tanker that ran adrift in Placentia Bay last week - and was adrift for all night, and could not be picked up by two divers, who stood by

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or could not get alongside of her - and then she was taken by the Petit Forte and towed to Argentia, and if that one had been loaded with oil and had driven ashore on Red Island Head you would have had another disaster. Not a word about it, nothing. You hear a lot of trash, foolishness - but I want to say a word about Marystown before I go. Marystown - there has been a lot of criticism, and justifiable criticism in Marystown, sure

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there has been a lot of criticism, justifiable criticism, about Marystown sure. No doubt about that. There have been a lot of money spent on the shipyard in Marystown, not the shipyard on the fish plant at Marystown. More money than should have been spent too. It is not going to cost this Government anything. My hon. friends, my hon. friends know, the fish plant in Marystown was built by the Government and it was, but all that was underwritten by the Atlantic Sugar. The whole trouble was, the Atlantic Sugar got into it over their necks. Why I do not know that is their business. But, it is not going to cost the Province of Newfoundland anything. The only thing about it is this, either Atlantic Sugar carries on, or if Atlantic Sugar does not carry on somebody else will carry on. And the only reason Atlantic Sugar will not carry on is because they have such a load of capital piled up there that it might be impossible to haul fish enough off the Grand Banks or get trawlers enough to haul into Marystown to pay it off. But it does not mean it is as black as it sounds, that plant in Marystown is a wonderful thing, wonderful. An excellent plant. And the trawlers I am told are excellent trawlers. And I am told too, that the two trawlers that were built at the Marystown shipyard are equal to the trawlers that were built over in the Dutch yards on the other side. I am telling you what I know, they cost more money they cost a lot of money, but that is another story.

The fact of the matter is Mr. Speaker, you will lose no sleep over Marystown fish plant. That is all right. But it makes no difference in this Province whether Atlantic Sugar makes money or loses money, like they did down off the coast of Peru. They have to take care of it and that is that, and if they do not somebody else will and do it very well.

Now a word with regard to the shipyard. That shipyard was conceived in the first instance as a repair yard. But it ultimately developed into a shipyard. And the reason it developed into a shipyard, Mr. Speaker, was because people visualized and saw the necessity because of the upgrading at that time in the price of fish and the production of fish, we had, - what do you call them from - Birdseye came in here - from England to spend hundreds of millions of dollars to get into our fish production here. Ross Steers, came from England, Ross Steers did not, but Ross came from England and they were going to put hundreds of millions of dollars in here too and which they did, I think they put a lot of money in here, but they were not successful, things dropped out and they just pulled out of it again. Too bad for both sides. But these things happen.

But the same thinking that inspired Ross's and Mr. Birdseye to come to Newfoundland namely to get the benefit of the north Atlantic fish sources, and get into the real

production end inspired the people who said that we will go from a repair yard to a shipyard at Marystown. Why? Because they saw Mr. Speaker, the growing demand for a trawler fleet in Newfoundland. They saw this increasing year by year. And either you went to Holland and had the Dutchman build them, where they build excellent trawlers or you went up to Pictou or somewhere else and had the mainland firms build them. In which event, or they would become subject to a double subsidy one of which is paid by the federal government the other is paid by the Provincial Government, and the labour for building was all spent in wherever it might be.

So these people could see that this might be all right. Now it did not happen that way. You ran into a slump in the fresh fish business. You got to the point where things were very rocky and the fish plants were catching fresh fish and producing it were having a very very rugged time. Until again something else happened, and when Canada put in that support policy last year it was one of the best things that ever happened in Newfoundland. And it re-established the fresh fish business, it established the flow of the fillets and cod-blocks and it put the fresh fish people in orbit.

But Mr. Speaker, we have only 65 trawlers in Newfoundland. That is the entire fleet, 65 trawlers, my hon. friend from Grand Bank knows what I am talking about. and some of these are getting pretty shaky. And the time is coming and it is not very far away, I may not be here, but some of these gentlemen will be here, when you have to replace your fleet. Or you will have to replace a substantial number of this fleet. At that stage, at that point where are you going to get your draggers? You will have Fishery Products coming in here, you will have Mr. Bonavista coming in here, you will have Mr. Lake coming in here, Mr. Somebody else, draggers all gone, they are not fit to go to sea in, crews are refusing to go to sea. These vessels are outworn, this that and the other thing, we must get replacements. Now if we do not get replacements we will have to close down our plants. That means hundreds, thousands of people out of work, what are we going to do Mr. Premier, I do not care who the Premier is, it might be my hon. friend here, what are you going to do? Now we must get a fleet of draggers and they are going to cost, what a million and a quarter each, Mr. Minister, a million and a quarter each. Now we have not got the money, have you got it? No, I have not got any money, it is all gone.

