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SPEAKER: THE HONOURABLE JAMES M. RUSSELL

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The House met at 3:00 p.m.

Mr. Speaker in the Chair.

MR. SPEAKER: Order!

MOTIONS:

MR. NEARY: Mr. Speaker, I give notice that I will on tomorrow ask leave of the House to introduce the following Resolution:
WHEREAS, in advertisements recruiting personnel and job descriptions published daily in our newspapers there are almost uniform references either to the desirable age range for applicants or the demand that applicants state their age; and

WHEREAS, this is contrary to the spirit of the Newfoundland Human Rights Code; and

WHEREAS, there is grave danger employers are discriminating against applicants because of their age;

BE IT THEREFORE RESOLVED, by this Honourable House Of Assembly in Legislative Session convened that the Government of Newfoundland and Labrador take appropriate steps to draw to the attention of all employers in both the private and public sector in this Province the impact of the Human Rights Code on their hiring practice and that the matter be referred to the Honourable Minister of Labour for immediate corrective action; and

BE IT FURTHER RESOLVED, that the Administration introduce legislation as soon as possible to amend section 9 of subsection 1(b) of the Newfoundland Human Rights Code by deleting the words 45 years and inserting 19 years so that no employer shall discriminate against any person in regard to employment or term or condition of employment because of that person's age, if that person has attained the age of majority and has not reached the age of retirement.

MR. SPEAKER: I will receive the Resolution under advisement to see if it meets the regulations for the Order Paper and so inform you, later in the day probably.

ANSWERS TO QUESTIONS:

MR. DOYLE: Mr. Speaker, on behalf of the honourable the Premier I would like to answer the verbal question asked by the honourable member from Bell Island, with reference to Newfoundlanders, as to whether or not they get preference in permanent job opportunities at Churchill Falls.

The answer is as follows; some weeks ago, the government appointed a committee under the chairmanship of the honourable Minister of Labour to thoroughly investigate and study overall governmental policy regarding employment of Newfoundlanders on all industrial projects in the province. This, of course, includes Churchill Falls. This committee is studying the extent of the problem and depending on the seriousness of the situation appropriate legislation will be worked out to cover the situation in the very near future.

MR. NEARY: Mr. Speaker, a supplementary question. Does the honourable member...

MR. SPEAKER: (Inaudible)

MR. NEARY: Okay, Sir.

MR. SPEAKER: Are there any other answers to questions?

MR. COLLINS: Mr. Speaker, I undertook to get some information for the honourable member for Bell Island concerning the resignation of a councillor at Pouch Cove. I think he asked the question orally a few days ago. On April 25 a letter of resignation was received by the Town Council of Pouch Cove from Councillor Gerald Sullivan. The council accepted Mr. Sullivan's resignation and in due course will arrange for a by-election. No

MR. COLLINS: reason for the resignation is given.

AN HON. MEMBER: Inaudible.

MR. COLLINS: Well that is up to the Council they have six months to call a by-election.

HON. C.W. DOODY: (MINISTER OF MINES, AGRICULTURE AND RESOURCES): Mr. Speaker, Questions 104 and 105 for the honourable member for Bonavista North and Question 106 for the honourable member for Fogo. These three questions are pretty inter-related and I will try to the best of my ability to answer all three.

The arrangements being made to compensate persons moving from the communities listed in order to facilitate the establishment of the Gros Morne Park, well we have impressed upon the Government of Canada the necessity of signing a separate agreement in order to facilitate these people. It would seem that the circumstances there are rather unique, They are different from any of the resettlement programmes that have gone before and we have made it quite clear that we have every intention of demanding a house for a house for these people and further compensation as is necessary, depending the decision of an arbitration board.

The Government of Canada have assured us that they will not in any event force or ask anybody to move from the communities affected for a period of at least five years, possibly longer, By that time it will be hoped that opportunities will be found for these people in other parts of the area or other parts of the Island, The last thing in the world that we want is to force anybody to move at any time, We have no intention of proceeding further along these lines unless we consult with and get the agreement of the people in the area. We hope that they will agree because the Gros Morne project appears to be something that is very, very important and necessary to the economy of

MR. DOODY: that area.

Taking steps to maintain intact and inhabited as many communities as possible within the intended boundaries of the Gros Morne Park, I spent some time talking to the hon. Mr. Chretien and officials of his department and they are quite sympathetic with most of the areas in the park. The three communities that they refuse to budge on at all are Baker's Brook, Green Point and Sally's Cove (a fond memory).

AN HON. MEMBER: Inaudible.

MR. DOODY: Yes, that is right. It has had its moments.

They feel that because of the location of these three communities in relation what they call the ecological benefits of the park, they cannot see their way clear to let these people remain there. They say that either these three communities go or there will be no park.

The question to the Minister of Fisheries, from the member for Fogo; We have gotten the consent of the Government of Canada to allow the fishermen in that area to continue fishing on the coast, certainly for this year, and in all probability for at least the five years that I mentioned a few moments ago. We have also managed to obtain permission for them to pursue the bait fishery in St. Paul's Inlet.

The Government of Canada are talking now about setting up permanent fishing facilities on other parts of that Gros Morne Area to facilitate the fishermen in that spot. I can say also that this matter is very much in our minds and we will never finalize the Gros Morne thing until we are sure that all the people in the area are taken care of, certainly to the best of our ability. We are somewhat hampered by the fact that an agreement was signed a couple of years ago and very few of these things are adequately covered in it. The Government of Canada now takes the position here that the boundaries, with a few exceptions which they feel are negotiable, the boundaries and the interior portion of the park, having been agreed to by the Government of Newfoundland it is now

the responsibility of the Government of Newfoundland to live up to our half of the bargain. They say they have spent considerable money and have acted in good faith and they feel that we should do the same. If we feel that the agreement that was signed is not a good agreement or that we should not have it, then they are willing to cancel the park project completely and forget about it. It is not an easy decision and it is not an easy problem but it is one that we are going to have to pursue very carefully and with a great deal of effort. If there are any supplementary questions, I would be happy to try to answer them.

MR. ROBERTS: Mr. Speaker, in the absence of the Premier, who apparently is not with us, but if I knew who the Deputy Premier was I would ask him.

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Oh it does tend to rotate from hand to hand and whoever has it when the music stops gets to be Minister of Economic Development. But seriously, Mr. Speaker, I have a question which I guess the House Leader could answer, if there is to be an answer.

In view of the fact that you, Sir, have, as required by The Election Act, sent yesterday your certificate to the Clerk of the Executive Council, to the effect that there is now a vacancy in this House, in view of the decision of the Supreme Court with respect to Labrador South, your certificate of course, Sir, reads, "I hereby address my warrant to you, as Clerk of the Executive Council, for the issuing of a writ for a new election in the said district," my question is whether as yet that writ has been issued, whether the Executive Council have taken the necessary action?

MR. MARSHALL: Mr. Speaker, the situation on this is governed by, if my memory serves me correctly. Section 147 of the Election Act and the operative words are that the by-election is to be called as soon as practical and

of course, a by-election will be called, I presume, as soon as practicable.

MR. ROBERTS: Mr. Speaker, as yet the writ has not been issued.

MR. MARSHALL: No.

MR. NEARY: Mr. Speaker, I would like to direct a question to the honourable Deputy Premier, will the honourable Deputy Premier indicate to the House what arrangements, if any, the government have made to expedite the movement of a considerable backlog of passengers from the Labrador City - Wabush area in western Labrador? I ask the Deputy Premier.

MR. MARSHALL: On a Point of Order, Mr. Speaker, perhaps the honourable Member for Bell Island might designate who he wishes to be Deputy Premier to answer that question.

MR. ROBERTS: On a Point of Order, when the present Premier, the honourable gentleman from Humber West, announced to the people of Newfoundland the composition of the present ministry, he designated the hon. gentleman from Burin, the Minister of Justice and President of the Executive Council, as the person who would act in his absence as Deputy Premier. I have no other information, but that was on the television and of course, I watched. If I am wrong, please correct me.

MR. HICKMAN: The announcement was that in the absence of the Premier, and this is the same procedure that is followed over the years, that in the absence of the Premier from the province, the President of the Council, if he is in the province, serves as Acting Premier. There was a promise of an office about three years ago, that the office of Deputy Premier would be created. I am unaware of any legislation that was passed by this House. I might have been away the day it was passed. I am unaware of any legislation that was passed by this House creating the office of Deputy Premier.

The office of the

acting Premier is created and the Leader of the Opposition is aware of this. The acting Premier is appointed by the Lieutenant Governor-in-Council whenever the Premier is out of the province but you do not appoint an acting Premier when the Premier is in the province.

MR. NEARY: Well, is the Premier not in the province?

MR. HICKMAN: The present Premier is in the province.

MR. NEARY: I know it is most difficult to keep the Premier in his seat two days in a row, Mr. Speaker, So I would like to direct a question to the Minister of Labour. He seems to be kind of anxious to answer. Perhaps he has the answer, I do not know.

MR. MAYNARD: I am not particularly anxious to answer it, Mr. Speaker, but I have been handling the situation, myself and the honourable member for Labrador West, on behalf of the Premier. The situation is we have been trying since 7:00 P.M. yesterday to find aircraft, chartered or otherwise, that would take the people out of Wabush, Labrador. Last night, for various reasons, EPA was unable to put an extra flight on, Air Canada did not have a plane available and Quebec Air was trying to clear up its backlog from yesterday. The situation now is that there was one flight went into Labrador last night, one extra flight by EPA but they could not go in after that. There is one gone in today and there will be one go in tonight and there will be another one at 1:30 A.M. tomorrow morning. To the best of my knowledge at this time that will leave approximately fifty people at the airport in Wabush, presuming there are no other flights out, but there are regular flights on today and there will be space made available on one flight.

So the situation now, as far as we can assess it, is that most of these people are, probably all of them will be out by maybe three or four o'clock tomorrow morning.

MR. NEARY: Mr. Speaker, I thank the honourable minister for the answer

to the question. He seems to be the only member on the other side of the House who is willing to give us any information. Seeing that he is in the mood, Mr. Speaker, I wonder if the honourable minister could tell the House, inform the House if the committee, that the honourable member who answered a question on behalf, as usual, on behalf of the Premier, the committee has yet started working? Because it is my understanding the permanent work force at Churchill Falls is practically half hired. The member informed us this afternoon, in the answer to a question, that the committee would look into this and my understanding is that the committee has not even started work yet.

MR. MARSHALL: Mr. Speaker, in his speech now he has already ask a question and -

AN HON. MEMBER: (Inaudible).

MR. MARSHALL: I am speaking on a point of order, Mr. Speaker. The honourable member has asked a question and he is now proceeding to make a speech in support of the question.

MR. NEARY: Do not be so jumpy. Is the honourable minister going to answer the question?

MR. SPEAKER: I would just like to remind all honourable members that they should not become involved in debating, making speeches on questions, but the questions should be short and to the point.

MR. MAYNARD: Mr. Speaker, the honourable member's information that the committee has not started work is not quite true. As a matter of fact they have been working on the situation for the last four weeks and there was a meeting, as a matter of fact, this morning in my office. The legal people from the Department of Justice have come up with various recommendations. The people from other departments have come up with various recommendations regarding training, job placement etc. We are trying to piece this together now and to put it into a form whereby it can be made into either regulations or legislation and we certainly

hope to have this done within the next month at the very latest.

MR. NEARY: Mr. Speaker, a supplementary question. Do I understand from the minister's answer that the committee is dealing with the permanent work force and not just the construction force?

MR. MAYNARD: Both construction and permanent.

MR. WINSOR: Mr. Speaker, before you call orders of the day, may I direct a question to the honourable Minister of Fisheries. Yesterday it was stated, I am not sure, either by the honourable Minister of Finance or the honourable the Premier, that the Lakes had nothing more to do with the fish plant at Burgeo. May I direct the question to the honourable minister? Did or are

Lakes marketing the fish? If so, at what commission? If not, then who is marketing the fish processed at Burgeo Plant?

MR. CHEESEMAN: I will take that question as notice Mr. Speaker.

AN HON. MEMBER: (Inaudible).

MR. SPEAKER: Order!

MR. HICKEY: Mr. Speaker I wonder if I could have leave of the House to present a petition?

MR. SPEAKER: Does the honourable member have leave to introduce a petition?

AN HON. MEMBER: Did the honourable member have the petition at 3:00 P.M.?

AN HON. MEMBER: (Inaudible).

MR. SPEAKER: Does the honourable member have leave? Agreed.

MR. HICKEY: Thank you Mr. Speaker.

I would like to present a petition on behalf of some 157 residents of Torbay. Their request is that the widening and upgrading of the road known as Patrick's Path be continued, that the road be paved. Mr. Speaker this is an urgent request. The project was started last fall and for some unknown reason, certainly unknown to me, shortly after the election the workmen left rather hurriedly and I am sure inadvertently left a couple of utility poles in the middle of the road. I would urge the government that they attend to this matter. It is certainly an urgent one.

MR. ROBERTS: It is a most appropriate petition for a most appropriate day, because if we go into the estimates of the Department of Highway, when shortly Your Honour leaves the Chair, we will expect the (Acting) Minister of Highways to make an answer and thus will help his colleague the hon. Minister of Social Services and Rehabilitation to pave Paddy's Path.

ORDERS OF THE DAY.

On motion of the hon. Minister of Justice, a bill, "An Act To Provide A Pension For The Retiring Registrar Of The Supreme Court," read a first time, ordered read a second time on tomorrow.

On motion of the hon. Minister of Highways, a bill, "An Act Further To Amend The Highway Traffic Act, 1962," read a first time, ordered read a second time on tomorrow.

On motion of the hon. Minister of Mines, Agriculture and Resources, a bill, "An Act Further To Amend The Nomenclature Board Act, 1959," read a first time, ordered read a second time on tomorrow.

On motion of the hon. Minister of Education and Youth, a bill, "An Act Further To Amend The Memorial University Act," read a first time, ordered read a second time on tomorrow.

Committee of Supply:

Mr. Speaker left the Chair.

MR. BARRY: Chairman of Committees. Heading XVII, Highways.

MR. MAYNARD: Mr. Chairman, 1701-01, I would like to make a few general comments I will try to be very brief. I would like to have all honourable members note that this year there will be a considerable reduction in the capital expenditures in the Department of Highways, compared to last year. I would like to say a few things regarding that.

Mr. Chairman, the year 1971-1972 the expenditures for capital works, that is improvement and reconstruction and new construction for the Department of Highways, amounted to \$36 million. That was an increase from the year before, 1970-1971, at which time the expenditures were \$17 million. In other words, Mr. Chairman, over one hundred per cent increase in spending in capital works. That expenditure for 1970-1971 was approximately seventy-five per cent increase over the previous year.

Obviously, as any one can see this trend could not continue. Beside the fact that there was more than one hundred per cent increase in spending, the previous administration saw fit to commit approximately seventy per cent of the money that you will see in this year's estimates. That was committed before the end of the calendar year 1971.

The one hundred per cent increase in actual spending last year and the commitment of funds which were not at that time voted were drawing on the fact that there would be a further capital works budget this year, done for some strange reason and were one to four reasons which perhaps can be best explained by the honourable members opposite who were members of the government at that time. It is a very fine thing, Mr. Chairman, to carry on an intensive road building programme. But obviously, the province can ill-afford to retain a rate of increase approximately seventy-five to one hundred

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per cent per year. I would love to see every road in this province
paved

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I would love to see four lane highways in most places, but unfortunately the province is not able to find the money now nor in the foreseeable future whereby this can be done all in one lump sum, all in one lump project.

I think we have to implement a system of planning, very careful planning. So the estimates that you see this year are more or less a cleaning. We have inherited a great number of projects that have to be carried on. There is nothing wrong with these projects, just that they were left to us with very little money to add on any more. We have added on a few, but a very minimum number. Essentially the estimates we are debating here will not be really a budget for the Highways Department - the Department of Highways - presented by this administration, it will be one that was inherited by us.

I think it is very necessary for us to stop for a few moments or pause and analyse the situation of roads construction in Newfoundland. I have studied the figures for the past few years, the estimates and the expenditures, and I have managed to break it down district by district as to where some of the money was spent or all of the money was spent last year and some of the money the years before. I have not been able, Mr. Chairman, to detect any sort of a plan of any kind in the way that Highways money was spent.

If I were to mention that last year there were districts where the Provincial Government spent in excess of \$3 million in one rural district, I am sure my hon. friend from St. Barbe North is shaking right now with anger. It certainly does not indicate any sort of system of planning when you spend \$3 million in one district, a rural district, when you have another district similar to and you spend a half million dollars, which is what was spent in St. Barbe North last year, Mr. Chairman.

AN HON. MEMBER: Where was the \$3 million spent?

MR. MAYNARD: The \$3 million was spent in the District of Fogo.

MR. MAYNARD: Well, this is really going to make you sad, because I have the breakdown of figures here. I will not read them all off, but since you asked the question, the honourable member for Labrador North; Mr. Chairman, in his district last year \$100,000; the District of Labrador South \$40,000; the District of Labrador West \$108,000, The total for the very important area of Labrador, a total of some \$248,000.

It may not be possible to put super highways across the area of Labrador nor up and down the Northern Peninsula, nor super highways out the Burin Peninsula that would satisfy everyone, but I submit, Mr. Chairman, that we must establish a better system of priorities than that.

To establish priorities, this government will within the next few days, and I will consider this as a verbal request now, but you will get a formal request, all M.H.A's, all members of the House of Assembly will be asked to list priorities for highways, reconstruction, new construction and paving in their districts. It is not to indicate that we will suddenly come up with the money in the fiscal year 1972-73 to do all the projects that are listed, but by getting the input from all M.H.A's. as to what are the priorities in their districts, then looking at the amount of work that has been done in each of those districts in the past few years, I do think that we can establish a system of priorities so that all districts in Newfoundland will be equally treated on a per population and per industry basis, or per car basis or per vehicle or whatever you want. But certainly a more equitable basis than that which exists at present.

I threw out a question to some of my officials while I was briefly Acting Minister of Highways, asking the simple question; how much would it take, how much funds would be needed to meet all

the demands and all the requirements that we know about at the present time in the Province of Newfoundland? I think they based it more or less on the petitions that have been received plus their own assessment of which projects should come first and this sort of thing. They told me that it would require a block provision of something in the vicinity of \$100 million to meet the present demands and that would still mean that we would have to provide another fifteen to twenty million dollars per year for continuing capital works from there on.

Obviously, Mr. Chairman, someone is going to have to wait. It is unfortunate but we just cannot, it is impossible for us to find that amount of funds. Seeing that some people do have to wait, it is going to be necessary for some districts to not have all their roads paved, reconstructed and paved at the same time. We have to bring in this system of priorities to make it more equitable across the province.

I am not going to continue on any farther right now, because

I assume that each subhead or most of the subheads will be debated as we move through the estimates. I will attempt, in conjunction with the officials of the Department of Highways, to answer as clearly as possible any question that may be put and make comments on anything that the hon. members want me to make comment on.

MR. W.N. ROWE: Mr. Chairman, I do not intend to make any kind of a speech at all on the minister's salary, but he has tossed about this highfalutin word "priorities" once or twice in his own remarks. A lot of people have a tendency to accept that word on face value and not to inquire behind it, not to lift the veil to see exactly what a person is talking about when he uses that term.

Would the honourable minister care to outline now, as we are discussing his salary, what he means by priorities in the field of highways? Will priority be given to those highroads concerning

which most demands have been made or will it be based on the amount of traffic, the number of cars, or will it be based on industrialization? For example; roads to resources, roads to industries or will it be based on actual social need, population, population trends, length of time that the people have had a road without having it paved, or people not having any road at all? Exactly what does he mean by priority? It is a good word to use, it has some meaning I guess, although I have not had too much success in getting from anybody the exact meaning whenever they use it. I believe it is a subjective concept used in a different way by every person who uses it. I would like to hear what the honourable minister's idea of priority is. What will the road paving programme over the next four or five years, which has to be planned out in accordance with the Premier's statement, and in accordance with the minister's statement as well, what will the priorities be based on? What are the factors? What are the criteria which will go into the pot, out of which will come this great highway building plan over the next four or five years?

MR. MAYNARD: To establish a system of priorities may seem to be a very complicated thing and possibly it is. I have not tried to establish a system of priorities yet in the Department of Highways and I probably will not have the opportunity, because, I am not going to be with it very long, I would imagine. I would assume that the input from the M.H.A's. if we receive any, and I am pretty sure we will, will certainly help to establish it.

When I talk about priorities, I am not

talking about necessarily a very complex scientific formula that takes three or four weeks to run through a computer. We are talking about using simply basic common sense. If we see a highway in Newfoundland that is heavily travelled and has heavy traffic on it, it is leading to a great number of people or in fact it is leading to a number of industries, then obviously that highway should, in my view, take priority over a highway that is leading essentially nowhere. In the past we have seen highways built in places that suddenly loaded everything aboard their truck and moved out as soon as the highway was there, had been built for a few families at a cost of millions of dollars while the other people on the other side of the fence with great numbers of population, have been left pretty well stranded. I think the highway up the North West Coast of Newfoundland is a pretty good example.

Once you pass north of Brig Bay, Mr. Chairman, I submit that the condition of the highway is absolutely ridiculous and I do not think anyone can argue with me on that fact. I travelled it a number of times and I will probably travel it a number of times in the future. But it is absolutely ridiculous and when you see that last year a total of \$424,000 was committed on capital works in that area and you see other districts with \$1 million, \$1.5 million, \$2 million, \$3 million, plus some districts that had DREE contracts in it where the expenditures reached \$12. million.

AN HON. MEMBER: (Inaudible).

MR. MAYNARD: Placentia East, DREE programme of \$11. million.

MR. ROBERTS: Placentia East.

MR. MAYNARD: That is what is on your sheets.

MR. ROBERTS: West. Now what say did the Government of Newfoundland have as to where that money went?

MR. MAYNARD: Do you not think -

MR. ROBERTS: What say did the Government of Newfoundland have as to where that money went, that Federal money?

MR. MAYNARD: All right, fine. Mr. Chairman, the honourable Leader of the Opposition says the Government of Newfoundland had no say over where -

MR. ROBERTS: I did not say that. I asked what say they did have.

MR. MAYNARD: All right you are asking the question. The Federal Government spent \$11. million in that district. The Provincial Government also spent \$1,134,000 in the same district but in other districts, in Burin the Provincial Government spent \$73,000. Now it may all be very well. All those districts need all their roads paved and done, all districts in Newfoundland do, but we have to spread it around more equitably as per population and per traffic,

This is what I am calling a system of priorities, not a very complex formula, Mr. Chairman, just a very simple down-to-earth one.

MR. ROWE (W.N.): If I can pursue this a little further, Mr. Chairman: What the honourable minister has said and he tried to cloak in the term 'common sense,' what he said in fact is that a system of priorities in each case must really be subjective, a subjective system of priorities. To the people in LaScie the highest priority is to get the LaScie Highway upgraded and paved, as the honourable member for Green Bay will readily admit. To the people in Brig Bay the highest priority is to get the Northern Peninsula road upgraded and paved and so on and so on. To the member for Burin and the people of Burin to twelve million or fifteen million dollars lashed into the Burin Peninsula road by the Federal Government, under a DREE agreement, was of the highest and upmost priority.

Now you can attain some objectivity perhaps if you were looking at the thing with an over-view as a minister, but I would like to ask the minister, he has come out with a general blanket condemnation of

the way in which he says a lack of priorities was used in the past years in respect to road development, construction and paving in this province. Now I am not prepared, Sir, to accept such a blanket general statement from the minister. I would like for him to get up and to support such a statement by him, such a general statement by him, with some concrete example of where the previous administration spent money on road construction or upgrading or paving in a way that violated any objective system of priorities. Let him name roads which have been done, which have been paved, which have been constructed or upgraded which should not have been done or which should have bowed to the needs of other roads. When he gives his answer I hope he bears in mind the fact that if you are going to get DREE money, for example, for a road it is no good to talk in terms of getting two miles of road paved on the Burin Peninsula. We had some say in where DREE money was spent. We had some say but when it came down to the last analysis we were presented by the Federal Government with this very simple alternative, "Accept the Burin Peninsula road or do not accept it. If you accept it you get money to upgrade and pave it. If you do not accept it you do not get the money."

As far as they were concerned, for a variety of reasons, I think based on need and not any political influence, although it did not do any harm to have the Minister of Transport represent a part of that district or all of that district, but on the basis of need I think that the Burin Peninsula road was the road which should have been given the highest priority as far as upgrading and paving. Unfortunately once you start that, is there any point in saying, "Well, we will pave five miles this year or one mile this year because that is all that that district deserves or that district should have and more money should be spent elsewhere." No, Sir, I think in respect of the Burin Peninsula road once the decision had been taken, the commitment made

to do that road then it had to be done, upgrade and pave the highway, just as when the decision was taken to upgrade and pave the Baie Verte road. It was done within a two year period except for ten miles on the end towards Baie Verte, which was done five or six years ago.

But a decision was taken to do that road and I would not have been satisfied, the people would not have been satisfied and I am sure the engineers would not have been satisfied and the contractors would not have been satisfied if a decision had been taken to say, instead of doing thirty miles of that road or twenty-eight or however much was left they did two miles or five miles because that is all the money that that particular road deserved. I would ask him to bear that particular aspect of the situation in mind when he is answering the question. But I would like him to stand up, Sir, and to substantiate his blanket statement that road building in this province has proceeded on, I am using my own words now, on a higgledy-piggledy basis, a basis that showed no priorities

Mr. Rowe (W.N.).

and certain roads were done which had less priority than certain roads which were not done. I would like to substantiate it with concrete examples.

MR. CROSBIE: Mr. Chairman, before the

AN HON. MEMBER: Oh! the boss.