What are we going to do? The Fortune Bay men will not go to sea in them, if they will not go no one else will go, and the Buriners will not go to sea because

they are not fit and what are you going to do? Here is where the Marystown plant Mr. Speaker has got to come into its own. The Marystown dockyard I am talking about. And while it is going to cost some dollars to the Province to keep that alive, whether it ^{is} one year, or two years or three it may run into millions. The fact of the matter is, that you cannot afford to let it go. The Marystown dockyard Mr. Speaker, I say it here tonight, is the lifeline for the trawler fleet in Newfoundland and if you do not keep it and if you do not maintain it, and you do not have it there ready to turn the key and get things cracking when you need to lay the keel of a dragger then you are faced with the alternative of having to go somewhere else to buy them and send your money out of Newfoundland if you have any to send. So, therefore, Mr. Speaker, personally, although I feel it and I hope it of course may be hope sometimes be clouds of judgment. But, I think, I think myself that there is a future for Marystown dockyard I think it is essential to the service, without it we just cannot survive. I am going to stop I am talking too long Mr. Speaker, I am sorry I have taken too much time of the House, there are a few more things I would say but I am not going to do it now. I want to thank you and the House for the patience that they have shown in listening to me for these rambling remarks.

MR.A.MURPHY: Mr. Speaker, I am rather curious of the statement he made earlier with reference to Britain's treatment of Newfoundland in 1932-35 that area, 1932 the Amulree Commission. Is the hon. minister making a statement to the effect that it was conspiracy at that time to take Responsible Government from Newfoundland and at that time arrange for Confederation, was that his thinking, I just did not get it.

MR.LEWIS: No, Mr. Speaker, no, Confederation if I may say so was no doubt in the back of their minds but they could not get anywhere with it for two reasons.

(1) I think Mackenzie King at that time was Prime Minister, I am not sure I think he was, but whoever was Prime Minister at that time was not prepared to consider Confederation. But apart from that there was no such thing as Confederate sentiment in this Province. In other words, the same thing ~~is~~ happened, in 1949 only worse existed at that time. What I was saying Mr. Speaker, was not, what I was hinting at was the background of the evidence that was fed into the computer that subsequently came out as the Amulree Report. That was the thing I am attacking, and that is why I said it was unjustified. A lot of the inferences were unjustified.

MR.WELLS: Not the report itself.

MR.LEWIS: Yes, the source of evidence was limited largely to a certain area here

in St. John's right here, and this is where they got all their evidence, this is where they got all their impressions and they condemned, hook line and sinker as a result. They condemned most of the people who fed them the information.

MR.HICKMAN: May I ask the hon, minister another question? He was sidetracked when he was going into St. Pierre by the hon, the member for Fortune Bay we never got back there, he did not develop his theory on the St. Pierre port of call for the CNR ferry, this particular relationship to the Burin Peninsula I would like to hear his views to whether Burin for instance would be , should be a port of call

MR.LEWIS: Not necessarily Burin, but some port on the Burin Peninsula, Burin would be the most suitable port as I see it she could not get into St.Lawrence because as you know there is a bar across St. Lawrence Harbour which would prevent her from going in, and there is not water enough in Grand Bank on the other side, and she certainly could not look at Fortune. But Burin or Marystown are two beautiful ports for a large ship, of course you need some, and so far as the time consumed is concerned it is nothing. Because it is right on her run, and it would only divert her for probably two or three hours off her run and what would she do with the two or three hours anyway, I made the trip on her I know what I am talking about.

MR.WELLS: What would be the advantage, of a stop at Burin on the way?

MR.LEWIS: What would be advantage, it would provide this facility for the people on the Burin Peninsula to get on the ship no matter where they were going, if they were going to North Sydney, they could get on board the Shea at Burin, anybody from the Burin Peninsula. I was not thinking about that, I am thinking about the Buriner who wants to go to St. Pierre or anybody on the Burin Peninsula who would like to go to St. Pierre.

MR.WELLS: Or any Newfoundlander.

MR.LEWIS: Well, I am thinking particularly of Newfoundlanders if I am going to St. Pierre I would go down to Argentic and get aboard of her. As much as I like the Burin area I would not drive all the way over that road rather than go across Placentia Bay, on the Ambrose Shea.

MR.HICKMAN: We have a great tradition of going to St. Pierre on the Burin Peninsula.

MR.SPEAKER: Is the House ready for the question? It is moved and seconded that this debate be adjourned.

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HON.L.R.CURTIS(Min. of Justice): Motion 4, 5, and 6,

MR.SPEAKER: The hon. minister of Education to ask leave to introduce a Bill, "An Act Further To Amend The Newfoundland Teachers Association Act, 1957," moved and seconded that this Bill be now read a first time, ordered read a second time on tomorrow.

Hon. the Minister of Education asks leave to introduce a Bill, "An Act To Amend The Schools Act, 1969," moved and seconded that this Bill be now read a first time ordered read a second time on tomorrow.

Hon. the Minister of Education asks leave to introduce a Bill, "An Act Further To Amend The School Attendance Act, 1962, moved and seconded that this Bill be now read a first time ordered read a second time on tomorrow.

MR. CURTIS: The remaining Orders of the Day do stand deferred and that the House adjourn until tomorrow Monday at 3. p.m.

MR.SPEAKER: It is moved and seconded that this House adjourn until tomorrow Monday at 3 p.m.