MR. CROSBIE: I just want to help the House with two examples. These are only very minor examples, Mr. Chairman, of this higgledy-piggledy policy or figgledy-higgledy policy. I drove over the Horse Cove Line two nights ago. I think it is also known as St. Thomas Line. It is in the District of Harbour Main. You drive along for about a mile on the dirt road and then you strike about 400 or 500 yards of pavement. Then you drive along then for a couple of miles of dirt road and then you strike about 450 yards of pavement. Now it is a completely silly way of attempting to do anything on the Horse Cove Line - higgledy-piggledy, no plan, no design, not properly done. As the hon. Leader of the Opposition mentioned Bennett's Road. This was all done last year when the election was coming on. It was completely towards political effect. The road I do not think was properly excavated. There is no proper foundation. There is very little crushed stone. It is not going to last very long, in any event. There are a few instances there. Why waste all the time of the House asking about it. We all know -

AN HON. MEMBER: (Inaudible).

MR. CROSBIE: The minister has about five hundred examples he could give if he wanted to take the time of the House.

MR. ROWE (W.N.): Let us hear the priorities.

MR. CROSBIE: There are two simple ones, Mr. Chairman, just within ten miles of St. John's, this lack of policy, this lack of priorities.

MR. ROBERTS: Mr. Speaker, I thank the honourable gentlemen for his help.

Mr. Roberts.

I think he is right. I drive once in a while over Bennett's Line, which is not the rich side of Hogan's Pond but it is closer to the rich side than the end on which I live. You go around a great big curve and the payement stops.

AN HON. MEMBER: Millionaire's gulch.

MR. ROBERTS: Millionaire's gulch. I would not call it millionaire's gulch. I do not live up with the Crosbie's and the O'Dea's.

MR. CROSBIE: (Inaudible).

MR. ROBERTS: They have done wonders for my piece of property.

MR. CROSBIE: The area depreciated for a year or so after you went there but it is coming back now.

MR. ROBERTS: At least there are no rumours that my end of the pond, Mr. Chairman, is being put in under the urban redevelopment scheme as is the other end of the pond, for low rental housing.

MR. CROSBIE: (Inaudible).

MR. ROBERTS: Mr. Chairman, nobody could pretend for a minute that there have not been in this province occasions, examples where roads were paved for reasons other than strictly engineering reasons. I am not going to be so foolish and I would not think the committee would be so gullible as to believe that for a moment. I will go further and predict that this sort of thing will happen from now on.

MR. CROSBIE: I would not be surprised.

MR. ROBERTS: No, I am with the minister. I am with the minister.

MR. CROSBIE: - laugh every four year's.

MR. ROBERTS: I do not particularly think that that is so terrible really. After all the whole purpose of the system of government we have in this province or in the other provinces is that one tries to please people. I do not think that that is terribly bad. There may be honourable members who feel that it is but I do not really think so. That was not the point that the honourable gentleman raised, the hon. gentleman from White Bay South raised. The minister gets up and he makes a provocative opening

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statement. I do not know if he meant it be provocative. I sort of figured that we would come in here this afternoon - I think like every member of the committee, Sir, I look out at the nice weather and I fear that if we are not careful we may miss the entire summer. We may be here on the 2nd of July and it will be all over then. The minister gets up and he makes a provocative statement. I think we really should spend a little time discussing it. I hope we get through the estimates very quickly. Maybe we will. But the minister made a statement and he said, "priorities, we are going to have priorities and there has been no priorities." Well we will have a look at that because I happen to have here copies - if the minister might consult with his deputy minister, the five-year plans and the work from last year. It is a great deal of information which came to me as a minister, which I happen to have with me. I happen to have a great deal else from the Department of Health which the present minister will be interested in knowing, including this year's estimates, as they were submitted to the Treasury Board.

AN HON. MEMBER: Are they realistic?

MR. ROBERTS: Yes, they are realistic. The honourable gentleman would not say that his associate deputy minister is anything except realistic. I did not see them. Indeed, there is a note in them which says that they have been sent ahead, in my absence, to the Treasury Board. They are realistic as always. The health estimates have always been realistic except one sub-

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: I have no doubt they were. They could not be improved. Anyway, Mr. Chairman, the minister gets up and he talks about priorities, fine. My colleague gets up and asks what standards are we going to have for priorities. The minister gets up and aside from saying quite rightly, and I cannot quarrel with this, that he is not really the Minister of Highways, that he has been acting in the absence of one of his colleagues who has been

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ill, that he is as it were pinch-hitting and so has no long-range responsibility. He goes on and then says that really priorities are a subject of matter, so they are. We would have accepted that because that is an accurate and truthful statement. Then the minister tries an intellectually dishonest argument and I believe it was intellectually dishonest (although I do not believe the minister meant it to be) of citing the odd districts to districts: Placentia West and Burin with the pretense that somehow this showed bad planning. Well the intellectually dishonest part, I submit Mr. Chairman, I do not think the minister meant - he pretended that one could do as my colleague and friends said, spot little spots on the road. Well I have the list of what was done on that road last year. There are eight, nine, ten or eleven contracts, all of them DREE. Some of them had been completed and others which had not been completed, as of the date of this information. The same with Placentia West. What the honourable gentleman has been talking about is the Burin Peninsula Highway, something with which Your Honour I am sure is intimately familiar as is the Minister of Justice. What he is talking about is the programme to pave that road, the Government of Canada's money. We had precious little choice in it. My friend who was ministerially among those responsible (he was the Minister of Community and Social Development at the time) says:

Ottawa said, here are what we think should be done. I believe the one up near Hawkes Bay, that special area there - I believe there is some road under contract. The work was not finished last year: the Burin Peninsula Road, the Baie Verte Road and the Bonavista South road running from Clarendville up through Lethbridge and up towards Bonavista. I believe those were the - there may have been one or two others. The Government of Newfoundland was consulted. Officials were consulted. Ministers were consulted.

AN HON. MEMBER: Joint planning.

MR. ROBERTS: The Joint Planning Committee - the ministers were consulted.

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You will probably find, Mr. Chairman, an Order-in-Council saying - that is it, we will accept it. It is the same as on the special areas. We were consulted. We were told by Ottawa that there are eight special areas and we put in some representations and they said, "well there are still eight special areas."

AN HON. MEMBER: You do not want any.

MR. ROBERTS: He who pays the piper has a certain right to call the tune. They called the tune. I do think the minister should not get off this sort of stuff. I am quite willing to believe, and if he wants to table the list district by district, expenditures are inequitable in the sense that in some districts much more is spent than in others. I would also suggest that needs are inequitable. The needs of the Northern Peninsula, as he said, (I am glad to hear him say it) are very great. Until the road was paved around St. Anthony Harbour last year, there was not once inch of pavement north of Deer Lake. It is about 300 miles from Deer Lake to St. Anthony. The road from Deer Lake to Norris Point needs to be rebuilt and indeed through DREE and through Ottawa now parts of it are being rebuilt I believe. The road from Norris Point up to Brig Bay is a first class gravel road but it is slowly being worn down and if it is not paved within a period of years, it will be gone. Of course, as the minister said, the road from Brig Bay to St. Anthony, well to call it a road is to do it a kindness. It represented a triumph at the time, ten, fifteen years ago, but it is really hopeless. I have driven over it on occasion. I do not have very much to say for it.

The minister also, Mr. Chairman, (he might just deal with it) said that there have been examples in Newfoundland of roads being pushed through the communities, costing millions of dollars and then

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the communities are evacuated. I am not saying that there have not been but I would like to know what they are and where they are. I know of many places that do not have roads yet. I would like to hear his views on priorities there. Are the government going to spend the \$50,000 or \$100,000 needed to link up the tiny Community of St. Carroll's? It is a relevant thing. I would like to hear his views on priorities there. What priorities have been given to a community like Harbour Deep? What about the Burgeo Road? Will that be going ahead this year? If so, will it be going to the east or to the west? Will it be coming from Burgeo up to the east to link in with the network of roads that the Power Commission and Price Newfoundland have in there, partially for the phase two of the Bay d'Espoir Project, White Bear-Grey River phase, and then the Price Company have woods roads in behind Victoria Lake and going up through and on to Buchan's Road, or will it go to the west, through the Long Range Mountains and down near St. George's. These are matters of priority. But, Mr. Chairman -

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: The "feds" want it to go east.

Well the people of Burgeo just want it to go out, but I do not know which way they wish it to go.

MR. ROBERTS: They wanted to go into the Buchans Road. The road is in to Buchan's now and half the road is built between Buchan's and St. Georges, Bill Keough was very keen on that. It is about half done I think. What is the plan to complete that road?

MR. ROBERTS: So the road will come up almost north from Burgeo, maybe a little to the west. Well that would be an ideal solution, is that what the administration are going to be doing?

MR. MOORES: This is basically what Ottawa suggests and the resources people.

MR ROBERTS: A road to get into the pulp wood? It is about fifty miles between Buchans and St George's. Okay, well that is news to me. I do not know if it is news to the people of Burgeo or not but everything I hear from Burgeo is confusing. Well, there is something the hon. gentleman should make some noise about - other things in Burgeo they should not, I agree.

But the minister's ability is very real. His humility, that is real too, fortunately.

Mr. Chairman, I still think the minister should perhaps come back on his system of priorities. He raised the question. I will not say it is a false idol. I will not say that but I may say that he has not as yet made out any case for anything other than a subjective judgment. He talks about needs. There are needs but as my friend says, everybody feels his needs are greater in a community, and I can find people who think we should swing the Trans-Canada Highway across this Province before we pave the Northern Peninsula Road. Maybe we should but I suggest that in this area of highways I think one can find people who honestly and sincerely believe an infinite variety of points of view. I am sure the people who live in Bonavista North feel that the road from Gambo, running down to Cape Freels, the Strait Shore, down to Gander Bay and right up to the Trans-Canada at Gander Road should

MR. ROBERTS: have priority over all others in this province. It will be paved this year. That is only what the honourable Minister of Municipal Affairs would say.

I can find people in Bay D'Espoir who feel that paving the road from Milltown around to St. Alban's is a priority. You know there are all sorts of people who honestly and sincerely and deeply believe and who can make a case. But I think the minister should tell us what the factors are that are in the thinking of the administration. Because I suspect, and if I am wrong I hope you will show me so, I suspect, Mr. Chairman, that we are going to see as we have in the past, we are going to see that in most cases the decisions are subjective and furthermore that from hither on or from here on, as in the past, one will never see the year when each of the forty-one electoral districts in this province has spent on it an equal amount of money, whether it be equal per capita or per car or per community or per road or per anything.

AN HON. MEMBER: Nor should there be.....

MR. ROBERTS: And as my friend says that would be most inequitable. Once the Burin Peninsula Road is paved and I suppose that road around the loop, I do not think there is a great deal down there that probably needs to be paved, There may be some odd projects but nothing significant. Well the honourable gentleman may have to plead the Fifth Amendment, but I would have thought he was too good a lawyer not to know that is the American Constitution, not ours.

Anyway, Mr. Chairman, once that road is done then obviously the Northern Peninsula Road comes to us all and we might have two or three years when if it is \$30 million to pave the Northern Peninsula Road, which is an estimate which I was given, I do not know how good it is, but if it is \$30 million, one might see a year when \$10 million is spend on the Northern Peninsula Road out of a vote of \$20 million,

There are three districts on the Northern Peninsula at present

MR. ROBERTS: St. Barbe North, White Bay North and St. Barbe South.

So I think the minister perhaps should enlarge on this a little. He was the one who raised it, Sir, in his opening statement and I think it is an important one, perhaps if he could come back and tell us a little more about some of the objective standards as opposed to the subjective. I am intrigued, I would genuinely like to know at least one example of a community in which a road was built, costing millions of dollars, to quote the minister, that was then abandoned by the people.

MR. HICKMAN: Mr. Chairman, I would just like to have a word about the Burin Peninsula Highway and to express a great deal of gratitude and all that sort of thing. But the Burin Peninsula Highway is probably the best example, and I speak of this not in criticism of the past but a very good example where priority did get out of whack.

The Burin Peninsula Highway was built and completed by the Commission of Government, it was their last act. Sir Gordon MacDonald made a speech in the pulpit down in Grand Bank and said, "you know, I promised you this highway" and he built it. It was finished the year we went into Confederation or the spring thereafter, I have forgotten which, and it remains that way until 1967 or 1968.

In the meantime, the Atlantic Development Board did a study and they came to the conclusion that there was a big priority in that area, that was the building of a new highway from Lawn to Grand Bank, indeed contracts were called for that, if honourable members will recall, in 1966. The tender, as I recall it, was awarded to Curren and Briggs, but Atlantic Development Board was a fifty-fifty deal. At that time the province was compelled to finance some of their larger highway construction programmes, and the Atlantic Development Board lost interest in becoming a party to a deal where our fifty percent was going to have to be paid over a five or ten year period, and it disappeared and that was the last we heard

MR. HICKMAN: of it.

MR. ROBERTS: Inaudible.

MR. HICKMAN: Well whatever it was, if we could find our money, they would have gone along with it, But since then it disappeared. Now the priority is still there, and in deciding on - but may I get back to the Burin Peninsula Highway, during that period from 1949 to 1967 the Burin Peninsula Highway, with the exception of a stretch of road connecting Burin and Marystown and Grand Bank and Fortune, was virtually untouched. It was the trunk highway servicing not only the Burin Peninsula but Fortune Bay and at that time the Island, you know, the terminal for Fortune Bay. A little work was done up around Harbour Mille and St. Bernards. The main trunk highway was not touched and sometimes when I used to have to drive over it, not as fast as I have to now, because I had more time on my hands. Whilst that was going on, around the province we would see work going on around the Conception Bay Area. Now I agree with every member that they need the road out through Hibbs Hole and they need the road down around Trinity North and work was needed in Placentia East. It was done when Mr. Power was the Minister of Highways. All these could make quite a good case for us. But it was very difficult for us on the Burin Peninsula to accept the fact that a trunk highway to serve 30,000 people in an area of pretty well full employment should not have been further up the list of priorities.

Now there in my opinion is a very good example where I am not blaming anyone, but you asked for an example as to where the priorities certainly were not adjusted the way they should have been. I give full marks to the federal government for coming along and rescuing us with the Burin Peninsula Highway. But there is an example where in my opinion, you know, there was not a priority treatment given. The same applies and will apply in the next two or three years. I might as well mention my district while I am on my feet, In the area

MR. HICKMAN: between St. Lawrence and Fortune, there you have communities who have decided not to resettle. In these communities you have people who are gainfully employed in Fortune, Grand Bank and in the mines at St. Lawrence, where they have to commute daily, you have the people in Lawn in particular with a very close association education-wise with St. Lawrence. You have Lourdes Cove, Point May, Point aux Gaul sending all their children to Lamaline. These people say they are not going to move. But they say our contribution to the overall economy of the Burin Peninsula is just as necessary, is just as great as a person living in

Grand Bank or Fortune or Marystown or Burin or St. Lawrence. What I say is whatever the formula the honourable minister comes up with in arriving at priorities that obviously traffic volume, no province can ignore traffic volume, it is relevant. Economic needs are relevant. The need to look after people who have decided that they do not want to resettle, and this is one public service. Surely these are three elements and there may be more that have to be taken into account when one is arriving at the priorities. I am told that in one province, I am not suggesting that we do it here, but I think it is in the Province of Saskatchewan where they have a highways commission that works almost like the Board of Commissioners of Public Utilities. The Highways Commission.

Saskatchewan is the one I am thinking of, I am sure. It is one of the prairie provinces where all these studies that I am talking about are presented to that Board. They in turn recommend to the Minister of Highways a five year plan. I believe that if people in any province, including Newfoundland, can see a five year plan so long as you keep your commitment on the first year, an area may be for the third year, if they see that the first year's commitment is not kept, then obviously they become annoyed and say; "well, it is only a promise." But if a plan is realistic and can be - the highways can be paved and upgraded, whatever else is necessary over a period of five years, with an eye on need as much as anything else, then I believe the people of this province will accept. What angers them is when they suddenly see, I am inclined to agree with the Minister of Finance on this, that there are particular times in our history when there is a little more pavement whacked down here and there, I came out of a place in Epworth last year, I stood by a fish flake, I really had to move to get out of the way of the paving machine. The rocky road to Epworth is no longer rocky. Again there is a great deal of gratitude which was



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very pronounced and very warm in the last election. I think those who are responsible for providing it.

But, I am convinced that if we can give a realistic plan and then meet it, not to make a plan this year and say in 1973 we are going to pave 100 miles of road, and only do twenty. This will not satisfy any one, particularly those who are at the far-end. If we can do that then I believe the people of this province will be satisfied that they are going to see a network of highways that will bring them into this century. Paved roads are no longer a luxury. We are not asking for anything that little Prince Edward Island has not or Nova Scotia has not had for forty years. I am intrigued by the announcement of the honourable minister that we as members will get an opportunity to indicate our priorities. If honourable member will recall that all forty-two of us had that same opportunity in 1967. It is an agonizing decision to have to make when you have to look at your own district and say, "do you do one area before you do another?" At the same time I believe members have a great deal to contribute when it comes to enlightening any such committee as to where they believe, in their area, the priorities or the preference must be given.

MR.W.ROWE: Mr. Chairman, I would like to clarify something which I said earlier. What I asked the minister to do, in response to his statement that apparently priorities were not used in the past. I asked him to give some examples of roads which have been constructed or upgraded or paved which should not have been done but should have waited in deference to other roads that should have been done. It would be interested to hear him on that. But on the other point, Sir, priorities generally, I believe the minister of Justice today, in his few remarks, has just shown how valid is the case which we have been presenting from this side of the House, with regard to the subjective

nature of priorities.

This honourable minister talks about how high up on the list of priorities the Burin Peninsula road should have been during the nearly twenty years from 1949 to 1967 or thereabouts. But during that same period of time, Sir, you take an area like the Baie Verte Peninsula up on the north east coast of Newfoundland. That area had no roads whatsoever no roads at all until sometime in the late fifties, when they had the good fortune of having the member for White Bay South being the minister of Highways at one and the same time. Undoubtedly he used his office to the fullest possible extent. One cabinet minister accompanied that particular minister on a plane trip over the Baie Verte peninsula some two years after the member for White Bay South became the minister of Highways, When the other cabinet minister looked out the window of the plane over the Baie Verte peninsula he asked the minister who was with him, whether they were then passing over Manhattan Island or Hong Kong or where, because there was such a road network below them.

In any event, Sir, while the high priority of the Burin Peninsula road was waiting, the high priority being upgrading and paving or some reconstruction of that road, the other high priority probably, certainly higher in my estimation than the estimation of the people who live there, the high priority was to get some road of any kind to serve, say, 15,000 people on the Baie Verte Peninsula. So, you know, again we must come back to this statement that it is really subjective. When you have great needs, when you have tremendous, overwhelming, overpowering needs, when roads have to be constructed or paved everywhere in a province, it is very difficult to talk about priorities because anywhere you build the road or pave the road is greatly needed. Perhaps it is hard to convince anyone that one particular road is more greatly needed than others. When you are talking about in most cases comparable

population segments on the Great Northern Peninsula, the Baie Verte Peninsula the Burin Peninsula, the Bonavista Peninsula all these things are extremely hard to talk about in terms of objective priorities. The roads need to be done and obviously we will try to get them done as soon as possible. But to take one area over another area is often not priorities but simply inequitable.

MR. NEARY: Mr. Chairman, before the minister stands in his place to reply to these questions that have been asked by my colleagues, the Leader of the Opposition, the member for White Bay South, I wonder if the honourable Minister will include in his answers just what the administration's position is on the Trans-Labrador Highway. Honourable members will recall, they sat in this House for the last two or three years, my honourable colleague from Labrador North I do not think was here at the time. Some of the members who are now part of the new administration ranted and raved about the Trans-Labrador Highway. Some of the honourable members felt that the road should be built from Labrador West towards the Quebec Border while others felt that the road should have been built eastward towards Happy Valley. Eventually, Sir, a road was constructed between Churchill Falls and Happy Valley, Partially through the cooperation of Brinco and by the former administration.

Now, Sir, those of us who were in Churchill Falls recently might have heard the people down there express grave concern about that stretch of road between Churchill Falls and Happy Valley. Apparently somebody flew over the road recently in a helicopter, to discover that there has been a number of washouts, some of the bridges are washed away, the road is in a very bad state of disrepair. The people in the area, the people that at least I talked to, are wondering if that road is going to be open this year.

Mr. Chairman, I want to remind the honourable Minister of Highways that about three or four years ago,

MR. NEARY: when the House of Commons Standing Committee on Transportation and Communication visited the province, I had the pleasure at the time to present a brief on behalf of the Provincial Government spelling out a ten year programme to the House of Commons Standing Committee on Transportation which included a trans-Labrador Highway. Therefore that became the policy of the former administration. I am wondering now, Sir, what the policy of the new administration is regarding that road and if that road between Churchill Falls and Happy Valley will be opened this year.

I would also like to, while I am on my feet, Mr. Chairman, and seeing that the honourable Premier is in the House this afternoon, if he would reward us with a few pearls of wisdom and give us a progress report on how the committee is doing on taking a look at the ferry service in the province, because the hon. members will remember the honourable Premier in two elections and in answer to a question that I asked in the House a couple of days after opening day, about the government's promise that we would have free ferry transportation in Newfoundland, that the ferry service become an extension of the highways system. I wonder if the honourable Premier could give us a progress report on the committee's work and tell us when he expects the committee to complete their report and make recommendations to the government. I would also like for the minister, Mr. Chairman, when he stands on his feet, if he would tell the people of Brown's Arm if their road is going to be paved this year. I think they would probably be anxious to know just where they stand regarding the minister's totem pole of priorities.

So I would like to hear the minister's views on these matters.

MR. WINSOR: Mr. Speaker, before the minister gets back to answering questions which he has been confronted with, I was quite intrigued to learn that \$3 million was spent on the highroads in Fogo District. Would the hon. minister indicate whether that money was spent, or a great portion of it, on the Gander Bay Road, if so, then of course there is quite a distance there before you even reach the first settlement in the Fogo District. I know there was a contract let for upgrading and paving on Fogo Island but that did not take place last year, very little work was done on that road last year and work I feel is going ahead right now. But perhaps the minister would indicate if the greater part of that \$3 million was not spent on the Gander Bay Road.

Now Sir, how can you determine priority. In the District of Fogo, I would say every community would want pavement through that community. People today can tolerate the dusty road from point "a" to point "b", but when you have to eat, sleep and breathe twenty-four hours a day with dust that is blinding and almost as dense as fog, then, Sir, you would have to ask yourself the question; where should the priority lie? To me I would say through the community, because it is unbearable in most of the communities that I have travelled through in Fogo District. Just a few days ago or a week or so ago we had an accident there on that Gander Bay Road which I was told was caused by the severely dusty road, and three lives were lost. So that I think will be corrected when that stretch of road is completed. But what I am concerned with, Sir, is the paving through the community. The previous government did have a programme of upgrading, constructing and paving roads through certain communities or through communities, especially where there was a community council. That was dropped but I think it was picked up again last year or the year before. I am not too sure.

MR. WINSOR: This is one case or one area of priorities I think that should be given very serious thought. I come back to my original question when the minister speaks he may indicate exactly how much of that money was spent outside of the Gander Bay Road in the Fogo District.

MR. WOODWARD: I say it is very unfortunate and maybe a grave injustice on the part of the government that they saw fit last year to go to the polls in March when they were unable to get the paving machine working. No doubt we would have had more pavement, so I guess this will make history. We have one election that we did not get any paving done.

AN HON. MEMBER: Snow plows.

MR. WOODWARD: Well we did have snow plows to some degree but it is very unfortunate, and I have no doubt that we would have had pavement in the event that the weather was suitable and we could have gotten the paving machines working.

But very briefly, Mr. Chairman, and not wanting to prolong those estimates, I was pleased to hear over the weekend, and I do not know if the Acting Minister of Highways is familiar with it, that we had the honour of having the hon. Don Jamieson, the Minister of Transport, into Goose Bay - Happy Valley, along with the Prime Minister, for a brief visit on a Friday afternoon. During the gathering at Happy Valley, it was mentioned by the minister that it is not normal for the Department of Transport to get involved in the building of highways but he did indicate that they were taking a very serious look at the trans-Labrador Highway with the intentions of participating in the cost of building such a highway through Labrador. I think this is very enlightening news and I trust that the hon. minister will see fit to follow up and see what part the Department of Transport or the Federal Government is prepared to play in the construction of that

MR. WOODWARD: highway. There is no doubt, Mr. Chairman, when we think in terms of a great expenditure, we no doubt feel that it is going to be very costly, the trans-Labrador Highway.

But indeed, Sir, when you think in terms of the statements that have been made ... Do you want me to quit?

MR. ROBERTS: No, go ahead.

MR. WOODWARD: When you think in terms of the statements that were made last weekend during that great development or the opening of that great development of Churchill Falls.

AN HON. MEMBER: Oh well we have got savoury John...

MR. WOODWARD: Thank you very much. When you think in terms of announcements I am worthy of mentioning them and I am sure the Minister of Mines and Resources, who is not in his seat now, hearing the federal minister mention in Wabush the potential or the estimated potential of some 18,000,000 tons of iron ore being shipped from Labrador West come 1980, I think this is significant and it shows the need that we will have more people going into that portion of Labrador. I am sure the

honourable member for Labrador West will agree with the expansions that are taking place there. So I am asking the Minister of Highways what priorities have been set for a trans-Labrador Highway and what part will his department play into the construction or participation in that particular highway? When you look at this year's estimates and you see two to three billion dollars for new construction, I am very much afraid that that cannot go very far in the construction or playing a part. But when we think in terms of the amount of money that was spent last year and possibly the amount of money that is going to be spent in the next four to five years, to include the Provincial Budget, to include the money that is coming from DREE, I hope that he will see fit, Sir, that they do not take all this DREE money and apply it to the island portion of Newfoundland but also do apply some of that money to speed or hasten the construction on that highway in Labrador.

We have, as you have seen and heard, an expenditure in the whole of Labrador last year, and granted it was an election year. We spent \$248,000 in the North, South and the West. I am very much afraid that there is more money spent in smaller communities here in the province merely as a paving programme than the total expenditure of the department's estimates for the whole of Labrador. I suppose you could say it is discrimination in a sense and I am sure that if I said it was discrimination that a lot of my people, especially in my district and I am sure in the South as well, would fully agree with me. But when you think in terms of priorities, Sir, and if you are going to divide on an equitable basis the amount of monies being spent and you think in terms of you are going to spend an equal amount in each district each year, from the Provincial Budget, I am very much afraid if you use that formula that we are going to be a long time before we get a trans-Labrador highway.

So I would like for you to take this in mind, Mr. Chairman, and in the event that there is DREE funds I would like to see, and I welcome the statement made by the honourable minister in this House that he is going to give the members of the House of Assembly a chance to set their priorities and send them in to his department. I am sure I will play my part, as I am sure the other members for Labrador will do the same. So I think that in the event that there are DREE funds coming, Sir, although I have been led to believe that Labrador is now not a special area, it has been relieved of that status, Labrador does not stay as a special area for DREE, I would like to see that whoever is acting on behalf of this government see that Labrador is put back on that special status.

MR. WINSOR: Before the honourable member takes his seat, would he indicate exactly how he would like to see that road go across Labrador? Would he like to see it come toward Forteau with an ungrade and a first class ferry service to the island, rather than going West through to Churchill Falls and then to Labrador City? There are some differences of opinion.

MR. WOODWARD: Mr. Chairman, I am sure that the honourable member for Labrador West has said that his constituents or the people of his area would like to see the road first extended down through from Labrador West into Quebec. I would like to express the feeling of the people in both the North and the South of Labrador that our people in the Goose Bay-Happy Valley Area would like to see a road extending down to the Straits of Belle Isle in the Forteau Area as well as the people in the Southern Labrador would like to see a road extending from their area to the Goose Bay-Happy Valley Area. So there is no doubt as to what direction we would like to see the road go and there is no doubt as to what direction I feel is most beneficial to the people of this province. I think there must be some form of physical link

with this island, and if we have to extend a road from the West down to Quebec then most of the people, I suppose, will travel in that direction, which I feel will be of very little benefit to them.

Now I am not saying that we should not have a road going into Quebec for the people of the West, but I feel that the priority should be set so that the people who have moved from this island and taken up residence or settled in Labrador have the opportunity to travel back to this island, not only during the summertime when you can get the odd ship to take a car in and bring your family in or to travel by air, but there should be some physical link when you can leave your place of residence in Happy Valley-Goose Bay and travel to this island, Sir, maybe nine months of the year or ten months of the year, and hopefully, when their technology and the ice probes are fully developed, then we will do it on a full time basis, twelve months of a year.

So the road from Goose Bay to Churchill Falls is already bulled through. It is not a passable road. It is not a road that you can use heavy vehicles on at the present time. I do not know what the status is now but last year, as I can understand, the province was supposed to take over this road and to maintain it to a degree. I do not know if the minister can explain that when he speaks. But there is a road from Goose Bay to Churchill Falls and we would like to see the road from Goose Bay continued down to the Straits of Belle Isle. They do have a link to that road from the West. They can use the railroad down to Esker and the road in turn is open from Esker to Churchill Falls. People from the West can get off at that point, at the rail junction at Esker, and travel into Goose Bay and in the event that they have to, Sir, they could have travelled, in the event that the road is continued all the way down they can travel down to Labrador South, in the Forteau Area, and then possibly a good

ferry service across the Straits of Belle Isle, which will give us a physical service link with this part of the province.

Those are the things that we want to see and there is no doubt as the development goes. I am sure that the honourable Premier, seeing and talking to the development officials in Churchill Falls over the weekend, can see a very bright picture for that part of our province called Labrador. No doubt, Sir, you will see a number of our young people moving into those areas and I feel that you, no more than I do, would want to keep those people in isolation for twenty more years before they can travel back to this province.

MR. ROUSSEAU: Mr. Chairman, first of all I would like to say that I was extremely encouraged, as I am sure all the residents of Labrador were, with the remarks made by the honourable Don Jamieson during his recent visit to Labrador. We were also pleased to hear the encouraging remarks of Mr. Trudeau on the possibility of a communications link up across Labrador. I might mention that I have said on occasion, and I would like to clarify it now, that the road from Labrador West to Quebec is desirable for the people of Labrador West. But insofar as we are concerned with our fellow residents in the Eastern portion of Labrador, there is no doubt that we would like to also see a road go from Labrador City-Wabush through Churchill, through Goose Bay and down through the Straits.

The point that I brought up on a television programme was that should it not be able to be completed in one fell swoop as I suggested, then I would like to see the initial thrust being put into the road from Labrador West to Quebec, with a possible ferry being used at Goose Bay only in the event that the road cannot be completed at one time. If the road could be completed at one time, we would, as much as our friends in Labrador East, like also to be able to travel to the island. I think during the weekend some of us had the

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opportunity to drive from Churchill Falls to the airport and probably we were aware of the fact that we were driving then on the trans-Labrador highway, that part of it which goes from Churchill Falls to Esker, and I think those of us who did have the opportunity to drive along that road are aware of the fact that it is a fairly good road,

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MR. ROUSSEAU: especially for this time of the year, after the hard winter we have had. As I suggested on an earlier occasion, the Esker land on which this road is built is excellent drainage land and the road has a very good base.

As the honourable Member for Labrador North mentioned, the road from Churchill to Goose Bay is a tote road and is commonly referred to as "bull" through. But I rise to mention something I heard and some interesting information over the weekend in connection with the James Bay Power project. Apparently it would be possible very soon to travel from Mount Wright to Gagnon in the Province of Quebec. Mount Wright is some fourteen miles from Labrador City - Wabush, that would be north to south from, actually it would be southwest to Gagnon, the old Quebec Cartier Mining Area where they are now moving up to Mount Wright with the new deposit there.

Now apparently from the north shore, the Baie Comeau Area, there is also a road, and not a very good road, into what they call Menihik Five, which is one of the stations on the James Bay project. As I am led to understand, and that would leave anywhere from fifty to seventy-five miles, depending on contours, to connect Mount Wright with the North Shore of Quebec. So why I am suggesting the thrust to Labrador west, I am not trying to take advantage of Eastern Labrador, because I think that we all have to be realistic, and I am sure my hon. friend from Labrador North is, that the cost is, we are talking in excess of \$100,000,000 at least, and what I was suggesting, in recognizing the fact that we would like to see it go to Quebec from Labrador West, was that a lot of the preparation has been completed already and that the cost to go from Labrador West to Quebec would be less than the cost to go from Goose Bay to the southern part of Labrador and on to the island.

MR. ROUSSEAU: Let me say here and now, I am in full support of the road system hook up between Labrador West through Churchill Fall through Goose Bay and down through Southern Labrador, into the island part of the province. I am sure all the residents of Labrador West are.

MR. THOMS: Mr. Chairman, there are a few comments I would like to make on these estimates. Apparently it seems every minister gets up here and his opening remarks are that the reason for the cut in his estimates, apparently is because of the mess that was left from the previous administration.

Now, Mr. Chairman, I fail to accept this as a reason. I fail to accept this as an excuse for estimates in these departments being reduced. In Newfoundland and Labrador, never before, or at least never before in the past fifteen years, have we had any system of highways, local roads, whatsoever, and it is only this last fifteen years that we have come into this century.

The road construction there has been carried out is definitely inadequate, most inadequate. But it is only a foundation for a highway system of roads, by-roads and bridges that can bring us into this century, that can put us even in sight of putting us on a par with the rest of North America.

Now I am very disappointed indeed to see the reduction of \$ 19.7 million listed under highway construction. I am quite sure every resident of my district will be disappointed, unless inbedded in these estimates we get a fair portion of highway construction, new construction and bridges. I ask the minister now if he could supply to this committee, a breakdown of items 1711-01, 1711-02 and 1711-08.

The minister was absent so I will repeat that again.

AN HON. MEMBER: Inaudible.

MR. THOMS: Good, you have heard it. Because I note that in my district, which is the only district that is bordering on the Trans-Canada, that we did receive part of the upgrading and paving of the Trans-Canada a few years ago, but we are the only district where we have a section of the

MR. THOMS: Trans-Canada which is incomplete. It was not upgraded and paved, and I speak of the section from Goose Pond to the Terra Nova National Park boundary. I am very disappointed, very disappointed indeed to see that the amount in this estimate for the Trans-Canada is nil, and I am wondering if the minister in his remarks, when he rises, if he could tell us if there is any agreement entered upon between the provincial and federal governments as to this need to reconstruct and pave this portion of the Trans-Canada Highway which was not done under the old agreement.

In my own district, we do have some pavement. We have a lot of gravel, a lot of dirty gravel. I would suggest to the minister now, and put forward to him a suggestion which I hope he will act upon and in so doing I fully support the words of my colleague, the honourable Member for Fogo, and the suggestion is that this government pave all the roads that pass through all the towns and communities, that this government pave all the roads that pass through all the towns communities and villages, Bonavista North in particular. I notice that all the roads in the City of Labrador West and Wabush are paved. Maybe this is not a 100 per cent government project, but at least they are paved no matter how you receive them.

Mr. Chairman, time and time and time again our people have complained about the dirty, dusty roads. They are happy about having a road, quite happy, quite glad that they have roads, because in the past we have never had a road. But there is no woman, for example, in the towns from Hare Bay to Parsons Point, Pound Cove, Newtown to Cape Freels, Burnside, St. Chad's, St. Brendan's and Greenspond, there is no person who lives on the main road can hang out their washing without having it muddied up, dirtied up in some way by a passing car, especially if there is a breeze of wind blowing. This could be rectified. I believe

MR. THOMS: if the present administration would take it upon itself to lay down a programme this year and maybe run it over to next year, to pave all the roads in all our communities, I am sure that our people would appreciate it and I am sure it would indeed be a blessed thing.

While I believe it is necessary to pave our byways and highways, but not such a priority as to pave the roads in our communities. We do not mind driving out through the country, driving over a dirt road. We can put up with that for another couple of years, but I am sure all the mothers, all the women of our province are very irritated when they hang out their wash and have to pull it back in again because of a dusty road. Not only our mothers and our women but any of our people who are

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using these roads to walk on within our towns and almost find it impossible to navigate themselves on some dry days and especially dry windy days, to navigate themselves along the road. Many an accident and many a death has been caused because of the unpaved roads in our communities, which really stir up a dust problem. Some of our towns turn into dust storms, when you get a speeding car on a dry windy day. I certainly hope and trust that the minister, Mr. Chairman, will take it upon himself to see if he can come up with some kind of a one-year or two-year programme to alleviate this situation in our towns and communities.

The minister, Mr. Chairman, spoke of priorities, divvying up the money for highways in some kind of a priority system. I am not quite sure how he intends to do this. One thing for sure I would not like to see him do and that is to divvy up the money for population. If such a system were implemented, I am afraid that it would be a long time before such places as Labrador, Bonavista North, St. Barbe, Fortune Bay, receives an adequate system of roads. I do not believe it can be done on a population basis nor do I believe it can be done on any present system of priorities. I believe it should be done where the need exists. Now wherever that is, Mr. Chairman, is for the minister to find out. He is the man who is to spend this money and I am sure he is capable of finding out where the need exists. Of course, may I suggest to him that in Bonavista North we have a very good need. We have a large need, an urgent need. Two years ago we did receive ten miles of pavement in one section of our district. We received another five miles in the southern section of our district which also went over into the District of Bonavista South. We are quite happy with this. It is good. It puts us into this century. The thing is we need more. More is needed. It is very discouraging to see that maybe this year we will not get the

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pavement that was promised us prior to March 24, by the then Minister of Highways. I am very sad to see that he has not yet taken a seat in this House because maybe if he had (I understand he is the fighting type of man) he would not have put up with such drastic cuts within the estimates.

Mr. Chairman, I am not quite sure what the Minister of Highways was saying when he was talking about the Burin Peninsula road.

AN HON. MEMBER: (Inaudible).

MR. THOMS: Indeed I will talk about your road, Sir.

AN HON. MEMBER: (Inaudible).

MR. THOMS: I am glad you are proud of it. We all should be proud of it.

AN HON. MEMBER: (Inaudible).

MR. THOMS: Yes, as long as you got a good federal member you will get it.

AN HON. MEMBER: (Inaudible).

MR. THOMS: Mr. Chairman, there seems to be some sort of deception being created here because the Burin Peninsula Road is not only for the people of Placentia West, it is for the people of the Burin District; it is for the people of Fortune District and in a real sense it is for the people of all the districts in Newfoundland. I cannot see how you can say it is spent just for that district. It is not spent just for that district. It is spent for all Newfoundland. I cannot see how you can come up with a figure and say that there was \$3 million spent in one district and only \$300,000 spent in another. I cannot see how that is relevant to the estimates. There may be need in a certain district, within the boundaries of a certain district, to spend vast sums of money on one particular road. But spending these vast sums of money, Mr. Chairman, benefits not only the residents of that district, it benefits all the people of Newfoundland.

MR. GILLET: Mr. Chairman, we have spent quite a lot of time since the hon. the Minister of Highways (Acting) made his announcement

Mr. Gillett.

on his intentions, I believe, if I understand him correctly, the intentions of his department or government, should I say, is to ask each and every M.H.A. to present the needs of his district and in particular the priorities with regard to highways. Now so far we have not stopped long enough to have the hon. Minister of Highways give us those priorities. I think once he gives us those priorities, we can get to work and do something. When he gives the priorities, I assume that he will have in those priorities a road which is considered presently to be dangerous, as has already been mentioned in some of the petitions for school busses. That should be a priority. Whether it should be a road that is winding but perhaps not that dangerous - however, the priorities which he or his government have in mind, once the minister can give us these priorities, I think each and every member will get down to work and do his homework and present his list to the Minister of Highways and follow it up from then on. Let us hear from the minister.

MR. MAYNARD: Mr. Chairman, I believe the hon. member from Twillingate has the thing somewhat in reverse. My statement was that we were going to ask each M.H.A. to establish their priorities in their district. Obviously, if we are going to gather this information, it is not up to me or any other Minister of Highways or any official of this government to first tell each M.H.A. what they need, on the other hand, ask each M.H.A. what they want. What we are talking about is a simple matter of each member of the House of Assembly, who represents a district of this province, establishing in their own minds and by talking to their own people and knowing the district they represent, what they would consider their priorities in their district, whether they would consider community roads first, whether they would consider main arteries first, to various communities, whether they would consider upgrading and paving at some later date or all done at one time in certain areas. These are the things

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which we want from the M.H.A.'s and once we get this, it will help us in the Department of Highways and government to establish a system of priorities working within the budgetary limits. It is not our intention to first tell each M.H.A. what they need in their districts. We have to gather the information from each one of these M.H.A.'s and then, based on that information, we would hope to come up with an obviously sensible long-range plan for highway development in the province. I am sure that the hon. member for Labrador North is going to come up with a different set of priorities than probably the hon. member for St. John's Centre who probably does not have any priorities.

AN HON. MEMBER: (Inaudible).

MR. MAYNARD: Well, okay, that is what I said. He has no priorities.

AN HON. MEMBER: Why do you not listen once in a while?

MR. MAYNARD: There are just a couple of comments and then I will delay the rest of my remarks or answers to questions until we get into the various subheads. The hon. member for White Bay North said that in effect there was no way of

establishing priorities, I think. He also mentioned the Burin Peninsula road. I have no quarrel at all, Mr. Chairman, with the Burin Peninsula being paved. All I was doing was asking the question and I answered it to the amount of money that was spent and some comparison figures to show or to say that there was not a sufficient amount of planning. I have no quarrel with any road in this province being upgraded and paved. I think they should all be done immediately. We do not have the money to do it. Therefore I think we should establish a system of priorities. When nobody on the opposite side of the House seems to think that a system of priorities can be established. The honourable member for Bonavista North says in one breath there is no priority system can be established in his estimation but just a minute before that he was telling me of the priorities in his district, paving the roads through the community.

Now, obviously somewhere along the line they have missed the point. However, the Trans-Labrador Highway I am not prepared at this time, Mr. Chairman, to state a government policy regarding the Trans - Labrador Highway. That is all I can say on it. I will leave the other comments until we come to the various subheads.

MR. GILLETT: Mr. Chairman, perhaps I did misunderstand the honourable minister of Highways (Acting) He said that the priorities were going to be based on several different things, per capita, per the number of automobiles using it so on and so forth. This is why I asked him to give us his list of priorities because you could have a very dangerous road not too much heavy traffic going over it but nevertheless extremely dangerous. Is this or is it not a priority?

As far as the gravel roads and paved roads are concerned, he does not have to ask me how much road is not paved in Twillingate or how much is paved in my district, because he knows every inch of it. So there is no point in asking me that at all. Any road that is not paved is a priority. But which is the top priority? This is what I want to know.

MR.CHEESEMAN: Mr. Chairman, just a moment of this committee's time. because I have sat here and listened to priorities, priorities in terms of paving roads, priorities in terms of linking up roads. I just want to go on record as saying that in the District of Hermitage which I represent we are looking for the luxury of roads, not whether they are paved or where they are joined up. So lest anybody should be under any illusions as to how any particular part of this province was treated or how it should be treated, in the district of Hermitage the communities of Francois, McCallum, Parson's Harbour, Gaultois, Pass Island and Furby's Cove have no roads, no roads period. You cannot pave the roads through the community, they are not there. So as far as I am concerned number one priority is to get a road and figure what to do with it afterwards.

 The second point that I would like to make is in the entire district of Hermitage there is not one mile of pavement. The district of Hermitage has all of the problems that any other district in this province has. Harbour Breton, Hermitage, Bay D'Espoir, St. Alban's, Milltown, these areas all have the same problems. The closest bit of pavement to any community in the district of Hermitage is some fifty to sixty miles away. So, I am all for priorities and I would like to see the priorities come down tomorrow morning, then I would say Hermitage will do all right. So, let us get on a system of priorities as fast as we can so that my district as well as everybody else's district in this province can be treated fairly.

MR.EVANS: Mr. Chairman, talking about pavement as the member from Hermitage said, we have not even got the roads either yet. We have been neglected for the past twenty- three years. We were given special priorities then, we were the people who paid for all the roads that were built in Newfoundland. If we collect the interest on the money we loaned we will not settle for pavement we will have gold brick. On motion subhead 1701 carried.

On motion subhead 1702 carried.

Subhead 1703:

MR. WOODWARD: Mr. Chairman, on 1703-04, Motor License plates. Maybe this is the time that I feel that throughout this province there has been a lot of problems and especially in the Labrador area as far as licensing of vehicles is concerned. We have to wait for a period of up to as high as a month in order to get a set of license plates. I was wondering if the minister in his wisdom will see fit to establish maybe offices or use some other department of government whereby there can be some temporary offices set up or permanent offices for that matter so that people can get license plates instead of sending applications down to St. John's, going through the motor registration department and having people delayed or waiting for periods as high as a month in order to get a vehicle licensed. I am sure there are similar cases throughout the province.

MR. MAYNARD: Mr. Chairman, it was my understanding, talking with my officials, that temporary offices had been set up in the Labrador Area, especially Goose Bay. The last few years in any case, we could be wrong on this, but I am sure if we are wrong and there has not been temporary offices set up, something that I am sure can be arranged.

MR. WOODWARD: If I may, Mr. Chairman, there are temporary offices set up for a period of time, like two days, where you come in and do the mass of licensing. Where we have a transient population, where we have people who are moving in and out of the area all the time, there is a great demand for a change of licenses, people moving in from other provinces into Labrador. I am sure that the honourable member for Labrador West will agree on this. This is the only time that we have. If you buy a new vehicle or if you bought or if you change registration on the vehicle you have to go down to St. John's and wait as high as a month in order to get a plate for that type of vehicle. So, we have a Department of

Labrador Affairs and I think in terms of, when we bring the administration of government to the people. It is a very simple thing to have a few license plates and I am sure that if the honourable minister of Labrador Affairs were here, he has a staff and an office in Happy Valley. It is very simple to get together, I thought in terms of doing this with the motor registration - the Department of Highways, and establishing an office. There is not going to be any additional cost. There is not going to be an additional cost on your current account, Sir. This could be done and you could be providing a service. I think this is a worthwhile service. I am sure that the honourable member for Labrador West will bear with me on this particular subject.

MR. ROUSSEAU: Mr. Chairman, I am sorry. The gentleman has me in a bind today. There is nothing I can say on the point he is raising about the need. Do not go too far, Mr. Member for Labrador North, because on this point I have to agree the need of a motor vehicle registration bureau in Labrador is of prime importance. We hope that the new provincial building in Wabush has already made a request and possibly one person can serve the whole of Labrador. I am not too concerned. I know that there is a great need. I have been encumbered during the past couple of weeks with providing motor vehicle license plates or personal motor vehicle licenses, when they have been lost in the mail or it has been three or four weeks before somebody can get them. I had a case where somebody is going on holidays and they cannot get their car shipped, but it was expedited. So, I think this is a very good point. I would certainly urge the Minister of Highways to consider the setting up of a permanent representative of the Motor Vehicle Registration Division in Labrador.

MR. WOODWARD: Mr. Chairman, if we ramrod, we are going to run into difficulties. I would like to hear the minister's remarks.

MR. MAYNARD: Mr. Chairman, very quickly, I will take note of the situation. I will commit the Minister of Highways, the regular minister of Highways into

MR. MAYNARD: doing an investigation into the situation to see what can be done to correct it.

On motion total for subhead 1703 carried.

MR. THOMS: Mr. Chairman, 1710-01 - maybe it is the wrong category of estimates, but are causeways embedded in roads and bridges or is it down in breastworks and ferries?

MR. MAYNARD: No, you are not in quite the right one. It is further on.

MR. THOMS: Could the minister tell me which one it is in?

MR. MAYNARD: Subhead 1711-02.

MR. THOMS: Thank you.

MR. WOODWARD: Mr. Chairman, if I may be permitted for just a second, I have asked the minister last week concerning a survey that was being done and soil testing that was done on a proposed bridge at Northwest River, I wonder if the minister could tell me at this time if there is any expense in for this particular project and if there will be any further studies made on that particular proposed bridge at Northwest River?

MR. MAYNARD: Could I get the answer for the honourable member and answer it when we come under the appropriate heading? I think that would come under roads and bridges or highway construction.

MR. WOODWARD: Under roads and bridges or highway construction, Mr. Chairman,

MR. MAYNARD: Under 1711-02.

On motion items 1710-01 through 1710-02-04 carried.

MR. THOMS: Mr. Chairman, item 1710-03-02. Mr. Chairman could I have a breakdown?

MR. MAYNARD: It is very difficult to give a complete breakdown -

MR. THOMS: If the minister would like he could supply me with a list, I would be quite happy.

MR. MAYNARD: Mr. Chairman, he would not get it within the next couple of hours.

MR. THOMS: No, no within the next couple of days would suit me.

MR. MAYNARD: We will see what we can do, these are grants to local road boards and there are probably 1,000 of them around.

MR. THOMS: Is this just local road boards or is it some of the communities, like the incorporated areas?

MR. MAYNARD: No, this would be local road boards.

MR. THOMS: Just simply local road boards. Okay.

On motion 1710-03-02 carried.

MR. WOODWARD: Mr. Chairman, 1710-03-04, if I may be permitted, seeing we do not have a sitting member in the House for Labrador South and where we ran into some great difficulties last year and the year prior to that, and a great loss of school in that particular area due to the winter maintenance of snow clearing of roads. I am wondering if the minister has any proposed programme to try to upgrade the road and snow clearing programme in Southern Labrador, on the Forteau to the Red Bay Area? Has this been looked into?

MR. MAYNARD: Sir, the situation is certainly been assessed at this time, I think the honourable member is well aware that last winter was an extremely hard one. I suppose we were not really prepared for it because we had considerable problems in St. Barbe North, White Bay North, all the northern areas. But assuming that we can find a better way to carry out winter maintenance, we surely will be doing so in the coming year. At least we are aware of the situation and we will try to do what we can about it.

On motion 1710-03-04 carried.

On motion total for 1710 carried.

MR. THOMS: 1711 - As I mentioned before I will ask the minister if he could give us a breakdown of 01, 02, and 08. There is no other comment that I would like to make only the fact that I am disappointed

MR. THOMS: with the \$19.7 million decrease.

MR. NEARY: Mr. Chairman, do not carry it yet, the minister is going to give -

MR. CHAIRMAN: No, the honourable member for Bell Island, before the discussion between them, the item has to be put because there has to be a motion before the committee in order to have a discussion on it and the Chair has not yet called 1711-01.

MR. MAYNARD: Mr. Chairman, I do not believe it would be appropriate and I think it would be without precedent for me to list out all of the projects that are in the estimates under any of these subheads but I would say, I believe that each M.H.A. would care to contact the Minister of Highways or the Department of Highway officials and they could each individually find out which projects are in the estimates for their districts for this coming fiscal year.

MR. THOMS: Mr. Chairman, do I understand from the Minister of Highways that he refuses to give us a breakdown of this subhead? After all this is what we are to pass and we would like to know what they are all about.

MR. NEARY: Mr. Chairman, the honourable minister is quite right. Year after year, after year the Opposition came into this House ranting and raving bellyaching because they could not get a breakdown of the work that was to be done under this subhead.

AN HON. MEMBER: Inaudible.

MR. NEARY: We are asking - Mr. Chairman, we gave the honourable members the information they wanted and all we are doing now, Sir, all we are doing, Mr. Chairman, is asking the honourable minister to give us a breakdown of 1711-01 and I am sure, Mr. Chairman, this is almost the end of June and a lot of this work is under construction right now. The minister should be able to walk into this House with a list of these projects.

MR. MAYNARD: Mr. Chairman, am I to understand the honourable member for Bell Island saying that they always provided the information to the Opposition? My understanding of it is that there was never any information provided as far as the breakdown was concerned. I say again that I have not established any policy with government as to whether or not the breakdown would be given here in the House of Assembly and until I do, I can only say that each individual member may, at an opportune time, contact the Department of Highways, either the minister or the deputy minister and find out which projects are going to go ahead in his district during the coming year.

MR. NEARY: Mr. Chairman, that answer really is not good enough. We were told by members who are now sitting on the opposite side of the House, who sat in this House for the last four or five years, that when they formed the administration that this situation would change, that the House would be given a list of the projects, under improvements and road reconstruction and under new construction. We were told this, Sir, the honourable Minister of Municipal Affairs is nodding approval because the honourable minister was in this House, and the honourable minister knows that we were told time and time again, in this honourable House, that as soon as the Tories formed the administration that we would get this information, the House would get this information.

Mr. Chairman, if my memory serves me correctly, year after year, year in and year out this subhead was debated for hours and hours and hours. We are only on the subhead now about five minutes, Sir, members are getting impatient on the opposite side, they want to push it through. But we want some information, Mr. Chairman. We want to know and I am sure, the honourable minister's deputy is sitting behind him there -

AN HON. MEMBER: Inaudible.

MR. NEARY: Well I hope the honourable Premier has whispered in the honourable minister's ear and said "yes, provide the information."

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MR. NEARY: Give us the information we want. Maybe the honourable the Premier will stand in his place in the House and give us the information. The honourable silent Premier, he has not spoken so far in the session, except to read

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the odd prepared statement. Mr. Chairman, I think the House is entitled to this information. We are entitled to it and the honourable Premier I think is nodding his approval. Are we not entitled to this information? We are not entitled to it. The people of Newfoundland are not entitled to know where the \$13,685,000 is going to be spent this year. They are not entitled to know? They are entitled to know. Did the honourable Premier whisper in the minister's ear and say: "Give the House the information."

AN HON. MEMBER: (Inaudible).

MR. NEARY: Mr. Chairman, the honourable minister can take all the time he wants to consult with his deputy who is seated immediately behind him there and give us a list of projects. Sir, we are entitled to have that.

MR. THOMS: Mr. Chairman, I do not see why we cannot get a list of these projects under 1711(01). I do not see why this should be any more important than say 1710(03)(02) in which case the minister has already promised me a breakdown for the local roads. He said he could not give it to me immediately but I agreed he would have a couple of days in order to get it.

MR. MAYNARD: I said I would try.

MR. THOMS: He would try. At least you said you would try but in this case you said you would not even try. Now, Mr. Chairman, it is very important for me and it is very important for my district -

AN HON. MEMBER: (Inaudible).

MR. THOMS: Will someone pour a little drop of grease over in the corner there? Would the honourable member for Bonavista South do that for me? Then we would not get that squeaking squeak? Mr. Chairman, may I ask the minister if he would inform me now as to what projects under this heading 1711(01) will be carried out in the District of Bonavista North?

MR. NEARY: Mr. Chairman, I would like to ask the honourable minister when he stands in his place to answer the question put to him by my honourable colleague, the member for Bonavista North, if he would also inform the House what projects will be carried out in Bonavista South this year and what projects are under construction now. I am sure some of these projects must be underway, Mr. Chairman, as here it is almost the end of June. The minister should be able to give us the information.

MR. THOMS: Mr. Chairman, it is very important that we get this information because, if my memory serves me correctly, and I believe it does, no delegation since last month has been able to get to certain ministers and when they do get to certain ministers they are told;

"we cannot tell you what is going on this year because the estimates are not down." Now the estimates are on their way down so can we please have this information?

Mr. Chairman, I am waiting for an answer from the minister, please. If he refuses to give it let him say so.

MR. MAYNARD: Mr. Chairman, as I stated before it has not been done in the House of Assembly before and unless I am given specific orders by government or some other source to give a breakdown then I do not feel that I should have to do it. Each member can find out what is going on in his district at this time by contacting the Department of Highways.

MR. ROBERTS: Mr. Chairman, with respect to the answer the minister has given, I think he is correct when he says it has not been done before in the House. I sat in the House once or twice and heard the previous Minister's of Highways question about what the money under the improvement and reconstruction head is to be expended for and I have heard the ministers in the past say that they were not prepared for one reason or another to give this information. I find it passing

strange however that the present minister will not give it. I have never heard him speak from this side, because as yet he has never sat on this side of the House, Sir. Maybe he will and maybe he will not, I do not know. But for the present he has only sat on the government side of the House as a member of the ministry. But I can assure him as I have no doubt my colleagues have that when his present colleagues were over here we used to hear it night and day about the iniquity of the government refusing to give the information under this heading.

I find it hypocrisy of the worst order on the part of the minister. The minister himself has never said that, but I find it hypocrisy on the part of the party represented by the minister. The honourable gentleman from Gander I am sure used to make this request, the honourable gentleman from St. John's East Extern, the honourable gentleman from St. Mary's, who then sat for St. John's East, the honourable gentleman from Burin and the honourable gentleman from St. John's East, at present all of whom are now in the ministry, used to make this request, as the member for St. John's West and the member for St. John's Centre. We are obviously not going to get the information. I realize that and we have to accept it. We must accept what we cannot change, but I can assure the House that when the wheel turns the next administration of this province will reveal this information in the House. I want it to be noted now the hypocrisy and I use the word advisedly, Sir, in its correct sense, the hypocrisy of the present administration that when they were in the opposition made the rafters ring with their pleas to have this information and the then government were being anti-democratic and anti everything else in not making information, and now the first chance they have they are following exactly the course which they condemned so roundly and so soundly. If this is not hypocrisy of the worst order, Sir, I have no idea what it could be.

Now the minister said if any individual member wishes to know about his district he might ask the officials or ask the department. I am tired of asking the department, Sir. I must have thirty letters written to the Department of Highways either to the minister or to the deputy minister. Some of them I have had the courtesy of an acknowledgement on and others I have not. But I now ask the minister, there are a number of areas in my district and I speak now as the member for White Bay North, I would like to know what the government are going to do this year on the road to St. Carols. It is between \$50,000 and \$100,000 to link up that community of about thirty or forty people. It is the one community in that part of White Bay North which does not have road connections. The work began last year on the road to Great Brehat, a suburb of greater St. Anthony by way of St. Anthony Bight, and the people in Great Brehat got their road last year. The need now is for a spur line. The road is pegged. The pegs have been driven and the surveys have been done. All that is needed now is a word from the minister and a permit signed by the appropriate officials and that work will go ahead.

I do not think it is a great deal of money. I would imagine, and I am speaking from memory, the figure is a round \$50,000, maybe as high as a \$100,000 but I think these people should have the road. I have written to the minister and I never got any reply. I may have had an acknowledgement but I certainly had no substantive reply. I wonder what is being done, Sir, on the road to Croque and St. Julien's in White Bay North. The survey was done last year. The deputy minister has been good enough to send me the results of the survey which showed that the estimated cost is \$1.2 million, a very great deal of money. I would not be surprised if the administration in a year in which they have less than \$3. million, by my calculation, for new construction and so forth, of which they have already committed

the Brown's Arm road because the tenders have been in the newspaper or the tender calls have been in the newspaper. Of course thanks to the work of the member for Twillingate the administration have agreed to go ahead and carry on with the causeway to Twillingate.

So these two items must come out of this \$3. million sum and there is obviously not going to be a great deal left. They may not be able to get to the St. Julien's and Croque road. But when we talk of priorities and we talk of paving and repaving and rebuilding there are still people who have no road at all. Similarly, the road to Harbour Deep, the honourable gentleman I do not know if he knows Harbour Deep but it is almost directly across the peninsula from the River of Ponds area in his own constituency of St. Barbe South. I would like to know what is to be done there. Last year a survey was set afoot but I do not know what the results are. I have not been made aware of them. This winter, under a local improvement grant, whatever they are called the LIP grants, the people in Harbour Deep began cutting a survey line. I am not sure if it was the line that a road would follow or not but some work was done, \$90,000 or \$100,000

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of the Government of Canada's money went into that this winter, Sir. If we are not going to get the list of all the work being done by the government, if we must suffer the hypocrisy of the administration (I guess we must) then perhaps the minister can deal with those three projects in White Bay North, my own constituency. Again, Sir, just to recapitulate, the road to St. Barroll's, a very small project, very important to the people concerned, crucially important; the road to Croque and St. Juliens, a much larger project, very much more costly; the road to Harbour Deep, a significant project I would think because it is about forty miles across the Northern Peninsula, a very difficult terrain, I would like to know where the matter stands and what if anything the administration proposes to do about those projects this year?

MR. MAYNARD: Mr. Chairman, I could only answer those questions after talking with the officials of the department and I am sure the deputy minister may have some off-the-cuff answers he could provide. But we certainly have to check with the files. Now if it is the wish of the House of Assembly that specific answers be provided here in the House to all these questions, plus the complete breakdown of the subheads 01-02-08, then I do not mind doing it, if the House of Assembly wants to give us time to compile it and table it. I do not have it right here. I have general headings and general subheads and this is all I can provide right at this time.

MR. ROBERTS: Mr. Chairman, that is a very generous offer by the minister. None of us would expect him to have the information in detail here. If he would undertake to get the information and to table it in the House, I doubt if it could be done tonight, but possibly tomorrow afternoon at some point he might be in a position to table it, I for one would be satisfied. Of course, I would be particularly interested, as I said, in the three projects that affect the district which I represent. I am also as interested in every district in the Island. If the minister

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would get that, I think the work would go on much more speedily,

Mr. Chairman.

MR. THOMS: Mr. Chairman, I may also say that I would be quite willing to wait even a couple or three days.

MR. ROBERTS: No, no .

MR. THOMS: It is important for me that I have this and I would be willing to wait a little while for 01-02 and 08, Mr. Chairman. I am quite happy that the minister has consented to this.

MR. ROWE (W.N.): Mr. Chairman, on the question of improvement and reconstruction of highways, I do find it somewhat incredible that the minister has come to the House looking for a specific amount of money. Most of it is represented by old, already committed work and some of it is represented by new work which the present administration proposes to do this year. I find it incredible I say that he has come with a specific demand or request for money and yet cannot produce in some detail the projects on which such money is to be spent. I will have to accept the minister's word that he does not have that available, although I do not see why he cannot have it available.

When he is compiling the information, which has been sought by some members of this House, I would ask him, along with the hon. Leader of the Opposition and other members, to pay particular attention to several very important roads in my own District of White Bay South. One of them is the LaScie Highway, leading from Baie Verte to LaScie and serving the Community of Harbour Round, Brents Cove, Pacquet, Woodstock, Ming's Bight, and other communities in the District for Green Bay, which my hon. friend, the member for Green Bay can speak about himself if he wishes. That is a road of about thirty odd miles long, well travelled, very much travelled. It is used by industry. Rambler Mines there use it for the carrying of ore. People all over the Baie Verte Peninsula use that very important road. I have already written the minister asking for some information on the

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Mr. Row (W.N.)

status of that road with regard to reconstruction and paving. I hope that in a day or two, when he does bring back his information, that road will have a high, objective priority.

I would also like him, Sir, to look into the possibility of upgrading the road,

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I do not think paving is possible at this time but upgrading the road to Seal Cove. Seal Cove is a large community in my district as well, and the road to Fleur-de-lys and Coachman's Cove. On the other side of White Bay, Sir, a large stretch of road serving quite a number of people, leading from the Trans-Canada Highway to Hampden and leading from Hampden road on down to Pollards Point, Sop's Arm and Jackson's Arm. I have been after reconstruction on that road for a long period of time. Some work is being done, in the Jackson's Arm area, and reconstruction of that road but there is a rumour, a persistent rumour in the area that construction will now cease and desist on that particular project. I would like the minister to give some information to me either privately or publicly in the House when he has his list of projects compiled.

Also, Sir, I would like him to state publicly whether the present administration intends to pave the road around the harbour of Seal Cove. That project was committed to the town of Seal Cove a year or two ago and would have been done a year or two ago were it not for the fact

a water and sewer system is being put into that community and the pavement of the road could not be carried out at that time. However, we did make a firm commitment and the people are relying on that, I would like to hear whether the minister intends to proceed with that pavement this year, pavement similar to that which was put in LaScie, another fairly large community, a year or so ago. Commitments in respect of both areas of pavement were made at one and the same time.

I am sure there are other members in the House not only on this side who would like to direct a public question to the minister as to what the status is of some of their pet road projects. I think that the minister should, when he gets this information available, and I do not see any reason why he cannot have it for tonight's session, I am sure it is readily available in the office of the minister of the

Department of Highways, I am sure there are other members that would like to hear public statements made with respect to their roads, whether the work can be carried out this year within the small amount voted or whether the people have to wait another year or two or even longer to get these roads upgraded and in some cases paved.

MR. ROBERTS: If I may just ask another question, Mr. Chairman: I do not know what is the appropriate place, it is somewhere in the Highways estimates. This is probably as good as anywhere. Perhaps while he is at it the minister could tell us what is going to be done this year in paving the municipalities, the old shared-cost programme between the government on one hand, through the department of Highways, on the other hand through the department of Municipal Affairs and Housing. The member for Burin, he is not here, he is a bit of an expert on this. It was dropped a couple of years ago and during the recent election of course the candidates supporting the party now forming the government promised to re-institute it. There should be a vote somewhere in here. I do not see one in here. Am I mistaken? It should be in here or, if not, if I am not mistaken, then was it supposed to be done this year? It is a matter that several towns already are looking forward to this, the town of Grand Bank and two or three others. I am sure there are many others, I can name some in my own district that are all set to get in line for this as well.

MR. F. W. ROWE: Mr. Chairman, we have to make a special request now so I would appreciate it if the honourable minister could indicate, when he gets the information together, what he intends doing about the road from Plum Point to Eddy's Cove. We have a 300 mile highway from Deer Lake to St. Anthony, it is a dirt road, it is driveable during most of the year but, Sir, it just so happens that within the district of St. Barbe North there is a forty mile stretch between Plum Point and Eddy's Cove. I believe the honourable minister had an opportunity to witness

some of the problems that the people encounter up there particularly during the spring of the year. Sir, this road serves only as a water trench during the spring and fall of the year. It is below the bogs. You have great water holes and I have mentioned this before in the House so I will not burden you with it again. I would appreciate it if the minister could supply this information when he starts to dig into his files.

MR. WOODWARD: Mr. Chairman, I wonder if it is possible and if the minister do have available new construction. A portion of this is paving. Of the estimates of \$3,850,000-

what portion of this estimate is paving? Do we have those figures available?

MR. NEARY: Mr. Chairman, before the minister gets the answers to all these questions I would like to toss out a few little projects. I would like to see the minister provide the House with the information on whether or not the Horse Cove Line is going to be completed this year, the gaps in between? I would also like to know, Mr. Chairman, if the old Conception Bay Highway is going to be upgraded and resurfaced, paved again this year? What about the road down the Southern Shore? Mr. Chairman, I would like to ask the minister if he would inform the House whether there is going to be a continuation of the paving programme on the Southern Shore?

MR. ROBERTS: The road around St. Alban's, the Minister of Highways promised that.

MR. NEARY: The road around St. Alban's. Is the minister making notes of all these questions?

MR. EVANS: (Inaudible).

MR. NEARY: The member for Burgeo, his mind is underground. He cannot get his mind up on the surface at all. But, Mr. Chairman, the committee has a right to have this information. I am sure, if these honourable gentlemen whom we see on the portraits around this House could only speak out now, Mr. Chairman, could only speak out and tell us about all the ranting and raving that the Minister of Municipal Affairs did in the last few years and the honourable member for St. John's East, when he was over on this side of the House, "Johnny-come-lately," a newcomer into the House, wet behind the ears, green, going to set the world on fire, let us get all this information, put it on the desk. One of the biggest critics, Mr. Chairman, and now the honourable minister is silent. He is saying nothing on this matter. Why does the honourable minister not stand in his place in this House now and demand that this

information be brought into the House.

The honourable minister did it when he was on this side of the House.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: He has it but nobody else does.

MR. NEARY: I doubt it very much, Mr. Chairman, if the honourable minister has the information. I doubt if the honourable Premier has it. But I think after all has been said on this matter, Mr. Chairman, that I think, I think that the new Tory administration owes it to the people of this province. They are going to make changes, reforms, well let us have them or are they just going to continue the procedure that has been carried out -

Mind you, Mr. Chairman, I did not say I agreed with it. The honourable member was not in the House then. The honourable lackey, flunkey, junior member for Harbour Main, was not in the honourable House then, Mr. Chairman.

The honourable member was not in the House then, Mr. Chairman.

MR MARSHALL: To a point of order, Mr. Chairman. I mean, you can go so far, but I think that is a bit too far. I think the honourable member would like to withdraw those remarks, for the record.

MR NEARY: Well, Mr. Chairman, I withdraw the remark that the hon. the junior member for Harbour Main is a flunkey and a lackey. But, Mr. Chairman, I think we should follow the rules of this House that a member has a right to speak without being interrupted. If the honourable member keeps provoking me he might get a little more than he can take. I might make his seat a little more uncomfortable for him. I would suggest that the honourable member stand up in this honourable House and ask the acting Minister of Highways, and he is acting today, Sir, ask him about the Horse Cove Line and about the Conception Bay Highway. Let us have the information. The great reformers, all over there now sitting in silence. It is - There the honourable Leader of

the Opposition says, Mr. Chairman, is rank hypocrisy. I think the hon. members who once sat on this side of the House should hang their heads in shame. They do not stand in their place in this honourable House today and demand that this information be tabled in this House, they should go out and resign. They fought two general elections on that issue, along with a number of other issues. So let us have it. Let us have the information. Is the new administration trying to hide anything, Mr. Chairman? What do they have to hide? Are they ashamed of their programme? Are they ashamed because they cut back from \$31,354,000 last year to \$13,685,000? Are they ashamed of that, Mr. Chairman? Are they ashamed of all the unemployment that that will cause in Newfoundland? They have a right to be ashamed of it. Make no wonder they would not bring a list into this honourable House, Mr. Chairman. The honourable Premier is going to make a note, I hope that he will stand in his place before six o'clock, and I will take my seat now and give him an opportunity to do so, and tell the committee whether we are going to get this information or not. Or is it going to be pumped out by the propoganda machine, on the teletype machines, is that how the people of Newfoundland will get the information?

Second hand information, Let us have it, Mr. Chairman. I challenge the honourable Premier here and now to issue...

MR. MOORES: Inaudible.

MR. NEARY: Well I will not challenge the hon. Premier to Elizabeth Towers. I do not think I could live up to that. But I will challenge the honourable Premier to debate the issue in this House, debate the issue.

MR. MOORES: Mr. Chairman, if the honourable gentleman would take his seat. The reason that the estimates were reduced from \$31,000,000 to \$13,000,000 is because the province does not have the money this year, as clearly stated, to do the amount of paving we know needs to be done but which unfortunately cannot all be done this year.

MR. MOORES: Fifty-seven per cent of the \$13 million was committed by the previous administration before January 18, so in fact the amount of work that we are really able to do is only half or less than half of what is listed here.

As far as the unemployment is concerned, I would hope that this administration could in time and it will take time to be able to provide permanent jobs and not temporary jobs in that regard. I would ask the honourable Member for Bell Island, if he wants to talk about private remarks, I would suggest he do it outside the House and not in here, where he can get reacted to properly. I suggest if he wants to be Minister of Highways, I would do it on one condition, that he put his tongue to effect across the province so we could have paved roads of tongue from one end to the other.

MR. NEARY: Well, well, the age of miracle never ceases. We finally got the honourable Premier on his feet. I provoked him into getting up and making an off the cuff remark in this honourable House. Sir, history has been made today, but the honourable Premier... You know Mr. Chairman, the honourable Premier is awfully touchy, awfully touchy. I do not know whether I would accept that challenge or not. Maybe if the honourable Premier would meet me down in the gymnasium in Torbay, say have a boxing ring down there, I may consider it.

However, be that as it may, the honourable Premier is not going to frighten me, Mr. Chairman. I can tell the honourable Premier right now that here is one hon. member of this House who is not scared of the honourable Premier, Mr. Chairman, inside the House or outside the House.

MR. ROBERTS: Mr. Chairman, to a Point of Order. We keep hearing from the sanctimonious gentleman opposite, by which I mean the Minister without Portfolio, the House Leader,

without Portfolio, the House Leader, very ineffectual apparently, the fact that a member has a right to be heard in silence. I do not mind the Premier trying to score off my colleague any more than I do not mind my colleague trying to score off the Premier, but these "yahoos" down in the back there, who feel that their only contribution to the debate is these seal-like poundings, Mr. Chairman, I ask that they be declared out of order. I ask Your Honour - you see what I mean, Mr. Chairman. I ask that Your Honour remind those gentlemen that if they wish to speak they have the same right to speak as does any honourable member but that a man has a right to be heard in silence, just as we heard the Premier in silence. Indeed we usually listen to him in silence as well. Could we have a ruling on that, please, Your Honour?

MR CHAIRMAN: The honourable member is, of course, correct. The point has been raised several times before that any honourable member who stands in his place is entitled to be heard in silence, unless he consents to yield the floor.

MR. NEARY: Mr. Chairman, thank you very much for your ruling. I know the hon. Premier issued that challenge in the heat of debate. I know he did not mean it. I wanted to let the Premier know that here is one member of this honourable House who is not scared of the hon. Premier. We did have bigger than the hon. Premier in this House. The bigger they are, as far as I am concerned, the harder they fall.

MR. CHAIRMAN: Order! Order! The item under consideration is 1711-01, Highway Construction, Improvement and Reconstruction. The honourable member is not now within the bounds of relevancy.

MR. NEARY: Mr. Chairman, I was hoping when the hon. Premier stood in his place in this House, for the first time, I think, since the session started and made an off-the-cuff remark that he would tell us that the committee was going to get a list of the projects, improvements, road reconstruction and new construction that would be carried out under 1711-01. I was hoping that the hon. Premier would issue a directive to the (Acting) Minister of Highways to provide the committee with that list. I will gladly take my seat again, Mr. Chairman, if the Premier would stand and say; yes, we are going to get that list tonight or tomorrow. I am prepared to wait until tomorrow. The hon. the Premier, I can see the wheels turning, he is thinking about it. Are we going to get the list or are we not?

MR. ROBERTS: The Minister of Highways has said that he needed a directive.

MR. NEARY: He needed a directive from the hon. Premier or the government. Could we have the list?

MR. MOORES: (Inaudible).

MR. NEARY: Did I hear the hon. Premier correctly? Did the hon. Premier say that we could have the list?

MR. MOORES: (Inaudible).

MR. NEARY: The directive from government.

MR. ROBERTS: We are right back where we started.

MR. NEARY: We are right back where we started. Around and around she goes, Mr. Chairman, and where she stops nobody knows.

MR. ROBERTS: Will the directive be forthcoming?

Should we adjourn?

MR. NEARY: Mr. Chairman, I wonder if it would be in order to let this item stand until we reconvene at 8:00 P.M. tonight and maybe the minister would have the list by then? Would that be in order Mr. Chairman?

MR. ROBERTS: You mean a directive by then.

MR. NEARY: A cabinet directive to the minister, instructing him to bring a list into this House. We have a right to have this information, Mr. Chairman. We have a right to have it. The people have a right to know where this \$13,685,000 is going to be spent.

MR. ROBERTS: The minister said that he is willing to -

MR. NEARY: Yes, I got to give the minister full marks for that, give him credit. I think the honourable minister indicated to the House that he would be quite willing to bring it in. He would have to have a cabinet directive to do it. Is the hon. Premier going to convene a cabinet meeting outside the House and issue the directive?

MR. NEARY: No?

AN HON. MEMBER: (Inaudible).

MR. NEARY: We can wait, Mr. Chairman. Can we let this item stand?

MR. CHAIRMAN: The Chair cannot answer a hypothetical question.

MR. NEARY: - for me to make a motion, Mr. Chairman. Could I move that this item stand until we reconvene at 8:00 P.M.

MR. CHAIRMAN: Again that is a hypothetical question.

MR. NEARY: That is in order.

MR. CHAIRMAN: The Chair cannot answer whether the motion is in order until the motion has been made -

MR. NEARY: I move, Mr. Chairman, that 1711-01 stand until the committee

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reconvenes at 8:00 P.M. this evening.

MR. CHAIRMAN: This motion is the same as, I believe it was the hon. Leader of the Opposition -

MR. ROBERTS: With respect, Your Honour, the motion I made recently which was ruled out of order was that we proceed immediately to another head in the estimates. My honourable colleague now is moving one that is diametrically opposite, namely that we not go on with this one here for the time being.

MR. CHAIRMAN: As I understand Beauchesne, page 203: "once any vote is moved, a motion to postpone cannot be entertained." It is stated there, paragraph 242 (1). Again 242 (1): "The only motion allowed when a resolution is under consideration in Committee of Supply is that the amount be reduced or that the Chairman leave the Chair."

So I would rule that the motion is out of order.

MR. ROBERTS: Mr. Chairman, I of course accept your ruling, but I may say then that the procedure we have been following in the entire estimates is out of order because, if Your Honour wishes to look forward a sentence or two before the relevant sentence which he did quote, you say the votes should be considered in the order in which they stand on the paper distributed to the members of the House. That paper obviously, Sir, is this one which the Minister of Finance distributed. We have been hippity hoppitying back through the - we did Head VII, then subsequently we did Head VI whereas Head VI comes before Head VII, so obviously the entire procedure has been out of order throughout.

All we are really asking at this stage Your Honour and I may add, following Head XVII we will obviously be doing Head XVIII according to the Beauchesne citation which Your Honour rules in order, and the House Leader might wish to take that under advisement, because I intend to raise the point, Sir. Since Your Honour has now drawn my attention to the point, I think it is a good one and we shall raise it. The votes shall be considered in the order in which they have been presented to the House and that obviously, is in the printed book of estimates. We are now on Head XVII, Highways, following that we go on to Head XVIII, Supply and Services. All we are asking though, because these things can be done by consent, Your Honour, if all members present agree, then fine. If the hon. gentleman refers to the citation 'the government have the right to call the order of business, I quite agree. There is no doubt about that. That is quite basic but I am going by Beauchesne. They called Committee of Supply, that is the order of business, that is the item that stands on the Order Paper, Committee of Supply. There is no item on it. Head XVI, Head XXI, or Head one hundred and nothing.

All we are asking though, all we are asking, if the procedural point should be raised, then we will deal with it, Sir. All we are asking now is whether the government are willing to (Your Honour has ruled the motion out of order, we accept that) let the matter stand. The Minister of

Highways has retreated from his original position of not giving the information. He now says that if he and his colleagues agree as a government to do it, then he will do it. That is a reasonable enough position, we do not expect him to make a decision like that. The Premier we asked, as the head of the administration, and the Premier says that you cannot decide that unilaterally, he wishes to consult his colleagues and they will arrive at a collective decision. That is fair enough again, I would not expect the Premier to make such a major decision as this on his own. We need a feasibility study and some four year plans and a number of things.

All I am wondering then, maybe over the supper hour the cabinet could be convened in a special emergency session, the matter could be debated at some length in the cabinet, the government could come to grips with this issue, we could have a report from the planning and progress committee or whatever it is called and then, maybe at eight o'clock, the minister could tell us whether or not we are going to get this information.

MP. W.N. ROWE: Irrevocable directive...

MR. ROBERTS: An irrevocable directive, or as the Minister of Finance would say an "irre-vocable," but it is irrevocable and so that is all we are asking. The only way we can do it apparently, Your Honour, is by consent. I guess what I now have to do is ask whether the committee will consent to this. If not, I suspect - we should call it six o'clock anyway, it is getting on to that moment. I will yield to the House Leader if he wants. No? Well, since we do not have consent and if the minister is not prepared to give the information, I guess we will just have to go on debating it a little while, will we not?

AN HON. MEMBER: I guess we will.

MR. ROBERTS: Yes, fair enough, okay. Well now,

MR. CHAIRMAN: I could draw the honourable Leader's attention...

MR. ROBERTS: I would welcome it.

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MR. CHAIRMAN: Attention, and of course I realize that this is not the intention of the Honourable Leader of the Opposition, but on page (129) of Beauchesne, paragraph 154, threatening language is also unparliamentary. "When a member has intimated that he would move the adjournment unless certain explanations were given, the speaker has interposed and called him to order for using language menacing to the House.

Again I realize that this was in the heat of debate and the hon. Leader of the Opposition was not doing this. I thought it was -

MR. ROBERTS: Your Honour, we cannot raise hypothetical questions. I thank Your Honour. The ruling, of course, is correct.

MR. CHAIRMAN: As I understood the hon. Leader of the Opposition, it had been put several times over the past ten minutes and again I thought, on the last comment the hon. Leader of the Opposition made, that unless an answer was forthcoming or unless the Premier spoke, that further debate would continue or I think the original comment was that unless this motion was in order, that the hon. the Leader of the Opposition would be insisting upon, I think, the next heading in the estimates being carried.

MR. ROBERTS: No! No! Your Honour has misunderstood terribly. I apologize if I had lead Your Honour astray. What I said merely was that since Your Honour had drawn my attention to the citation on page 203, 242 (1) of Beauchesne, in which Your Honour quite properly said that a resolution is a whole; it stands as a unit - I merely said well that drew my attention to the fact that same citation also says that votes should be considered in the order in which they stand on the paper distributed to the members of the House. I merely thank Your Honour for drawing my attention to this because that surely means from now on we will do the heads in the order in which they appear in the paper distributed to us. I just took it a step further and said that in the paper distributed to us, Head XVII which we are now discussing is not suprisingly followed by Head XVIII.

MR. CHAIRMAN: As I began my comments, I was sure the hon. the Leader of the Opposition did not intend this. However, to avoid any honourable member misundertaking as to what was permissible or what was parliamentary and unparliamentary, I thought this would be a good occasion to just point out this relevant provision in Beauchesne.

MR. ROBERTS: Well I thank Your Honour. It is always useful to have relevant provisions in Beauchesne pointed out to us. Indeed, I think we would be

Mr. Roberts,

delighted any time, Your Honour wishes to point out any of them to us.

Now as we were saying - does the House want to get the Speaker in before 6:00 P.M.? Well we will come back after supper on it, Mr. Chairman. I think probably the House Leader has a motion.

On motion that the committee rise report having passed certain estimates of expenditure under the following heading : Heading XVII, Highways, items 1701 to 1710 inclusive and ask leave to sit again, Mr. Speaker returned to the Chair.

On motion report received and adopted.

On motion committee ordered to sit again presently.

MR. SPEAKER: It now being 6:00 P.M. I do leave the Chair until 8:00 P.M.



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VERBATIM REPORT

Tuesday, June 20, 1972

SPEAKER: THE HONOURABLE JAMES M. RUSSELL

The House Resumed at 8:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order!

Before we begin tonight's proceedings I would like to welcome to the galleries tonight a joint delegation from Myles Cove and Port Anson, which is on Sunday Cove Island in the District of Green Bay. We trust gentlemen that your visit here is rewarding and most enjoyable.

This afternoon the honourable member for Bell Island presented a resolution and I said that I would take it under advisement. I did and found it to be quite in order and it shall be placed on tomorrow's Order Paper.

ORDERS OF THE DAY:

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

COMMITTEE OF SUPPLY

MR. CHAIRMAN: Order! Heading XVII - Department of Highways.

MR. P.S. THOMS: Mr. Chairman, as we were discussing this afternoon and I asked the Minister of Highways if he would supply this committee with a breakdown of 1711-01 - Improvement and Reconstruction. The minister has since said- I believe he has said "yes." I take it for granted that he has anyway. However, he may not be able to give us the answer today. He said that he would within a day or so.

Mr. Chairman, I am not quite sure what the back benchers on the other side of the House are really thinking about when this improvement and reconstruction of highways within our province is indeed a real important issue. I was quite amused when I heard the member for Bonavista South say; "cut out your childishness and get on with it."

Mr. Chairman, I cannot see how spending \$13.7 million is childishness. I cannot accept the fact that the constituents in the honourable

MR. THOMS: member's district would be satisfied, if we considered improvement and reconstruction of roads in his district to be childishness. It is not childishness. It is important. It is all-important, especially to the outlying areas of our province. To me it is particularly important to the District of Bonavista North. We do have some pavement, we do have some bridges, but we need more. The job is not complete. I doubt very much if the job will ever be completed. But this reduction in the estimates from \$31.5 million down to \$13.7 million is a vast reduction in improvement and reconstruction.

I fail to see why the Minister of Highways sees fit at this time to retard the progress of construction of highways in our province at this time. We want to come into this century and the greater speed we take in getting there the faster we will get there. It is going to take us a long time to catch up with the rest of North America, but I assure you that it is just as important for the people of my district, as I know it is important for the people of the District of Bonavista South that they have good paved roads. Maybe the member for Bonavista South does not need paved roads, because he had such a good member there before him who got those paved roads for him.

MR. NEARY: He is down there campaigning again now.

MR. THOMS: But, Mr. Chairman,

AN HON. MEMBER: But they are not paved in Bonavista North though.

MR. THOMS: What happened to him in Bonavista North? He was not in Bonavista North. The member who was there retired from political life.

MR. HICKMAN: What happened to the one in Bonavista South?

MR. THOMS: I am sure the honourable gentleman from Bonavista South knows all about him and he better watch out because I understand he is out there campaigning at this present time.

MR. NEARY: "One term Morgan". "One term Morgan".

MR. THOMAS: So the honourable gentleman, Mr. Chairman, from Bonavista South should watch his "P's and Q's" on this. He should not be caught napping.

But, Mr. Chairman, I want to stress the point that unless we have on a progressive programme of reconstructing and paving a certain mileage of road every year, we will never in Newfoundland catch up with the rest of this continent. It is important and it is demanding that we do.

If we are to become full-class Canadian citizens let us not make Newfoundlanders second-class Canadians by giving them dirt roads. We want good hard-top roads. We want good bridges. We want to be second class to no one as far as road construction and improvement are concerned. I stress upon the minister that maybe he did let his colleagues in Cabinet overrule him and maybe the fault is not really with him. Maybe the fault is with the fact that we, maybe the fact is that the Minister of Highways was absent for a period of time. Maybe in these estimates we cannot blame anyone in particular because while the Minister of Highways was possibly away, the other departments were splashing into his estimates left, right and center. I am sure the Minister of Finance found great pleasure in this.

MR. MOORES: Mr. Chairman, contrary to opposition opinion, the point this afternoon of tabling the information regarding highways was well taken. Unfortunately in debate a great many of us get carried away in emotional issues and personality complexes and so on, but the minister himself will be speaking in a moment on this subject. As he said today there will be, all members of the House, on both sides, will be asked, in the four year planning we have in mind, to submit their priorities for their districts, in all segments of society that government influence, whether it be Education; Mines, Agriculture and Resources; Health; Social Services; Highways; Economic Development; Fisheries and so on. This will be done and it will be co-ordinated but in the meantime it is not. We will to the best of our ability supply what information we have in this year. I think the minister will be making a statement to that effect when I sit down.

But the point of the Opposition was well taken today, in supplying information if we have it and, when possible, we will do it.

MR. NEARY: Mr. Chairman, as we have been trying to say all along, the Opposition is taking a positive approach to these matters. I agree

with the honourable Premier that in the heat of debate we are likely to have a few cross words. If the honourable Premier will issue a challenge, maybe in a more friendly way, maybe, Mr. Chairman, I would accept, providing I could chose my own weapon.

MR. MAYNARD: Mr. Chairman, I would like to apologize to the House for trying to this afternoon follow tradition that has been established in the past because I sort of figured out that the tradition established by the past administration was not all that good and the people on the opposite side of the House I think agree with me. So in view of the fact that we will keep to our promise of providing information to the House I will be tabling the information that was asked for relative to 1711(01), (02) and (08). I think these are the three which the honourable member for White Bay South quoted and he termed it incredible or something to that effect that we did not have the detailed breakdown. This is due to the fact that we were handling the estimates in the same way that they were handled in the past when a breakdown was not needed.

I think honourable members opposite should be aware, of course, of the fact that when the estimates are tabled and the actual breakdown is tabled they should remember that these estimates were made up and these projects were put into the estimates at the time that they were the government. As I said before this afternoon

this is really a cleaning up job from the last administration.

One other point that I would like to make is that to, (in the area of the amount that was committed by the last administration there in the estimates, now I believe, the Premier mentioned this afternoon that it was something like fifty-seven per cent) I have to make a correction on that because our figures showed, when we did a better analysis, that seventy-five to eighty percent of what is in the estimates now was committed by the last administration. It certainly did not leave us very much leeway as far as bringing in new projects is concerned. The honourable members opposite, at least those who were part of the last administration know very well most of the items that are in the estimates already.

However, I will, tomorrow afternoon, at the opening of the House, I cannot get the list compiled before then, but I will at that time table a list showing all the items under 1711-01-02 and 08, an actual breakdown of each list. I will table that in the House of Assembly for the information of all members of the House.

MR. W.N. ROWE: I thank the honourable minister and the Premier for acceding to the demands of the Opposition in this matter. As the Premier said, the point raised by the Opposition was well taken and the government have now decided to give, apparently, a detailed breakdown and list of the work which will proceed throughout the coming construction season.

I might add, Sir, that if honourable members checked back through Hansard for last year, and perhaps the year before, I have not had an opportunity to check, but at least for last year, they would find that the government and the Minister of Highways at that time did in fact, give a detailed list of what the government intended to do during that year and for several succeeding years. Obviously, we did not get a chance to carry out our grandiose four-year plan, but in any event, there was a detailed listing given for the work that was intended to be carried out last year. Perhaps, in fact, the government even exceeded the amount which

they had previously budgeted for. We did the same thing, I am reminded, in the field of some municipal services; water and sewerage, incinerators and this sort of thing. If there was a break with tradition, it was done last year or maybe the year before, I have not checked that point.

On this point of disclosure, Sir, I do not want to be provocative but, unfortunately, every minister who gets up to speak seems to think that we on this side should be wearing sack cloth and ashes because of what we did during the past few years as the administration of this province. We have no intention of wearing sack cloth and ashes, Sir. I for one am extremely proud of ninety-five percent of what transpired in this province during the last few years of the previous administration. I am proud, Sir, that the previous administration saw fit to spend fairly vast -- (Oh look! the boss is back in the House again. The would-be-Premier is back in the House again, Mr. Chairman. If I could be allowed to continue my remarks without hearing his nonsensical mumblings and mutterings. The committee proceeds so well, Sir, when he is not in the House, on the other side, vindictively and foolishly muttering under his breath) In any event, Sir, we have no intention of wearing sack cloth and ashes. I am extremely proud of the fact that last year and in the years before, a very great amount of money was spent for highway construction in this province and that we were able to get fairly vast sums of money from Ottawa for the purpose of highway construction.

I am also in sympathy with the honourable minister about his first attempt not to disclose what was going to be spent on highways this year, because, the new construction just under \$4 million is such a pitifully small amount of money to be spent for new construction this year. I am sure that he was somewhat embarrassed at the prospect of coming here and listing the few trifling miles of road which will be able to be done by that amount of money. In any event, we are delighted that the Opposition has succeeded in pulling teeth, in getting out of the Minister of Highways the information which we asked for.

While I am on my feet, Sir, one final comment and that concerns this whole idea expressed by the Premier earlier today, the inference or implication that work in construction or capital expenditure in this province is somehow not in the nature of permanent employment, as if permanent employment is only to be found in industrial expenditure or wage-earners in that type of work. Sir, if there is an on-going capital construction programme in the province, with the province spending money, hopefully increasing amounts every year, well this can be considered to be permanent employment. A bulldozer operator or a person -

AN HON. MEMBER: (Inaudible).

MR. ROWE (W.N.): Well hopefully not different people. A bulldozer operator or an operator of heavy equipment or a man working on the roads, if there is going to be a continuous amount and a fairly consistent amount of money spent each year, well then people doing that type of work can intend and can look forward to the future with the idea of having permanent jobs in that particular work, just as they can in industrial, on industrial payrolls and such things. I am not of that philosophical school where certain people seem to think that because money is spent by a government for capital construction or public works, that is not in the nature of permanent employment. It is, Sir, in the nature of permanent employment just as much as work in a mining operation is in the nature of permanent employment, as far as it can be permanent employment. By permanent employment we do not mean forever but we mean jobs that will carry on for the foreseeable future.

Sir, one last comment: The honourable minister has risen to his feet and has stated, in some way blaming the previous administration, that seventy or eighty per cent or some large percentage of the commitment for highway construction this year is construction which was committed by the previous administration and there is somehow blame to be attached to that. When I look at the pitiful, small, the trifling amount of money for road construction, new construction this year, Sir, all I can say

Mr. Rowe (W.N.).

is thank God that the previous administration saw fit to make these commitments which the present administration now has to live up to.

MR. MOORES: Mr. Chairman, the hon. member for White Bay has defended the previous administration, I am sure to the best of his ability. In the next election year, we will gladly announce, without waiting to be asked what the road programme is, Sir, as well. Not only that but the very idea that the honourable member could say that construction work is not temporary jobs, other than for the contractor, is absolute, unadulterated nonsense. If men in Ferryland have a road going through their district, they want the jobs working on that road. If the next road programme is in White Bay South, I am sure that the people in that area would love it if the people who worked on the road in Ferryland moved up there to do it in that district. It is so ridiculous, Mr. Chairman, as to be absolutely unbelievable. Construction work is temporary jobs. The type of jobs we want in this province is where, when a man wakes up tomorrow, next year or the year after, he knows he has the same job to go back to.

MR. ROWE (W.N.): Mr. Chairman, I am afraid that I cannot, as much as I would like to, let that short government policy statement pass unchallenged. Of course, Sir, if there is road work going on in one particular part of this province, the likelihood is that people are going to be employed from that part of the province. But, Sir, I am not talking about - that particular example is representative of all capital construction or public works in the province. Generally speaking, Sir, public works and government programmes are going on in a variety of places in the province, whether it be municipal services, water systems, sewer systems, highway construction, highway reconstruction, highway maintenance and repairs which is often in the nature of capital works, building of public buildings. All nature of public works is what I was really talking about, Sir, if I did not make myself clear. What I am saying simply is this: Persons -

MR. MARSHALL: Point of order, Mr. Chairman. If the hon. member for White Bay South

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Mr. Marshall

is talking about public works, his debate is ranging very far. I would submit that he is not in the relevancy of this. We are talking here of highway construction. He is going into a general debate which I would submit is more properly left for a budget debate itself rather than debating around this one particular item.

MR. ROWE (W.N.): Okay, Mr. Chairman. The point is well taken, as a matter of fact. We are talking about highway construction.

but however to speak to the point or order, I mentioned Public Works in passing as being in the nature of permanent jobs. Different people might be doing different work during different periods and during different years but it is in the nature of permanent jobs if the level of government support for public work remains fairly constant or continues in an upward plane or an upward incline.

The Premier rose to his feet and disputed that argument which I made in passing. Now, Sir, the only thing I asked is that the same leniency, the same flexibility be shown to me with regard to the argument which the Premier has put, if the Chairman is going to rule on the point of order.

MR. CHAIRMAN: Again the rule of relevancy has been raised, there is a certain amount of leeway to be given to each honourable member. However the argument does not hold because one honourable member has been out of order and again it may be the fault of the Chair in not having brought the honourable members back to the relevancy of 1711-01. However, I would ask the honourable member to remain strictly relevant to item 1711-01, subject to the normal amount of leeway that is given in the course of debate.

MR. W. ROWE: Mr. Chairman, let me say that Public Works and its types are exemplified by highway construction, road construction which is only one type of Public Works. Public Works of various types, expenditure by government on capital construction can be and often is in the nature of permanent employment for people, simply because of the fact that people can rely hopefully on the fact that governments will continue to spend money on capital construction. People who are involved in that kind of work, that type of trade, can get more often than not permanent jobs. The only point I am making is that it is a fallacy, in my estimation, to stand up in the House and to somehow think that there is something wrong with the expenditure of public monies on

capital construction because it is not permanent jobs. I think that that is a fallacious argument and that people in the province should be able to depend on a high order 'in Newfoundland, a high order of public expenditure on capital construction, not only because we need it but because it is in fact job producing. That is the only point I wanted to make.

MR.NEARY: Mr. Chairman, my honourable colleague is absolutely right. The economy of Newfoundland and Labrador is geared up to government spending. I am afraid that I too have to disagree with the honourable Premier, although I am glad to see that the honourable Premier has at least decided to engage in debate in this House Mr. Chairman. I think the honourable Premier is doing his thing right now.

MR.CHAIRMAN: The rule of relevancy applies to the honourable member -

MR.NEARY: Mr. Chairman, you know this is a sort of a historic day in the House. The Premier has been on his feet three times. I hope there will be more of this, Mr. Chairman. I mean I know I am wandering a little bit but I hope there will be more of this because that is what we are elected to this House for, It is not a Sunday School picnic. We are here to debate, to debate the issues. I hope that the honourable Minister of Finance and the honourable member for St. John's East will not hold the Premier back, Let him go, let him do his thing.

MR.MARSHALL: Mr. Chairman, the honourable member for Bell Island has been brought to order by Your Honour. He has been called to order on the point of relevancy. He appears to ignore the ruling of Your Honour as Chairman of Committee. I feel that he ought to get on with debate and get on with it and comply with Your Honour's rulings when they are made from time to time.

MR.NEARY: So, Mr. Chairman, I think it is very important that work be created under this subhead 1711 -01, Improvements and Reconstruction,

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because there are a lot of heads of households in this province,
Sir, who depend on it for a livelihood. There are a large number
of heads of households, Sir, who look forward to - they may need one stamp
and they get their unemployment insurance next winter. They may
need

MR. NEARY: two stamps, three stamps, four stamps, and they have been used to they have been getting the odd shift on highway reconstruction for the past twenty-three years. They are looking forward to it, Sir, and they are depending on it. Your Honour might remember that sometime ago I introduced a resolution into this House to try and promote self-help projects. Well, Sir, I think myself, in future, that under improvements and road reconstruction that we might be well advised to give a little thought to making these projects labour-intensive, to use them as make-work projects and have the cost shared by the Government of Canada.

AN HON. MEMBER: Sweet.....

MR NEARY: Ah, Mr. Chairman, that is one for the scarpbook, that is one for the scrapbook, Mr. Chairman, I would not dare tell the honourable members of the House what that was - that is one for my scarpbook.

You know, Mr. Chairman, when Mr. Smallwood was here, Premier Smallwood, every note that he sent me while I was a member of this House, I still have them and I cherish them very much and they will go in my scrapbook. This one will go right in, this will be the next one to go into the scarpbook, right beside the ones that I got from Mr. Smallwood.

So, Mr. Chairman, I think it is very, very important that as much money as possible will be put into this subhead. I think the reduction from \$31,354,000 down to \$13,685,000 is too much of a cut, too many people are depending on this for their livelihood or to get the few stamps so they can get unemployment insurance next winter. I am hoping this will not be the end, I am hoping that the government will bring in - will go ahead and do the work and bring in supplementary supply - look the honourable Minister of Finance is looking at me there, supplementary supply, Oh! Oh!, dirty words, dirty words, you know! But the honourable minister knows what I

MR. NEARY: am saying is perfectly true, Mr. Chairman, that the economy of this province is geared up to public spending; cut back government spending up goes the unemployment. I am not an economist, Mr. Chairman, but any grade three student, any grade three student in this province knows that and the honourable Minister of Finance should know it. The honourable the Premier I am sure knows it. But I will not tell the honourable the Minister of Finance what is on this note. He went out to take another pill.

MR. CROSBIE: Mr. Chairman, it was well known before this year that the honourable member for Bell Island was totally lacking in any intelligence and it is now becoming quite obvious that the House Leader on the other side is in the same category, because the philosophy that they have spouted tonight in reply to the honourable the Premier that, you know, this construction thing gives permanent jobs. This is a tremendous thing, this construction work, you know temporary employment is a tremendous thing. That has been their philosophy for the past twenty-three years and where did it end up in this province? It ended up when they left office after twenty-three years having spent billions upon billions of dollars, billions more than had ever been spent in this Province before. We had an unemployment rate of sixteen percent. That is where the policies of the honourable gentlemen opposite ended, with an unemployment rate of sixteen percent after they had spent in the last twenty-three years, I do not know, \$10 million, \$12 million, billions from Ottawa, a debt of \$1.25 billion. Oh, you cannot take it now

MR. W.N. ROWE: On a point of order, Mr. Chairman.

MR. CROSBIE: On a point of order. It is relevant.

MR. ROWE, W.N. If the honourable bully-boss over there will sit down.

Mr. Chairman, I assume the honourable the Chairman is going to make the same ruling in respect of the boss of the House, as he has

MR. ROWE, W.N. made with other members, respecting relevancy.

MR. CHAIRMAN: The honourable member is raising a good point there.

MR. CROSBIE: Mr. Chairman, I will certainly observe your rule of relevancy, as the honourable gentleman opposite did. Therefore I will say no more about their pitiful record of sixteen per cent unemployment.

Mr. Chairman, if there is only in the estimates this year for new roads, I think we are discussing roads, \$13,685,000, the miracle of it is that there is a cent in the estimates for new roads, after this crowd across the House last year spent carelessly, haphazardly, to try to get themselves re-elected, tens and tens and tens of millions of dollars, a little pitch of pavement here, a little pitch of tar there, a little bump of asphalt there, a little bit of black top there wherever they saw a voter. Now it is a wonder that there is a cent left in the treasury of this government to do any road this year. But we have, with the utmost economy in other directions and despite the fact that we have \$186 million in capital account and we have a \$3 million current account deficit, we have salvaged \$13,685,000 to spend on roads this year, that if the honourable gentlemen opposite were in here, there would not have been a cent spent.

Therefore, Mr. Chairman, I only have to say this to our honourable Acting Minister of Highways - Thank God we got that gentleman, He has salvaged \$13,685,000 that is going to do improvement and reconstruction of roads in this province this year, in a fair and impartial manner, despite the fact that the crowd opposite left us without even a bone in the cupboard. I think he is to be congratulated and we should get on and never mind listening to this pious hypocrisy that we have heard from across the House. They are very grateful, Mr. Chairman, that they are not in the seat of government this year, because the results that we are witnessing this year was caused

MR. CROSBIE: by them. If there is a road in this island done this year, it is only because the Minister of Highways and this government are pledged and dedicated to the fact that we have to try and continue to improve this province despite the pitiful shape they left our finances in.

MR. F. B. ROWE: Mr. Chairman, thank goodness we have some comic relief from time to time, when we have three to four to five hours sitting in this House.

Mr. Chairman, earlier this afternoon the honourable Acting Minister of Highways referred to some sort of planning and the fact that he is going to send out some kind of a document in the near future,

AN HON. MEMBER: St. Barbe North.

MR. ROWE, F.B. I would certainly hope so after the promises that we had about paved highways up and down the West Coast, I would certainly expect that we will receive one. Really we should not need one after the promises -

AN HON. MEMBER Inaudible.

MR. ROWE, F.B. Mr. Chairman, what is all this noise about? Mr. Chairman, it is rather confusing.

Mr. Chairman, the honourable Minister of Highways referred to a document or a questionnaire or a check list or something that he was planning to send to each of the M.H.A.'s asking for them to establish, in the matter of highways and roads and this sort of thing, the priorities in each one of their districts. Now the honourable the Premier also referred to planning and priorities and he was talking about this kind of a priority or planning being set up for all areas of the public service as well. So I do not know if we have to wait for all of this to occur or whether this is going to be done immediately for highways before we hear from the -

MR. MOORES: This summer and fall, for next year.

MR. ROWE, F.B. This summer and fall, for next year.

Well, Sir, I would like to ask the Minister of Highways exactly what the nature of this document is going to be? Is this to be some sort of a check list? Is there going to be some criterion on this document for the use of the M.H.A.'s in finding out the priorities in their district or what have you? Actually I just want to find out what is the nature of this form or this document or whatever it is that we are going to receive from the Minister of Highways for the purposes of establishing priorities for highway construction or road construction in our district?

Sir, the reason I ask this is because if it is not something far different from what has already been indicated by the minister, and really nothing has been indicated by the minister expect that we are going to receive this, we do not know what the nature of the animal is. If it is not something that is far different or far in excess of what he has already suggested, I am suggesting that really this is doing nothing more than in fact has been done in the past. We have always had M.H.A.'s in this province, as far as government was concerned. Those M.H.A.'s,

have received petitions. They received requests. They have had delegations from community councils, from concerned citizens, presumably all M.H.A.'s, if they knew anything about their district at all, would know what the priorities are in their district as far as road construction and highway construction are concerned.

These M.H.A.'s, presumably knowing the nature of their district and the needs of their district, would then go to the appropriate authorities or individuals in the Department of Highways and speak on behalf and make requests on behalf of their constituents. So unless this is something completely new, a fairly well worked out check list or set of criteria, or something that we can use, I suggest, Sir, and I submit that this plan that the hon. minister is referring to, is nothing different than what has been done in the past and in fact must only be a hoax.

Sir, I just cannot see what this questionnaire or what this document can do that we have not done in the past. Sir, I would like for the hon. the minister, if he could, to expand on what this thing is or what this priority list is that he was referring to earlier.

MR. MAYNARD: Mr. Chairman, the honourable member for St. Barbe North seems to be making quite a complicated matter of establishing what each M.H.A. will consider to be priorities as far as highway construction concerning their district.

I submit, Mr. Chairman, that all we have to do is ask, and I have asked verbally here in this House this afternoon, and I will be asking, or the Minister of Highways will be asking, by letter, just a few simple things, Give us your priorities in your district as far as highway construction is concerned. I do not think it is necessary in the least, Mr. Chairman, to draw up a long check list of every road, every lane and every mile, every piece of stone that has to go on that particular highway. If the hon. member is not familiar enough with his district to be able to establish priorities or if, on the other hand,

MR. MAYNARD: he does not want to establish priorities because he figures it is a hoax, well we only get submissions from twenty districts, Mr. Chairman, or we only get submissions from sixteen districts, I am sure the whole job will be much easier for the officials in the Department of Highways.

I would like to make one comment regarding a comment that was made by the honourable Member for White Bay South, Mr. Chairman, He said, I should be very embarrassed, or I was apparently very embarrassed by bringing these estimates into the House, I am not at all embarrassed, Mr. Chairman, not at all in being part of a government that has tried to bring this spiral, this inflationary spiral in spending on capital account in Highways under control. I want to emphasize again, as far as 1711-01 is concerned, 1970- 1971 there was an increase of approximately seventy-five per cent from the previous year in expenditures. In 1971-1972 there was an increase of something in excess of one hundred per cent over the previous year in expenditures

I ask, Mr. Chairman, whether or not the honourable Member for White Bay South figures that this sort of an increase can continue realistically in Newfoundland. I would also like to question him on a fact of his, saying that it creates a great amount of employment. I wonder, Mr. Chairman, if the honourable Member for White Bay South could give us some indication of how much of an expenditure is directly related to employment. Let us assume that we have \$15 million in the estimates, how much of that actually creates labour in the province when we consider the cost of equipment hire, when we consider that there are a large number of outside-the-province contractors involved, when we consider that a very few people, in some cases, especially in the area of paving and this sort of thing, are employed. How much do we think it really helps the labour force of this province?

MR. MAYNARD: I submit, Mr. Chairman, that the cut back in the estimates of the Department of Highway, under that subheading this year, is going to probably cause a bit of concern on the part of the population in Newfoundland. They will not get their roads paved that they wanted to get paved and once again I emphasize that I would like to have them all paved this year but I think everyone realizes or should realize that it is impossible.

But as far as cut back in employment is concerned, Mr. Chairman, I feel that it is going to cause very little difference in the amount of employment in Newfoundland this year than last year.

MR. THOMS: With regard to 1711-05, I would like to ask the minister, seeing that out on the Trans Canada Highway, the only piece of highway that is not upgraded and paved under the last Federal-Provincial contract is in the District of Bonavista North, I would like to ask him if he has entered into any agreement with the federal government as to a new programme for the Trans-Canada Highway and if not, does he intend to.

MR. MAYNARD: The agreement concerning the Trans-Canada Highway has expired obviously, as can be seen in the estimates here.

Mr. Chairman, I do not know, I have driven over the Trans-Canada Highway a number of times, and I would consider that a lot of other roads in this province are of much higher priority than any more reconstruction or any more construction on the Trans-Canada Highway. I would like for the hon. member to point out any area of the Trans-Canada Highway that is in worse condition or that needs reconstruction or new construction more than some of the other roads in this province.

MR. THOMS: Mr. Chairman, the old Trans-Canada, right from Port aux Basques to St. John's, was upgraded and repaved except for a distance of approximately ten miles, from Goose Pond to the west boundary of the Terra Nova National Park.

I do not believe there is any portion of that in the District of Bonavista South, I am sure, or the honourable Member for Bonavista South would support me in this. Mr. Chairman, anyone who has driven over this highway can visually see the difference between the two, the new reconstructed and paved section of the Trans-Canada and the old section.

Now during the past year we experienced one of the worse years in our history. Of course any year that you elect a Tory Government, you experience a bad year. Mr. Chairman, if the honourable minister would just recollect driving over that highway, approximately three miles east of the Gambo Bridge, there was one particular bad spot where you had a series of at least fifteen or sixteen bumps and sudden drops and if you looked at that section now you would say it was the start of a runway, because it is all tar marks. There were a number of minor accidents there during the past spring. It is very important to the traffic, to the people who drive over this section of the Trans Canada Highway, that this spot in particular be eliminated, at least cut out this section of the Trans-Canada and put more back-fill and pavement or do something with it, take out the bumps.

As is normal in all sections of any highway you get bumps in the spring of the year but in this one particular section, I would say we have more bumps and it is the worse section, not only of the Trans-Canada but any other byroad. I notice there is no intention, from the estimates, of doing anything on the Trans-Canada

but I would like for the minister to look into this one particular spot and at least do something about it. I am sure in his thinking and as he looks over the situation he will realize that the new section of the Trans Canada which is upgraded and repaved looks good. It is beautiful, most of it, now the trees are trimmed along the side and it really looks good. It looks good especially to the tourists coming into our province except for this little one spot in my district. That is the sore spot of the whole Trans-Canada Highway. I am very disappointed indeed to see that there is no agreement yet reached with the Federal Government or there is no intention of the previous administration to eliminate this.

MR. MAYNARD: Mr. Chairman, I sure will look into the situation of the few bumps on the Trans-Canada Highway but I might say that I drove over parts of the road between Brig Bay and Cook's Harbour some time ago and the bumps that are in that road completely eliminated any thoughts that I may have had about the Trans-Canada. So it was not exactly the top priority on the list when we were trying to figure something else out.

MR. WOODWARD: Mr. Chairman, may I emphasize again to the honourable minister that this is just simply not a few bumps. This is a series of bumps. As I noticed the member for Bonavista South just a minute ago nodded his head and he agreed with me or at least it appeared he agreed with me. I would like for the minister, Sir, to state now or when he makes his announcement tomorrow if he would indeed look into this situation and try to eliminate this bad section of the Trans-Canada Highway because it is not only for us in Newfoundland. We have tens of thousands of tourists coming here this year and look what they have to look at, supposed to be an A1 highway across our province and here you have this bad second class section and worst of all it is in my district.

On motion, sub-head 1711, carried.

MR. NEARY: Mr. Chairman, talking about bumps I wonder if the minister could tell us what breastworks and ferries -

AN HONOURABLE MEMBER: How naive.

MR NEARY: I want the minister to explain what this is about.

AN HONOURABLE MEMBER: Is that burn your bra?

MR MAYNARD: It is not exactly the type of breastworks that the honourable member from Bell Island is thinking of.

On motion, sub-head 1712, carried.

MR. MAYNARD: Mr. Chairman, the grant to the Safety Council of Newfoundland was ordinarily \$7,500 and for some reason or another last year it was brought up to \$10,000. I do not know the exact reason but it is back to the normal amount this year.

On motion, sub-head 1721, carried.

On motion, Block Provision: Canada Pension Plan, carried.

On motion, Block Provision: Unemployment Insurance, carried.

MR. THOMS: Mr. Chairman, before the total is carried, could I ask the minister if there is anything to the rumour, I should have done this under another heading but I am sorry I must have missed it, is there anything to the rumour that there were three hundred people laid off from the Department of Highways within this last three months?

MR. MAYNARD: I do not know if the honourable member is talking about maintenance employees who were laid off after the winter maintenance season in the winter and then normally they are laid off for two or three weeks and come back on in the summer.

MR. THOMS: One man had twenty-one years in.

MR. NEARY: These were permanent casual workers.

MR. MAYNARD: I know of some - That is a bad term "permanent casual workers," how do we explain that one.

MR. NEARY: They were taken on as casuals and never laid off.

MR. MAYNARD: There were some people who were laid off after the winter maintenance and were not taken back on for various reasons and some of these reasons was the system of seniority which they were working under now with the union people, but I have no knowledge of anything in the vicinity of 300. I certainly could have that investigated.

MR. NEARY: Could the minister tell us then how many men have been taken on this year as compared to the same time a year ago? I realize, Mr. Chairman, that the minister may not have that information at his fingertips but could he get the information for us.

MR. MAYNARD: It could be obtained but I do not have it here right now. I can obtain it for you, yes.

MR. ROWE(W.N.): Mr. Chairman, before the total carries I would like to say to the honourable acting Minister of Highways that -

MR. CHAIRMAN: Order please! The term "lackey" if this is the term -

MR. ROWE(W.N.): I never said "lackey," I said "acting."

MR. CHAIRMAN: I am sorry.

MR. ROWE(W.N.): Mr. Chairman, are you getting paranoid in your position? I do not blame the Chairman for getting a bit paranoid about the position he is occupying, as it is a difficult job.

MR. CHAIRMAN: I heard it used this afternoon and I thought I had heard the same term again.

MR. ROWE(W.N.): No, Mr. Chairman. Did it sound like it? Maybe I am paranoid. You thought so too! Even my own crowd are turning against me. Mr. Chairman, I would like to say in all seriousness to the acting Minister of Highways that we on this side of the House appreciate genuinely and sincerely the efforts which he has been making in this department which he has taken on in addition to his normal work load of the Department of Labour. It is refreshing, Sir, to see a minister such as he taking his job seriously, making every

effort to perform his work in a serious fashion and to try to do the best for the people of Newfoundland and for the government which he is part of.

I think that he has done a remarkable job in bringing these estimates, piloting these estimates through the House today and I would not want him to think that the little set-to we had over the disclosure of certain information in any way impugns his ability or his competence as acting Minister of Highways and especially since he has come around to our point of view, I am quite, quite prepared to accept his original reluctance to be a misunderstanding and nothing more.

MR. CROSBIE: (Inaudible).

MR. ROWE(W.N.): Oh listen, Mr. Chairman. You get up to make a serious statement and the boss of the House has to interject some muttering and mumbling. Mr. Chairman, may I continue in silence, Sir? Is that permitted?

MR. CHAIRMAN: Order!

MR. ROWE(W.N.): I would like to say, if I can get one sentence out without being interrupted, that we do appreciate the serious way in which the minister has approached the estimates, the job he has done in this and I am sure that he will do an even better job in his own portfolio of labour. I ask him to accept the compliments of this side of the House for the work he has been doing.

On motion, Heading XVII - Highways, carried.

HEADING X - HEALTH:

DR. A. T. ROWE (Minister of Health): Mr. Chairman, in presenting the Health Estimates to this honourable House I should like to review briefly some of the major matters of health concern within our province. In holding the Health Portfolio which I am proud to do in the Moore's Progressive Conservative Administration, I follow in some illustrious footsteps. I would point out that the last Conservative Member elected in the Carbonear District was the late Sir John C. Puddester who will be remembered as Newfoundland's Commissioner of Health and Welfare and War Pensions in the days of Commission of Government, following our loss of Responsible Government in 1934. We would have to pay tribute to the work of Sir John Puddester and his associates for the organization of basic health services in the 1930's and especially for the foundations which became the cottage hospital system. This was then an original form of medicare which down through the years has served our people well, especially by virtue of the strategic location of cottage hospitals. Although for some of these, we shall now have to re-evaluate their usefulness. We shall have to give considerable thought to which of these hospitals will be renovated and which will become community health centres.

However, I would at the outset like to remind the honourable House of the work of men such as Sir John Puddester, Dr. Mostell, Dr. Jason P. Knight. Recently, Dr. McGrath and Dr. Miller established a form in the type of medical services which for many years has been the envy of the other provinces. There were, of course, other illustrious members in government for Carbonear which was essentially a Conservative Riding. These included such well-known people as: James Moore, John Rourke, Robert Duff, (a relative of our previous Premier.) I have in my possession a copy of a speech given in the House by Mr. Moore in 1931, the spring of the Viking Disaster. "It seemed to me that while people change the issues remain the same." He speaks of unemployment. He speaks of the bad state of the railbed. He questions the delay in the placing of a paper mill on the Gander and so on. Again I repeat that whilst we change, the issues that we

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debate or we are concerned with themselves carry on.

I should mention also that my immediate predecessor in health, my relative whose forefathers also came from Carbonear, it would seem that the health in Newfoundland is strictly entwined between Carbonear and the - in fact the first cottage hospital in Newfoundland was scheduled to be built in Carbonear, but because of local politics, it was built instead at Old Perlican.

In medicine we served an internship, after long years of study, and before we were allowed to practice, I wonder, since I have been sitting here the last few months, that one should not suggest that in politics there could equally be a period of internship for - I am sure that persons who become involved in politics, whether for reasons which involve principles rather than personal desires, should have some form perhaps of on-the-job training before becoming personally involved in the day to day matters of government. For this reason since I have entered this honourable House, I have remained very quiet. I spoke when it has been only necessary, in answer to questions. I have endeavoured to learn by observation how the house operates and to learn the general modus operandi of parliamentary procedures. What has become very distressing to me is the fact that some of our members, on both sides of the House, seem to debate personalities and not issues. It is distressing to be wasting valuable time in this honourable House on personalities and character assassinations, when there are so many real, fundamental and important issues require debate and discussion at what is undoubtedly a financially crucial time in the history of our province. It seems to me that both government and opposition alike should make a valiant effort to refrain from being involved in a debate which involves personalities and endeavour to keep our remarks on a rather higher plane. I feel there is a need for display of statesmanship, if not statesmanship at least for good manners. Not only are we here to govern, Mr. Chairman, but we should be setting examples to the public in the field of public relations

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in character or integrity. The taxpayers of Newfoundland have given us the responsibility of government. I think it is incumbent on us to do our utmost on behalf of the public and to refrain from being involved in personal diatribes.

In a brief review of the health services, I will start by giving an account of our present commitments and these especially include huge capital commitments involving major hospital construction which is underway at St. Clare's Mercy Hospital, where the extension is almost completed; the Health Science Complex, including the new General Hospital and Medical School; the Western Memorial Hospital, the new Hospital at Twillingate and at Carbonear. We are publicly committed also to the Mental Hospital. This commitment we plan to keep but the budget has not permitted us to proceed at this present time. The programme which I have mentioned in capital construction is a programme of some \$100 million and will of necessity take most of the capital funds available in the department for the next several years. There are a number of smaller capital projects to which there are commitments. Community clinics are going forward at New World Island, Deer Lake and are being contracted; St. Alban's is about to become a reality; Codroy; residents of Port Saunders, in preparation for the clinic; some minor changes in the clinic at Western Bay and in the problem at Trout River and the problem of Bird Cove on the Northern Coast. We are thinking for the Bird Cove area, the mobile clinic. At the present time we are investigating this possibility. In the programmes which I have now mentioned, a start has been made on almost all of these during the present year. I think if you look at the map, this is a very good geographical representation of expenditure of funds in overall districts of the province.

Much publicity has been given to the concept of regionalization and we have arranged a pilot project in regionalization. We should consider as a start the total needs of the Central Newfoundland area. This study will include studies of all the present health facilities and as well the services and facilities of the Department of Social Services and Rehabilitation. The regionalization concept is to relate both the populations, health and

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welfare needs and suggest which priorities we should use and the best way of meeting these particular needs. In addition a federal/provincial study of health costs to commence later this year will also involve itself in regionalization. The government are anxious, as has been formerly expressed, to remove the operation and control of hospitals presently operated by government to manage them by community boards. It is hoped that the hospital at Channel-Port au Basques will be the first hospital to be so reclassified. There are considerable numbers of problems and whilst we hope that this will occur within the next few months, we have to give considerable thought, because this is the first one and we will make mistakes but hopefully by going slowly we will tend to lessen these mistakes. Scheduled also for such changes are the James Peyton Memorial Hospital at Gander; the Hospital for Mental and Nervous Diseases. I might say here that consideration has been given to a change in the name of the Hospital for Mental and Nervous Diseases. To many people in our province, and understandably so, there is still a stigma attached to mental disease. I think in some little way merely changing the name over the course of a few years will perhaps decrease the stigma attached to admission to such a hospital, although those involved in health would realize that these are sick people in the same sense as any other organic illness.

Now when the current major hospital construction programme mentioned above is completed, we should have a sufficiency of active treatment beds for a number of years to come. In fact I think that only one other regional hospital will be required to be built in this province in the foreseeable future and that will be to serve the needs of Clarendville, the Come-by-Chance area and some of the Burin and Bonavista Peninsula. In this regard, Mr. Rosenvaldt, Director of National Health and Welfare, is going to make a short visit with me through the whole district during the month of July, as an initial enquiry into where this could possibly be located. Having said this, we must now state that the emphasis from now on must be to plan and develop convalescent beds, rehabilitation and chronic chair facilities and also

consider programmes alternative to institutional care in order to use active treatment beds only for active treatment patients, to thereby maximize our utilization of health dollars. Mr. Chairman, the cost of keeping an individual in an active treatment hospital is very considerable, ranging from fifty to eighty dollars per day per patient.

In the field of mental health there is a need for considerable dollar input as this subject of mental health, in my opinion, represents a relatively black spot in our health services in Newfoundland today.

Much is talked about the high income of doctors. I can only suggest that doctors' incomes will remain high until the present shortage of doctors in some way or some how is eliminated. This will take considerable time, and I think that in spite of the gross costs which are involved, we will have to commend those who pioneered the Memorial University School of Medicine, for it represents to my mind the only possible reliable source of doctors for our province for the future. At the same time, I think it is a project which must receive much more funding from the Federal Government in Ottawa, because we will be producing doctors not alone for this province but for other provinces and indeed other areas of North America. This is therefore, in my opinion, essentially a national and not a provincial project.

As we have the highest doctor-patient ratio in Canada, with some areas where we have one doctor looking after 5,000 persons, there is no doubt that our doctors are over-worked in comparison with doctors elsewhere. One of our problems, of course, is the maldistribution of doctors and this presents a considerable problem.

Is it not a fact also, that since Medicare many people are seeing doctors now for minor conditions, for which, before the days of Medicare, they probably would not have consulted a doctor? This perhaps reflects the fact that when a service is free or apparently free it is bound to be over-utilized.

On the subject of dentists, much the same story exists. We have a considerable shortage of dentists. We have a programme to provide free dental service to all children up to age eleven. Whilst this is excellent in theory, with the number of dentists practicing the service is not being fully given. The question of provision of dental hygienists to assist dentists is being considered and we are also considering other methods of increasing the number of dentists within our province.

In the field of pharmacy, a similar situation of shortage of personnel applies. We are presently negotiating with the Newfoundland Pharmaceutical Association to relieve the situation. It may well be, that until we have graduates from our own pharmacy course at the College of Trades and Technology, we will have to allow a limited number of pharmacists to come to this province, probably from the United Kingdom. I would emphasize that this would only be a very limited number. I would emphasize it would only be sufficient to fill vacancies and I would emphasize further that there would be no intent to have an on-going programme in this regard when Newfoundlanders, in two to three years from now, become available from our own pharmacy course, but there is an immediate problem.

In the field of nursing, the main problem is the recruitment of public health nurses for rural and isolated areas. There is no problem at the present time with regard to the filling of posts within hospitals. I think that more male nurses may well be the answer to the rural and isolated areas and there is considerable precedent for this. The provision of paramedical personnel, x-ray technicians, laboratory technicians is an on-going programme at the College of Trades and Technology, and in fact there is a surplus of these personnel in the province at the present time.

The work of the Public Health Inspection Division I consider to be of paramount importance to the province. I would emphasize also the importance of public health generally and to emphasize that we must

plan for the integration of preventive and curative services.

I am very concerned about the number of people who write to me who are in poor economic circumstances and who require such things as eye glasses, dentures and hearing aids. We are investigating the possibility of certain funds being allocated for this purpose and the possibility of availability, perhaps on a means test.

In this regard the cost of drugs represents a hardship to many of our people. Whilst these are already being provided to people who cannot afford them, there is considerable hardship to those who are in the low income brackets. Again I feel that there is a great need and a great necessity for government to intervene and give assistance in some way.

The service of community ambulances, which was started recently, is continuing as far as funds are available this year. We are giving much study and thought to an ambulance programme, but here again the question is not in the need, it is in how one finances such a project.

There are many other areas of health that I could consider. I should desire that we in the Department of Health obtain full cooperation with voluntary agencies such as the Canadian Red Cross, the Mental Health Association, the Institute for the Blind, the Cancer Foundation, the T.B. Association, the Canadian Public Health Association to mention only some. I think that voluntary health agencies mightily assist in the development and in the carrying out of health and allied projects.

I think we have to give some consideration to the possibility of physician associates, in view of the doctor shortage. We would like to consider also the advancement of fluoridation of water suppliers. I should like to be concerned with the new and modern problem of drug abuse and the nonmedical use of drugs. In this regard I think we have continued to support such agencies as Koda and the Alcohol and Drug Addiction Foundations.

There is a need, Mr. Chairman, for the study of industrial health problems within our province and this is now being considered in

some depth within the department. If it can be established that there is a definite need for medical work with regard to industry, I shall endeavour to have a post created for a medical doctor who is a specialist in the field of industrial health.

I would finally like to make the suggestion that we should consider the idea of community financial involvement in the provision of local health facilities. I think that any area of the province that requires a medical clinic, a health centre, an ambulance and so on, (this has been in the past in many areas by virtue of community financial campaigns) if they provide themselves with a certain amount of funds towards their project and show initiative in this regard, then their request I think would be much more favourably looked upon by government. I think the community financial involvement is very worth while and I think that examples are abundant, throughout the province, of areas that have benefited through self-help.

In conclusion, I would say, as an overall statement, the general health of this province follows and is very much on a par with the general health pattern across Canada. The causes of death in the province are mainly those of heart disease followed by cancer. I am sure that hon. members will remember that at the turn of the century our biggest problem in Newfoundland was the scourge of tuberculosis. which disease is now well controlled. In fact, within the foreseeable future it may well be possible that we can close out the sanatorium.

I would suggest, that

within a few years from now quite likely the disease of cancer will be controlled in the same way that we have managed to rid ourselves of tuberculosis, polio, diphtheria and so on.

Interesting enough in the field of infant mortality which is an excellent yardstick of the health of the province or a country, our figures are good by national standards. I think that this indicates that the general standard of medical care is commendable when one relates this to our shortage of personnel and to our shortage of facilities, when one realizes the urgent need for more clinics and for other medical and health facilities within the province.

I realize that the Department of Health has a budget of about \$100 million. We employ something like 3,000 as well as almost 5,000 employed in non-government hospitals and other areas of health. I am aware that we are the second largest spending department within government but I think that health has to have a very high priority for without a healthy people our other projects are of little avail. Modern medicine is becoming more concerned with the objective of preventing illness rather than of curing illness. For every illness we prevent we save in many directions, not alone financially.

We all agree that the greatest resource is people. I will have to qualify this by saying, surely our greatest asset is healthy people. To develop and further the health needs of our people is a major aim of this administration and the study of our health estimates will inform members of this honourable House just how high are our health costs and at the same time inform them of how the money is distributed.

Mr. Chairman, in presenting the estimates for the Department of Health for this year I have outlined some of the ideas which I hope may be brought to some degree of fruition in the next few years as part of our four year programme.

MR. ROBERTS: Well, Mr. Chairman, I first of all would like to congratulate the minister on his opening statement. Opening statements are something which we have not had too often in the past in this House at least within my ken Sir. I think they are a good idea especially one that obviously have been as well thought out, as well prepared and as well expressed, if I may say, as the one just given to us by the minister.

I followed it with a great deal of interest. I am sure the minister will understand; much of it sounded familiar. Indeed, a statement written on January 17th, 1972 would have been much the same. I am particularly pleased to know that the present administration are carrying on the same broad thrusts that were established in health policy. I think the minister would concur that there have been no major changes and obviously from what he said to the House in his tour de raison, they are really non-complicated, at least at this point of any major significance. The basic lines or the basic themes of the emphasis more and more on preventive medicine, the emphasis when it comes to building facilities are less and less on the acute care bed and more on the convalescent and the ambulatory facilities, the emphasis on regionalization and the emphasis on continuing to move the government of the province out of direct involvement in health care, direct involvement in the delivery of health care, all these are to be welcomed. None of them are really new.

Even I think back in the time when the minister of Finance was Minister of Health or the Minister of Justice was Minister of Health these lines of thought were being developed. I think it is fair to say in the last three or four years they pretty well came to the point where they were being implemented. The minister, I say he is fortunate. He may wish to make changes. He may wish to

undo some things that have been done, but the minister has inherited a department that in my submission is extremely well staffed. I believe it has officials, at least as able as those available, to advise any of the ministers, one that is well organized. I am particularly delighted to notice that the planning and research division, one of my pet hobbyhorses, continues to expand with a lot of legislation, I think it is in reasonably good shape. Much of it not yet implemented, but all of it on the books and as the administration moves on they will be able to make use of it.

I do not have any major points to raise, Mr. Chairman. I think the minister, to be quite blunt, is carrying on most of the things that I was involved in and some of them are indeed things that literally go back to the period before June of 1969 when I became Health Minister. The period when the honourable gentleman from Burin, the Justice Minister was Minister of Health, the period before that when ending in May 1968 when the present Minister of Finance was Minister of Health.

There are however a number of specific points. Perhaps I could outline them now. The minister may prefer to deal with them under the various headings or he may wish to deal with them on this heading, his salary. I think in the past two years we have tended to have much of the debate on this particular heading. Then when we come to go through the detailed votes, Your Honour, they tend to go very quickly unless some member has a specific question on one of the specific items. If that is agreeable to the minister, we might as well do it that way again this year.

In no particular order, Mr. Chairman, some of the points that I would like to touch upon with the minister are these: First of all the Happy Valley situation: The House will recall last August and September there was a public fuss in Happy Valley. There were meetings of citizens committees. There were stories in the press. There was a great deal

that did not get in the press, I think wisely so. Nothing affecting the help of any individual but there were one or two matters that really would have served no purpose at all to make public.

Suffice it to say that as an upshot a citizens' board was appointed I think it became obvious - we will be a few minutes on Health - it is \$100 million . A citizens' board was appointed because it became obvious one of the failings one of the causes of the problems in Happy Valley was a lack of communication between the Grenfell Association who operate the hospital, the Paddon Memorial Hospital there, named after Dr. Paddon the father of the present Dr. Paddon, on the one hand and on the other hand the people of Happy Valley and the Goose Bay area generally who were served by that hospital. My colleague, the present member for Labrador North, is chairman of that citizens' board. I do not know how much further they have gone. I do not know how it is working out. The minister may wish to say a few words. It is an interesting development not just because it represents further community involvement but because it is the first of the hospitals administered so capably by the I.G.A, the first of them that has any direct involvement with citizens. All of the hospitals, all of the medical services in my area are administered by the Grenfell people. They do it admirably and I suggest that the minister would concur with this, they probably do it better than the government could if ever the government had to take them over.

I could not agree more - also they are offering what amounts to a truly regional service. All health services in the Northern Peninsula Area served by the I.G.A. are provided by the I.G.A. with the sole exception of the public health inspector stationed at St. Anthony but he works I understand in a very close liason.

However there is a failing, a weakness in their approach and that is the lack of direct community involvement. I think it is a hangover from

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the past and I think it is ending very quickly with the Happy Valley
experience which I think is the first. I hope it will not be
the last. The minister may wish to say a few words about that.

Also in Happy Valley there was done by the very same
Mr. Rosenveldt, E.B. Rosenveldt -

MR. ROBERTS: and Miss Margaret McLean, both of them from the National Health and Welfare Department at Ottawa, a survey of the health needs in the area. Copies of that survey were sent to the Town Council at Happy Valley. I believe my colleague has one, in his capacity as Chairman of the committee. I know they were also sent to the I.G.A. I would like to know what if anything has been done to implement some of the recommendations in it? Some of them I realize are fairly long-termed, some of them are fairly expensive. The minister might wish to say a few words on that. I know it is of importance to the people in the area.

He might also, while we are on the subject of Labrador, say a few words about the Labrador West situation where (I am sure this is of concern to the honourable gentleman for Labrador West) particularly I refer now to the hospital at Labrador City. The Medical Association, The NMA, in a very generous public-spirited gesture, organized what amounted to a bucket brigade whereby doctors agreed to go down, some for a week, some for a fortnight, two at a time on a roster situation and thus provide - I am sorry, the Minister of Justice is chuckling -

MR. HICKMAN: On a bucket brigade.

MR. ROBERTS: Well I do not mean it in any fatuitous sense. I mean it in the sense of, shall we say, rotation of shifts of doctors coming in. They have provided and are providing a service there that is very necessary but obviously it is a temporary expedient and perhaps the minister can tell us what is in the cards there. The hospital of course is operated by the Salvation Army - I am sorry, the hospital is still operated by the Salvation Army is it not? Yes. I would be interested to hear what plans there are with respect to it, it is not a direct responsibility of the minister but the buck stops

MR. ROBERTS: when it comes to health services, He may have some information to give to us.

Similarly, I wonder if he has anything to say, which he can say now about Labrador South. The people in that part of the province and there are relatively speaking very few people there along a great distance of coast line - it is what? It is several hundred miles between L'Anse-au-Clair or Forteau on the south and say Cartwright on the north. There are nursing stations at Cartwright and at Mary's Harbour and Forteau, there are three.

AN HON. MEMBER: One at Port Hope Simpson.

MR. ROBERTS: One at Port Hope Simpson. No, I am sorry there is not one at Port Hope Simpson, that is the problem.

MR. WOODWARD: There is one needed at Port Hope Simpson.

MR. ROBERTS: I named the three, Cartwright, Mary's Harbour and Forteau. There is no doctor in the area. I am not sure if there ever can be, I am not so sure that the best way may not be to expand the present system whereby doctors arrive by air from the hospital at St. Anthony. There are only 3,000 or 4,000 people in the entire area and I am not so sure (if the minister wishes to say a few words on medical grounds) one could justify stationing a doctor there. There are three nurses, I believe, at Forteau, two at Mary's Harbour and two nurses at Cartwright. The people in Port Hope Simpson are most anxious to have a nursing station there. The minister may wish to say a word on that.

Now to go on, Sir, the minister touched upon the childrens' dental plan. Perhaps he could expand upon this a little. I would like to know how it is working, It was implemented last year by extension from the age of seven, I guess, to the age of eleven. Is it working? Are people taking advantage of it? Or are they not making use of it? The dentists co-operated very nobly in the plan, They had some fears, The minister may wish to say if some of those fears have come true or not. The problem with the plan of course is

MR. ROBERTS: that people in Newfoundland are like most people throughout the North American world, they will not go to a dentist on a regular basis, they only go when there is a toothache and that of course is the worst possible way to approach the dental business. As Your Honour will realize, it can be painful to have a tooth taken out. But in any event dentistry, perhaps more than in any other branch of health, "an ounce of prevention is worth many pounds of cure."

But I would like to know if the minister has any thoughts at all on what we might be doing on that angle?

He touched upon drug costs, Sir. I realize that has to be a general matter but perhaps the minister could make some comment on the various schemes that have been looked at from time to time to try to reduce drug costs. The generic one is a hardy perennial, it is one that has a mixed, you know, there are arguments pro and con, very substantial on either side. The biggest problem with the generic drugs has been of course the doctor will prescribe the drug he knows and that is usually a brand name. The doctor must have the freedom to prescribe the drug he wishes, if not you strike at the very basis of the practice of medicine and that would be quite unacceptable.

The Ontario government brought in the PARCOST Scheme, a couple of years ago, There has been the odd question from time to time on it. The minister may wish to say a word or two on that. Again, Sir, I apologize these are in no particular order, but some of them are subjects the minister touched upon, others of them are ones that I have jotted down. I would like to know where we stand with respect to the Mental Health Act and the Hospitals Act. These were two major pieces of legislation the House adopted last year, Each of them of course is subject to proclamation because each of them will require a great deal of preparatory work, including the

MR. ROBERTS: preparation of regulations. I know that the work was underway, as of say the turn of the year but I would like to be brought up to date on it.

I am particularly keen that the Mental Health Act come into force as soon as possible. I think anybody who looks at our Mental Health Legislation in Newfoundland will know that it is badly out of date. The Act we now have was the result of a number of years of study by the best of advice that could be obtained, psychiatrists, lawyers and other interested people. I think it is probably a massive job to prepare regulations, The minister may wish to let us know where that matter stands.

He touched upon the Hospital Act with his references to Channel and to the Paton Hospital at Gander and the Roddickton Hospital at Stephenville. I believe these are the - I am sorry, the HMND in here on Waterford Bridge Road. Again, the minister might either now or later tell us in a little more detail what is being planned. I am particularly anxious to know - there are some particularly loud gentlemen in the corridors, Sir, I could speak more loudly if I wish, but maybe they could restrain themselves in the wild applause and enthusiasm they have.

Mr. Chairman, the question such as who is to hire the medical staff, indeed are they to work for salaries or will they work on a fee for service basis? Mr. Chairman, if the whip is in sound of my voice will he please get some of his members in here or we will have to have a quorum called and there will be four of us gone and then the Committee will be counted out, Sir. There is the whip, he is only one, there is the member for Placentia West, ten. The whip is there. There is the Minister of Education, as always. Here they come. I hate to interrupt their cigarettes, but after all we are on Health and it is not healthy to smoke. So there they are now, eleven that is just about it. It is nice, Sir, yes,

MR. ROBERTS: they are such handsome fellows.

MR. EVANS: Is that enough now?

MR. ROBERTS: For the time being. I just want to prove to the whip that he can count. The whip, he counted to four before he got here, did he not?

As I was saying, Sir, about the Hospital Act, such questions as are the doctors to be in private practice, fee-for-service, hired, if so by whom? What will be the relationship between the board and the community? What areas will they represent? How will they be appointed? Will they be nominated by the government? Will they be nominated by the community? Will they be elected directly? The question of budgeting, will the standard practices of non-government operated hospitals be applied?

The minister touched on regionalization, Sir, and said particularly that the administration are proceeding in the Grand Falls Area. I think that makes sense, indeed it is not new. In Grand Falls Area I assume he includes Bay D'Espoir, Harbour Breton, with the road connection going through this year, the Botwood Area, Buchans and Grand Falls itself. Well unless they have changed, I know what they look like. I drew the original lines, but have they changed? Well the minister may wish to go on.

I am particularly - I am sorry

AN HON. MEMBER: Inaudible.

MR. ROBERTS: Labrador is left up in the air, because once there are enough people there it will obviously have to be a hospital region, but it was always the advice that I had.

AN HON. MEMBER: For the time being.

MR. ROBERTS: For the time being, but there are 30,000 people there now. Well when you get to about 50,000 people, it might warrant a regional hospital probably in Labrador West. That seems to be where the population concentration is.

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Tape 884 (night)

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MR. WOODWARD: Goose Bay.

MR. ROBERTS: Well, we will let the member for Labrador North and the member for Labrador West have it out on the floor, Mr. Chairman. But it will be a while. .

The Grand Falls Area intrigues me, I am particularly keen

MR. ROBERTS: to hear the minister tell us the relationship between the home for the aged, which I understand is going ahead, (am I correct?) in the old Carmelite, the old staff house. Obviously it should be integrated closely. Will it have any infirmary facilities or will it be for ambulatory patients only?

Also, there was a suggestion I believe, Sir, from the board out there, that the present nurses' residence, which is contiguous to the hospital in Grand Falls, might be turned into a convalescent hospital or a long-stay institution. Has anything become of that? It seemed to me, at the time, to be an idea that had some merit, Obviously it would need further study.

If we are going ahead with the regionalization in Grand Falls, the minister may wish to tell us whether this means a change in the status of the cottage hospital at Botwood. This is a hardy perennial. He may or may not, I am not sure, have been referring to this when he said the status of some hospitals will have to change. I do not want to put him on the spot, there will be lots of time in the years ahead for that if need be, but he may wish to say something on it. The fact remains that the two communities are about twenty-five miles apart, good paved road connections, first-class road connections. I know the medical people have always felt that it needed a second look.

A couple of years ago the government moved in that direction and as all present will recall it was all but a revolution in Botwood. The people there were not very happy. I have always tended to think that that was unfortunate, Not that they were unhappy, I mean that is their right, but I think the matter was presented badly. Since I am not being at all partisan, the member for Gander may have some feelings, he is not here tonight, but medically I think the matter should be looked at. There certainly is a case for re-examining it. That Cottage Hospital at Botwood was inherited from the RAF at the end of the Second War. If

an addition is built at Grand Falls, it certainly changes the balance in the area.

The minister did not mention in his capital programme the Bay Roberts Hospital, a contentious matter. I gather not much has been done on it. What I wish to know is whether or not the matter has been shelved? Whether the administration have cancelled that plan and have decided not to proceed? If they have decided not to proceed, then what if anything do they propose as an alternative?

The minister is at least as familiar as I am with the problem and we will not go through it any more. I am particularly interested as well, Sir, in the ambulances. How many did in fact come in, how they worked out in practice, what areas are not served by ambulances. How is the voluntary system working? The committee will recall the plan is that the government put up the capital cost of the ambulance and also a grant of approximately \$1,200 a year for the cash outlays needed to run it and the community involved provided the drivers, usually on a voluntary basis. That of course is outside the ambulances here at St. John's, Gander, Grand Falls and St. Anthony and at Corner Brook.

But I wonder how many have come in and I am sure that the minister either has had notes prepared for him, carrying on a tradition started by one of his very illustrious predecessors, or if not...

AN HON. MEMBER: Inaudible.

MR. ROBERTS: No, no, it was started a little more recently than that. Not this sort of note, this was begun by a Minister of Welfare and then carried on when that gentleman became Minister of Health. I am too modest to say who it was.

AN HON. MEMBER: Blue.

MR. ROBERTS: I can believe that. I mean Tory blue, Liberal red, you know.

Or maybe they have run out of red ink because of what the Finance Minister has been telling us. Or anyway, I would like him, if

MR. ROBERTS: he would, to say a little about ambulances, Sir. The minister skated very gingerly on the questions of doctors' incomes. Since my father is in San Francisco, I can be a little bolder, I am not going to get it when I go home tonight. What does the minister plan to do on fluoridations? Where do we stand with respect to the new fee schedules? Will the temporary agreements continue until a new fee schedule comes in? Are negotiations going on? What is the form of these negotiations? What are they thinking of? What suggestions are there? What happened to the plan to bring out a new fee schedule?

The minister also the other day sponsored a change in the MCP regulations. They were in the "Gazette" and I believe the "Daily News" picked up the story as well. Not surprisingly, it was started about a year ago. What is the estimated cost of this out of province change? It is a good change. Again I have a feeling of some paternal pride in it, but I would like to know what the estimated cost is?

The minister mentioned the number of community clinics throughout Newfoundland. I am particularly interested in the Port Saunders one, in St. Barbe South as it turns out. How far is that coming on? Have the I.G.A. got a doctor? Is it to be the travelling doctor and if so where will he travel? Has anything been done towards improving the services of the Flowers Cove area? That perhaps falls in a piece with the services in the Labrador South part of the province.

In closing cottage hospitals, I touched upon Botwood; is anything to be done? There are persistent rumors. Is there anything to be done at Old Perlican? With the new regional hospital coming in at Cabonear in a matter of two or three years, are there any plans to close out the hospital at Old Perlican? Again it has been suggested often. Is anything being done at Whitbourne? Dr. Tom Marrie went there last year and is doing a superb job. There was considerable

MR. ROBERTS: local pressure for both pediatric facilities and expanded x-ray facilities; anything being done on that?

Now, Sir, there are a couple of other things here, Could the minister be a little more specific on the possibility of closing the present sanatorium? I think we all agree that it has served its purpose. Its day is gone.

There was some suggestion that the facilities being offered at the sanatorium would be integrated into one of the new hospitals being built in St. John's. There were discussions underway at least at the official level. The minister may have something to report, if he does not I would understand, because I realize these are complicated and may be long lasting. But as the new hospital will be coming into service within this year, the minister may wish to - It is not coming in next fall, St. Clare's?

AN HON. MEMBER: Oh yes.

MR. ROBERTS: Well, there was some suggestion that perhaps the orthopedic surgery, particularly the cold orthopedes, could be moved into St. Clare's. I do not know how far that got but there was that suggestion. As I understand it, the sanatorium now, half its work load is cold orthopedic surgery and long term convalescence. Maybe I should not say cold orthopedic surgery but it is a jargon term, the non-accidental, the non-trauma as such. Presumably the trauma cases will continue to be handled down at the new General.

There was in the newspaper the other day, Sir, a notice, signed by the Deputy Minister of Supply, that a house in Belleoram is being sold. Is that the doctor's house? If so, where will the new house be built? It should go in English Harbour West but is that in fact being done?

We had a petition here, I think presented by the Member for Fortune Bay a little earlier, on that subject, but the minister may wish to say a word on that. I would like him to be a little more

MR. ROBERTS: specific, Sir, on the non-medical drug situation. During the last year or so, the government undertook to support the KODA operation here in St. John's and undertook to support a similar operation in Corner Brook, I believe one in Grand Falls. I am not sure how far that got. Is this approach working? Have Ottawa produced - That is a note from the Associate Deputy Minister of Health. I recognize the paper from here. I had many of them in my day. It is in large blue ink and very well-shaped hand writing and it will be good advice, I can assure the minister.

Is the approach working? What happened to the Government of Canada's plans for so called initiative money, Has anything come of that? The last I heard, the Government of Canada were back-tracking quite furiously, I believe the entire staff of the division have resigned at Ottawa, but is there anything the minister can tell us?

Have the administration any plans to deal further with this trouble? It is becoming more serious. I am not saying it is anybody's fault. It is not. It is a fact of life. It is a very unhealthy fact of life. There are drugs all over St. John's today. I understand, I do not know exactly, they are in the high schools. We had a tragic case the other day where three young people were arrested and I gather have been charged with possessing \$30,000 worth of drugs. That is a lot of drugs, I would think. On the medical side, are there any indications of any progress or any ways to try to deal with this? Are educational programmes being stepped up?

The minister mentioned that the department, I do not know if he said the administration encouraged fluoridation, Mr. Chairman. How far are we going to go on that? We have a programme now, under which one-half the capital costs of an annual grant to operate will be paid. I believe that has been a spectacular failure. As far as I know, it does not induce any municipality to fluoridate. Maybe we should go a step further and bring in legislation and make fluoridation compulsory. Is it quite interesting to note that Quebec

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MR. ROBERTS: are now doing this. I think they provide that in a municipality, on a referendum the municipality may opt out. It is an emotional subject. It is one on which people get quite irrational. Nonetheless

all the scientific advice I have ever seen, it is strongly in favour of fluoridation as a dental weapon, as a weapon against bad teeth. The minister may wish to say something on it as he just skated lightly over it in his introductory remarks.

Industrial Health: The big problem there, Sir, was that there was a great row on between the Mines, Agriculture and Resources Department and the Health Department as to who was responsible for what. Well, has that now been agreed because I can remember all sorts of meetings in which the previous Minister of Mines and Resources and I would be refereeing, with the two deputy ministers, the Deputy Minister of Mines and the Deputy Minister of Health having at each other in right round fashion? There are a number of plaintive memoranda in the files from me to everybody concerned that never got resolved. I feel very concerned about this, Sir, and I think it is one of things that must be looked at. I am concerned about Baie Verte. I think there is a possible problem there of asbestosis. It exists in any asbestos mine. I am concerned about the operations in Labrador West particularly in the pelletizing plant where the dust concentrations are high. I do not think they are too high but I do not know. I think it got into a great row as to who was responsible. Men were being exposed potentially to hazards and government departments were arguing back and forth. It was really quite ridiculous. I was not able to get it resolved, I admit quite candidly, but I would like to know if the minister has been able to get at that and if so, with what results? If not, what does he intend to do about it?

The problem with ERCO should also be mentioned. There is no doubt that we have been asking the wrong minister about ERCO. It is not a problem within the purview of the Labour Relations Board, in my books, it is a problem within the industrial health aspects. But I think there is a prima-facie case and I will put it no higher than

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that, but there is a prima-facie case that the dust concentrations, the phosphorous dust concentrations in that plant should be looked at. I know the men out there, with reason, are concerned. The company have a good programme to deal with phossi-jaw, one of the problems that does come with phosphorous plants, but the dust concentrations in that plant, I am told, are very high. The men are concerned. I think it is a health problem and the industrial health angle is the one that should be looked at.

In addition I do not know if anything has been done recently on the emissions from that plant. There was some question about them. Anyway the minister may want to touch on those.

The minister did not mention a problem with which he dealt at some length in a speech in Corner Brook to the N.M.A: The kids who take the bursaries and then opt out; I wonder if there are any plans to deal with that? I do not consider and never have that repayment of the money is the answer. It is all that could be demanded legally but there are other weapons open to the government short of ending the programme. Maybe we can debate that at some length, but I would like to hear the minister's views on it. It is quite unconscionable that these young devils take the government's money, go off to medical school and then will not honour their obligations. They are not being asked to serve at any hardship, Your Honour - \$20,000 a year to start, plus subsidized housing, plus a month's salary with pay is not too bad, and that is what these young gentlemen and young ladies are being asked to do. I understand four or five of them have cancelled out this year and that is what, about a third or a quarter of them? It is a high percentage and really it brings in the question of the whole value of the programme, but I wonder if we can stop short of ending that programme because that might be throwing out the baby with the bath water. The fact remains that there are many doctors in Newfoundland

today who would not have their medical training had it not been for that programme. Even today with improved student aid and with the medical school here there may still be a very real need for it, not mentioning of course the fact that the minister's recruitment problem would be even greater than it is without the indentured students. Maybe we can have a few words on that, Sir.

The minister could also perhaps tell us where we stand on recruitment, how many are we short, if any, this year. Are there any expansions of service being done particularly in the area of the district medical practices? There is one being built in Trinity, in the District of Trinity North, and I do not know how far on that is but plans are underway. The King's Cove one, in Bonavista South, should be in operation by now, but I confess I have not been in King's Cove recently. Is it in operation? Is there a staff for it? St. Mary's, which I suspect is a district that has one doctor for 5,000 people, are there plans to put another doctor there and so forth? The minister doubtless has a list of them there.

He touched upon the medical school and I wish the minister would say a little more about it. I am particularly anxious to know how it is coming, whether agreements are being worked out with the hospitals around. Are we going to go ahead with the agreement for H.M.N.D. to use that for teaching purposes and so forth? Last year the health critic for the opposition felt perhaps the medical school was not a good idea or at least not the best idea but this year the health critic for the opposition does not feel that way at all. But I do think it is something that we should go into a little more. It is a large grant of \$2. million or \$3. million, when we come to it.

MR. CROSBIE: Do not stop now.

MR. ROBERTS: I do not intend to stop now. No I do not. I think for \$100. million one really should take a few minutes to chat about it.

All these things are of an immense interest to the people concerned and I am sure the House is listening enthralled, just speechless.

MR. CROSBIE: Enthralled -

MR. ROBERTS: Yes I know the honourable gentleman is enthralled but he does not have to tell us that. We just feel sorry for him. So be it, I agree. I wonder if the page could bring me another drop of that delicious non-fluoridated water. Thank you!

Let me, in concluding the opening part of this, bring up two points in a capital programme that the minister did not touch upon or he touched upon by inference. He said, as I recollect it, that when the present programme is completed Western Memorial, Twillingate, a potential expansion at Grand Falls, the new General Hospital here in St. John's and the Carbonear Hospital, but there is only one area of the province really which might need further hospital facilities being built in the form of acute care. Your Honour would know of this area because, as I understood the minister to say, it stretches from Grand Bank to Bonavista. It is a long distance. Maybe not too long. I do not know, one can find arguments either way. But I would like to spend a little time on that question. Does the minister envisage a region that stretches literally from Grand Bank to Bonavista town with presumably a hospital at Clarendville? I think he mentioned that possibly. If so what would happen to the present cottage hospitals at St. Lawrence and at Burin and at Grand Bank and at Bonavista? There are four in that area. Well the Come by Chance one, as we all know, is an accident waiting for the opportunity to happen and the quicker that can be replaced I think the better. It was the first cottage hospital, as I recall, or was it Old Perlican? But Come by Chance is being strained to the utmost and it has been some sort of miracle that the staff out there has kept it going as well as they have and offer the high level of medical service they have offered. There are five. What is to happen

to them?

Some years ago, two or three years ago there was a move afoot, Your Honour may or may not be familiar with it, to have a regional hospital built on the Burin Peninsula. The movement was centered in Marystown because the people concerned felt that Marystown was the logical position. There were people in other parts of the bottom, the boot of the Burin Peninsula who disagreed with that. The honourable member from Burin would know of those. But I do not know where that movement has gone. I can remember going up there one evening and rather ruining a dinner for them by telling them that I could not see any hospital being built at Marystown for at least the next five or ten years at the inside or outside and that the question would be looked at then in a greater light. But could the minister touch upon that? I would like him to expand a little.

I am particularly anxious to have him expand because the present member for Trinity North, I understand, during the March campaign assured the people in that district there would be a hospital built in Clarenville. This comes to me second-hand. I did not have the pleasure of hearing it but the member is in his place and if I am wrong perhaps he will correct me. If not it is an immediate concern to him. It is a commitment which he made.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: Trinity North, well okay. I assume it would be in the Clarenville area because that is by far the most populous part of that district, I would think, and the other concentration is down near Bonavista Town and served by the hospital at Bonavista. I would like to hear the minister talk about that. What he envisages, what size of hospital and so forth. I would also like him to touch upon the hospital which I understand, and again it is second hand, the member for Bonavista South promised to the people of Bonavista Town. The minister perks up

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his ears and well he might but I understand and indeed I heard the gentleman quoted on the television subsequently within the past fortnight that a hospital would be built in Bonavista. A flat statement, the only question would be time, when would it be built. I would like the - No, I am talking about the member for Bonavista South and not the member for Trinity North. Then I apologize to the honourable gentleman. His speech writer is even better than I thought. But I am sure it was with reference to it to the one in King's Cove - No, it was Bonavista Town because the honourable gentleman from Bonavista South was quite an expert on the hospital situation and the honourable minister's officials could tell him about that.

Mr. Roberts,

I had to take some steps - I am sorry.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: Well in that case he would be making a much better remark than he normally does, I assure the honourable gentleman. If the hon. member for Bonavista South would continue merely to repeat what is said by the gentleman from Trinity North, the hon. member for Bonavista south would be in much better shape than he normally is. However, I would like the minister to talk about that if he would. What plans are there? There is a case for saying that there should be clinics at Bonavista, somewhere on the Burin Peninsula and Bonavista Peninsula and so forth, a number of clinics and a large hospital at Clarendville. There is a case for that and equally there is a case against that. I am not pressing him at this point to take a stand on a contentious issue. If he wants to talk a little about some of his thoughts on it, I would be delighted.

Mr. Chairman, I think that is a brief list of some of the things that I would like the minister to talk about. He may wish to touch upon others, I listened with interest. I will doubtless have some questions when we come to the individual subheads in this. I notice also that the minister has changed the format of the estimates again this year. I think they have been changed - changed back. Last year they were changed to show the total contributions from the Government of Canada and the various heads. Now one has to take a pencil and add them all up again.

AN HON. MEMBER: Page eighty.

MR. ROBERTS: Is it?

AN HON. MEMBER: Eighty.

MR. ROBERTS: Page eighty. That is the summary of capital expenditure. I am worried about the grouping together of all the hospitals, to show the total contributions under the Hospital Insurance Programme - not serious but somewhat confusing.

AN HON. MEMBER: Under the Appropriations-in-Aid Heading.

MR. ROBERTS: Okay, I will have a look at it in a second. Finally, Mr. Chairman, may I raise the question of the Buchan's Hospital. I have here a letter which I have permission to use, (It is addressed to me) from the secretary of the Buchan's Hospital Committee. Now I was in Buchans a fortnight or so ago and I met with the committee, at their request. They were a very angry group of men, very angry indeed. Now the committee, as the House I am sure will recall, was elected at a public meeting in Buchans. The public meeting was called during the difficulties which arose from the strike last year when the hospital was closed and then opened and so forth. I think it represents a wide cross-section of the people in Buchans. Well the committee was elected and they started agitating for the government to take over the hospital. The government did agree to take over the hospital and at the time we left office in January we were moving towards the appointment of a board. Well we were out of office before the board was appointed and that was that. To my knowledge the board has not yet been appointed. The minister may wish to tell us where that stands. I understand he made a statement that the company had not given formal permission to turn over the hospital. I hope when it is taken over, it will be for a dollar. The company should be given a dollar, and so thanked. Well that is the position the government should take, in my view. However, that is not why I bring it up now. The letter asked: "Is the provincial government prepared to take over the Buchan's Hospital and if so, when can we expect it to happen?" The minister might have something to say to that. The letter goes on: "Is it true that a board of directors has been appointed for the Buchan's Hospital if and when the government take it over? If so, who are they?" I mean the committee have asked me because they could not get any - the minister was in Buchans as was the member for Grand Falls, the hon. Minister of Community and Social Development and the story I got from the committee is that they were in and gone - the gentlemen were in and gone.

AN HON. MEMBER: (Inaudible).

MR. ROBERTS: I will. Let me tell you what I am told then, the honourable gentleman - I am not saying what I am told is right. I am not saying what I am told is wrong. I am merely passing on what I am told. The committee were very angry that the two ministers came to Buchans and then went back to town and did not meet with them. Indeed I believe they put it on the radio. They made a statement that they were annoyed.

AN HON. MEMBER: I also made a statement.

MR. ROBERTS: I am sorry.

AN HON. MEMBER: We did not go there to -

MR. ROBERTS: Well I do not know whether one did or not. I subsequently saw a letter written by the minister. It was shown to me by the gentleman for Grand Falls. It was written to the committee apologizing for the whole incident. But what disturbed the committee, Sir, was this: They did not know that there had not been any meeting arranged. What they had done was telephoned (so they tell me) to Mr. Dicks at Grand Falls, the \$12,000 per annum executive assistant to the Minister of Community and Social Development and they had made an appointment with Mr. Dicks acting for his minister. They had made an appointment that when the minister came to Buchans he would see them. That is what the committee told me. Now whether or not Mr. Dicks ever communicated with his minister, I do not know. It is quite possible he did not and thus the minister was not aware that a commitment had been made in his name. The people, this committee in Buchans were very much aware of it and understandably felt angry. What made them angrier, Sir, was the fact that during that day, that Monday or Tuesday or whatever

day of the week it happened to be, there was a phone call from the minister's secretary here in St. John's to a member of the committee saying, "I am looking for (naming the hon. gentleman) I am looking for the minister, I understand he is to meet with you. Could you tell me if he is there? If so, could I leave a message for him?" The committee feel very angry about this. They feel that they have been treated badly.

MR. SENIOR: Mr. Chairman, would the...

MR. ROBERTS: No, I do not propose to yield...

MR. SENIOR: I would like to read this letter because it has been discussed on several occasions...

MR. ROBERTS: Mr. Chairman, do I have the floor or not?

MR. CHAIRMAN: The honourable member has the floor unless he yields

MR. ROBERTS: No, I will finish in a minute then the honourable member can deal with it. I am not making any accusations I am merely saying...

AN HON. MEMBER: Just not telling the truth.

MR. ROBERTS: I am saying what I was told by the people who believe it to be true. Whether it is true or not, I do not know nor do they. I am merely giving - it is hearsay at law, but this is not a court of law.

MR. CARTER: Disgusting.

MR. ROBERTS: The honourable Minister of Education says that it is disgusting. Well he knows a lot about disgusting conduct after what we have seen from him. What I am saying, Sir, is that there is a group...

AN HON. MEMBER: (Inaudible)

MR. ROBERTS: Let me read the letter, let me read the letter. "My reason for requesting your assistance (that is me) is simply that we have been unable to get any answers from the Minister of Health or the member for Grand Falls District. In fact a meeting which was supposed to be held May 26, 1972 was completely ignored by these two members of the government." I am not saying that is right nor I am not saying that it is wrong. I am merely saying that that is what these gentlemen, the members of the committee, it is signed by their secretary, have asked me to find out.

That is what they say. I have given the evidence on which they base it, the fact that an appointment was made with Mr. Dicks, so I am told. I have not have it from Mr. Dicks, I was not there.

MR. SENIOR: The appointment was made with me.

MR. ROBERTS: The appointment was made with the honourable minister? Well then, the matter gets curious. That would explain why the minister's secretary telephoned because he...

MR. SENIOR: I would like to explain.

MR. ROBERTS: In due course the minister will, When I finish what I am saying on the Buchans Hospital, I will gladly yield to the hon. gentleman.

The other two questions the committee would like answered, Sir, were these. Have any plans been made to acquire alternate heating for the hospital so that a recurrence of the problems of last year are not repeated? As the minister is no doubt aware, the Buchans Hospital is heated by the central steam plant.

AN HON. MEMBER: They had a little problem with the...

MR. ROBERTS: Yes. Finally, "it has been strongly resumed, (and I think that is a misprint for rumoured) that certain members of the staff of the Buchans Hospital, including Dr. A.M. Guy, (Dr. Mac Guy,)" will be leaving Buchans shortly and we are concerned as to whether they will be replaced."

Now, I spoke to the gentleman two days ago and he says that they have no information, as of two days ago, The letter itself is dated the second day of June. I am not making any charges, Mr. Chairman, I merely asked for information. I passed on the information which was given to me, I submit in good faith. I bring it to the committee in good faith. There may very well be an explanation for this state of affairs and if so I would welcome it. I will gladly yield right now to the Minister of Community and Social Development or the Minister of Health and make them deal with it. Okay?

MR. SENIOR: Mr. Chairman, if I could beg leave, I would like to clarify this matter once and for all. Some time ago I met with the hospital

committee in Buchans and discussed with them, at that particular time, the situation relative to the takeover of the hospital by the hospital board. Before this could be done, of course, the title to the hospital will have to be transferred from the mining company there who hold title to the hospital. Subsequent to that meeting the committee requested that the Minister of Health and myself travel to Buchans to have a meeting to discuss the matter further. We agreed that we would do this. However, after considering the matter further, we decided that there was very little to discuss until in fact we had received permission from the mining company to transfer ownership of the hospital. I then called the chairman of the committee and advised him of this, and told him that we would be anxious and willing to come to Buchans as soon as we received written confirmation from the mining company that they were in fact now prepared to transfer ownership of the hospital. They were satisfied with this explanation and, to my knowledge, as yet we have not received or at least I have not seen any confirmation from the mining company there that they are now prepared to transfer ownership of the hospital. So, the arrangements that were made pertaining to the meeting at Buchans still stand. As soon as this confirmation is received, as far as we are concerned, as far as I am concerned this meeting will be held.

As far as the trip that we made to Buchans, I think it was only an assumption on somebody's part that we were in fact travelling to Buchans to have a meeting with the committee there to discuss the transfer of the ownership of the hospital. Our purpose in travelling to Central Newfoundland was to have a meeting with the board of the hospital in Grand Falls, to discuss the matters to which you referred to earlier. Our visit to Buchans was just something extra which has nothing to do with the ownership of the hospital at all. It was just a courtesy call to have a look at the hospital. If these people were of the opinion that a meeting had been arranged, it was a misunderstanding

or an assumption.

The arrangements that were made by myself personally, as far as I am concerned still stand. As soon as we receive word from the mining company there, we will in fact have this meeting with the hospital committee.

MR. ROBERTS: Mr. Chairman, just a word on this Buchans thing. I accept of course, the minister's explanation, but he would be wise to communicate it to the committee, because there has been some breakdown in communications. I met with the full five member committee including the chairman on the first or second day of June or the last day of May and as of that point they certainly were under the impression there had been an appointment made by Mr. Dicks, the executive assistant and they were very angry indeed that the ministers, two of them has come to Buchans and had gone on without seeing them. They were very angry and one man had gone to the extent of working an extra shift so that he could be off work at the time the meeting was scheduled.

I accept the explanation, There is no question there, but the men in Buchans, the gentlemen on the committee certainly, as of now and until they hear this, were not under that impression and indeed were under the directly opposite impression, that among the points to be looked into or the matters to be done by the two ministers when they were in Buchans was a meeting with the committee.

This letter was written to me on the second day of June, but I discussed, with the secretary yesterday on the telephone, and he confirmed that the information in it was still valid, that nothing had changed since then. I merely say that the minister might wish to get in touch with his constituents on the point.

DR. A.T. ROWE: Mr. Chairman, if I may just clarify what the hon. minister has said: There are one or two other asides about this and I am sure that the facts of the problem of taking over the Buchans Hospital are well known to the honourable Leader of the Opposition.

I would just like to give a little background to this:

Early in January, before I went into the department, a letter had gone from the Department of Health to the company at Buchans, asking (a request) about the takeover. Early in January, and a letter came back on the 6th. of June, stating there was an agreement on intent that government might take over the hospital. Just an agreement on intent. Now they want us to develop the modus operandi by which we will take over. On the 7th. of June we replied and said that we were quite happy to hear from the company now as to what they had in mind. We had their intent. However, the main reason why I wanted to go to Buchans was, I knew that I knew that problem was coming up with the Buchans Board. I knew that Dr. Guy was in trouble, because he had 5,000 people and he was on his own, Dr. Tamm had left quite recently. He was very anxious to see if he could not get someone to assist him. I wanted to see the plant, I wanted to talk to Dr. Guy and I am quite happy to announce, that having seen Dr. Guy we now think that there will be a doctor going in to assist Dr. Guy within the very near future.

AN HON. MEMBER: Private practice?

DR. ROWE: Private practice. That was the main reason why I wanted to go to Buchans. (1) to be au fait with the problem when the question came to appointing a board. I had not seen the hospital, I wanted to see it. I was concerned about the medical population in the area. This was the main reason, and the honourable Minister of Community and Social Development accompanied me, it was in his district. There was no intent and there were no arrangements made for a meeting with the committee at that time. But, the statement still stands, that as soon as we have some idea from the company as to what they want us to do we will sit down with the committee and discuss it. We can do no more than that.

MR. ROBERTS: (Inaudible)

DR. ROWE: Several. I point this out, it took six months to get a reply to the letter sent early in January.

DR. ROWE: There were quite a number of phone calls, there were meetings arranged. We had...

MR. ROBERTS: They are a frustrating crowd to deal with, that company.

DR. ROWE: Thank you very much.

MR. ROBERTS: I could not agree more. Ask the deputy minister about the pharmacists last year.

DR. ROWE: Thank you very much.

MR. ROBERTS: No board of directors has been appointed I take it. Also it is apparently a wide concern in Buchans the rumours that Dr. Guy is going on an extended vacation. Nobody begrudges him. Can the minister say anything on that now? If another doctor goes in that may alleviate, solve the problem.

DR. ROWE: Mr. Chairman, listening to the honourable member one of the results of my visit was the fact that we think we will have a doctor there to assist Dr. Guy on a permanent basis but will also relieve Dr. Guy for a holiday which he badly needs from his point of being one doctor in isolation.

 If I can go back to some of the points which you mentioned at the beginning. On the question of Happy Valley there are three points which should be mentioned as the result of the Federal-Provincial study under Mr. Rosenveldt, Mr. McLean, Mr. Burnell. This will be tabled in the House in the not too distant future so that you may have the benefit of the total report.

 But emanating from this, the fact that there are some funds available for the planning of further extensions to the hospital at Happy Valley, great concern about the urgent provision of an ambulance for the Happy Valley area and the provision of further medical assistance. These are three essential points as declared to Happy Valley, that clarify the answer to it.

 The next problem that you mentioned, that one of Labrador West. The hospital at Labrador City. In this regard the government is grateful for the cooperation that N.M.A. have given us in providing doctors on a rotation basis, rather than the bucket brigade it has been a rotation basis. This cooperation has been extended up until about the present time. Within the next month or so there are two definites and one probable three doctors going into there in general practice. This will relieve the immediate medical problem in point of view of general

practice but there is still the problem of surgeons or a surgeon for Labrador City. This is perhaps the most pressing point at the moment and there are one or two possibilities in that direction. So, I am concerned about it because I think a city as large as Labrador City needs and must have a surgeon on staff. This we are looking at with considerable concern.

Labrador South, the question particularly of Port Hope Simpson; Only recently a request has come and I think that this is one area where I refer you to the question of provision of a male nurse, because there is more stability, more permanence if we can encourage men (we have very few of them that go into nursing) give them an adequate wage, they tend to settle. I think the precedent I mentioned was Ramea where they have been very happy. Just north of Nain there is another example, where they give considerable stability. I feel that this may well be one of the answers.

MR. ROBERTS: The problem, Mr. Chairman, I did not make it very clear. The I.G.A. have a station at Mary's Harbour, Margaret Harris is there and I forget who the other nurse is, two nurses there. There is no problem there with stability. They come and they go but the I.G.A. always manage to find enough nurses. Mary's Harbour is about thirty miles in a direct route from Port Hope Simpson. The people in Port Hope Simpson feel that there should be a station in Port Hope Simpson. Indeed there is going to be one nurse in Mary's Harbour the other nurse should be up at Port Hope Simpson. That is the problem. It is not a matter of finding somebody who will stay. The I.G.A., as far as I know, have always been able to find nurses. They have not been able to find one for Englee but that is a peculiar problem. So it is not the question of a male nurse. The question is, are the government prepared or preparing or contemplating the establishment of a nursing station at Port Hope Simpson? You know, that is the problem, I guess I did not make it very clear.

DR. ROWE: Mr. Chairman, my feeling to the question of the honourable Leader is that there is no point in putting in a station unless we think that we can permanently staff the station. There is a problem there I think of communication between Port Hope Simpson and some near by - Mary's Harbour, I think we just have to look at it from the point of view, are we going to get people to stay in areas such as that? The I.G.A. are having their troubles in many directions, as you are well aware. So, it is a problem and I referred to it in my opening remarks as one of the most serious problems, finding people to go out into the more isolated and rural areas to do public health nursing or indeed to do medical practice. I am sure you are as much aware or more so than myself -

MR. ROBERTS: Mr. Chairman, if there was a station, could the I.G.A staff it? Well, I have never known them not to staff a station when asked to.

DR. ROWE: We have no plans at the moment to build a station. We have no plans at the moment. I am considering what to do about it. How we can relate to the problems, perhaps send somebody in on a weekly basis to do clinics may well be one answer which may be a less costly programme.

The question of the children's dental plan I think everybody agrees that if possible this should be expanded. Not only do we go up to age 11 as you are aware, we look after children in orphanages, children in the Deaf School and various other of the medically disabled children.

But the problem is the shortage of dentists and throughout this whole province the number of children that are not receiving dental care. We have the programme available but not the personnel to carry out the programme. I think that we are now discussing with the dental association ways of overcoming this. Perhaps the programme of dental hygienists who can be trained, and dental assistants, can be trained in a much shorter time than the average dentist might well be the answer to

this part of the problem. We can only say that we are discussing it and we are hoping for some results.

Now on drug costs, I am sure you are aware that the department is spending \$2 million on drugs for indigents, a year. This is a considerable amount. The drug costs to the people in the lower economic income status does present a tremendous problem. I think we are going to have to introduce something such as a means test. If your prescription has become over a certain amount we will have to give that. But the idea of Ontario which recently brought in the question of drug substitution, it was only today I was speaking to my counterpart in Ontario, the Honourable Dr. Potter, we discussed this briefly on the phone, he said that both doctors and pharmacists have accepted this drug substitution legislation relatively well. This has been well accepted both by the medical profession and the pharmacists. So maybe we can give some thought to that.

The Mental Health Act is in process of drafting, it should be ready for the fall session.

MR. ROBERTS: Act ready for the session?

DR. ROWE: We hope the Mental Health Act will be ready for later on, in this fall session, at about the same time the Medical Act will be ready.

MR. ROBERTS: I do not follow what the Mental Health - There is an Act now that needs to be proclaimed. Is the minister planning to amend it?

DR. ROWE: Yes, we are.

MR. ROBERTS: In what regards?

DR. ROWE: We are planning to make some amendments -

MR. ROBERTS: The Mental Health Act, as it was passed last year?

DR. ROWE: One or two slight amendments -

MR. ROBERTS: Has anything been done on regulations for it -

DR. ROWE: I will have to take notice of that - it is being drafted now -

we are working on it. I was going ahead to the question of the hospitals and the question of how you change over your hospitals, and you ask the question about how we pay our doctors for instance under the board-operated hospitals. You will remember that it was arranged that there would be what we called the Chicago study, people down from Chicago giving ideas on question of remuneration for government, medical personnel. Perhaps I might say that we would favour some degree of salary plus some type of fee for service. This is what we would favour but we have not come down with any hard and fast rules as to how we are going to do this.

Board members, as far as we, at the moment there is no intention to have specific elections. My hope is that they would be appointed, after considerable discussion with knowledgeable people within the communities where these hospitals will be board run.

Question of Bay Roberts, there was no difficulty with this because there had been no cabinet approval given to start the hospital in Bay Roberts at the time of the election last fall. It was started as a result of a radio programme I believe where the then Premier said there would be a hospital. But in checking through the records there was no cabinet approval, so it was very easy to

DR. A.T. ROWE: put it in moratorium, but I will tell you that we hope in time that due to a regional hospital fifteen miles away, with a relatively good road, which is being upgraded all of the time, a community health centre would be the answer for the Bay Roberts Area.

MR. ROBERTS: Doctors, but no beds.

DR. ROWE: Under ambulances. There have been sixteen provided, we now have applications for a few more, I think about three or four. The question of doctors incomes, proration, as you will know; under proration in the year that it was in operation, it resulted in the saving of two percent, which is \$250,000 of the total medicare amount. Proration I am aware was should I say an offspring of the previous Minister of Health.

MR. ROBERTS: I am proud of it.

DR. ROWE: Well, I am not so proud of it because -

MR. ROBERTS: Of course, the honourable gentleman was practicing under it.

DR. ROWE: That may well be.

But, I think that unfortunately proration is not getting at the right people. It is prorating certain people in the province who have no right to be prorated, people who are performing in neurosurgery, there are certain categories of which I am sure you are aware. People should not be -

MR. ROBERTS: I agree completely that these people should not be.

Nobody could find a better alternative. That is why I asked if they have come upon a better one.

DR. ROWE: I have asked them to keep searching for acceptable alternatives.

MR. ROBERTS: We have still the best alternative. That is why I am proud of it.

DR. ROWE: We are still looking for acceptable ones.

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MR ROBERTS: When we find a better one, I am all for it.

DR. ROWE: They only save two per cent.

MR ROBERTS: Two per cent. Well, the Minister of Finance would walk on water to save two per cent.

DR ROWE: What we have done in upsetting doctors who should not have been prorated is another story. There are doctors who should not have been prorated. I refer to some specialists categories, who perform

DR. ROWE: tremendous work. They are almost limited by their own amount they can do themselves. In an emergency they are very important people.

MR. ROBERTS: There are exceptions possible, although there is the sanctions method to get other guys.

DR. ROWE: However, I think if proration was a kind of a disciplinary action, in a sense, if it confines itself to acceptable alternatives and of course when the new feeschedule is negotiated, then proration goes out the window, it would have done its job.

MR. ROBERTS: If the minister could find a better way I would be the first to welcome it and when they find the new fee schedule. I think proration should go out. But how are they coming on with the fee schedule, where are we?

DR. ROWE: That only just has been brought in to M.C.P. within the last couple of weeks and the committee is now getting busy from M.C.P. and N.M.A. to sort of study the possibilities.

MR. ROBERTS: This is an NMA proposal?

DR. ROWE: As far as Whitbourne is concerned an x-ray machine is on order it should be installed in the relatively near future.

MR. ROBERTS: Good.

DR. ROWE: The present sanatorium, he raised the point of the question of the patients within there at the moment. He referred to the cold orthopedics and this represents a problem. We have been able to find space to accommodate the actual tuberculosis chest cases of which thankfully we are getting a decrease in number all of the time, but the problem is in finding space for the chronic and long-standing convalescent care, orthopedic patients.

MR. ROBERTS: The old General Hospital.

DR. ROWE: Well, it will take some little time for this.

MR. ROBERTS: Where will the cold orthopedic work be done?

DR. ROWE: Well it is to be done at the General for the

DR. ROWE: foreseeable future, while the new hospital is being built. What do you do when you have a person who has an orthopedic operation and requires a long period of convalescence? You are tying up a bed worth \$70 or \$80 a day and we could put them into accommodation for \$20 to \$30 a day.

MR. ROBERTS: The father of one of my colleagues over here, I think is in that position now.

DR. ROWE: I realize it is a problem.

MR. ROBERTS: Where will the tuberculosis cases be?

DR. ROWE: Well we are hoping and I would not like to, I am sure -

MR. ROBERTS: Well if it is embarrassing, do not answer, because I know the problem.

DR. ROWE: the honourable member knows the arrangements that are being made. But we are making progress.

On the question of the non-medical drugs, I certainly think that the annual reports of KODA and the reports from the centre at Corner Brook have been pretty heartening in the numbers and the volume of work that has gone through them, the number of teenagers particularly that turned up looking for help in one way or another, who have become associated with drugs. I think they are performing a worth-while function. How much money we will be able to give to them in the future depends upon the results but we plan to continue to support them.

MR. ROBERTS: For this year.

DR. ROWE: As of the present time.

On the question of industrial help, he referred particularly to ERCO and I have had several discussions with Dr. Dobbin, who is retained by ERCO as a medical officer. I visited ERCO, in company, with the Minister of Labour, the plant, two months ago. I am assured that there are no, I would consider, no severe or serious health hazards at ERCO at the present time. There is, as he intimated, a severe dust problem.

MR. ROBERTS: That is the advice given to the ministry, there is no serious health problem?

DR. ROWE: No serious health problem.

However, I could mention too that I have just today spoken to the Honourable Minister of Health from Ontario and we are arranging for Dr. Mastromatteo, who is Director of Environmental Health for the Province of Ontario, to visit us in the near future and he is going to make an inspection of the ERCO plant.

MR. ROBERTS: Will he go up to Baie Verte as well, because the asbestos thing -

DR. ROWE: Well I am speaking to him in particular with regard to ERCO, but I will be quite happy if he can find the time.

MR. ROBERTS: I have a memorandum from the Deputy Minister of Mines and the Deputy Minister of Health that the minister might want to look at it in that connection.

DR. ROWE: Well at the moment we are considering ERCO, but I am quite happy -

MR. ROBERTS: But the Baie Verte asbestos thing is a concern - maybe nothing more than that.

DR. ROWE: On the question of bursaries for medical students: No, we are not closing out the programme but we are giving serious consideration to the fact that - I am not sure that the results and all of the distress which it is causing in the department, in ensuring that doctors go where they are required, really makes the programme worthwhile. Our thinking may be along the lines, the people who can show need for financial help to get into medicine should be given that help. But I am not sure if we have not been overly generous in the past to people who just wish to study medicine.

MR. ROBERTS: My brother needed help to go through medical school.

DR. ROWE: Well your brother is very fortunate, Is he going through on -

MR. ROBERTS: On the government.

DR. ROWE: On the bursary scheme. I hope he will have his four years in Belleoram?

MR. ROBERTS: He will. He will get non-departmental sanctions.

DR. ROWE: Harbour Breton?

MR. ROBERTS: Belleoram.

DR. ROWE: To be serious there is quite a concern that the students are not living up to their obligations and, as you point out, the return in service is not in money. It is not money we need. It is doctors we need, the doctors in the under-doctored areas are required. So we have to give some serious thought to either some degree of assistance on a means test or considerably curtailing the present scale.

MR. ROBERTS: Was any thought given to other options, of opting them out of medical care or that sort of thing?

DR. ROWE: Not at the present time.

Now on the question of the new hospital that you mentioned, I did mention the fact that after certain hospitals are built, I could see the need for perhaps one more regional hospital. I include the areas of Burin Peninsula, the Bonavista Peninsula, I just do not know what the answer is there, but as I mentioned in the middle of July Mr. Rosenfeldt is coming down and we are going to do a tour of inspection through the two areas to see if we can come up with some initial ideas of where we should move in the provision of medical services in that area. So I hope -

MR. ROBERTS: Mr. Chairman, the minister has touched on I think almost all of the items I raised. There is one very small point, the Belleoram house, I am puzzled, I see that "D.M." of Supply is selling a house in Belleoram. As far as I can think the only one the government would own in Belleoram would be the house in which the doctor has over the past resided. Is it being sold?

DR. ROWE: Inaudible.

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MR. ROBERTS: I know that, but I mean it is being sold, caveat emptor and all that sort of business. If so, where is the new doctor's house? The member for Fortnue is not with us this evening but he presented a petition on it.

DR. ROWE: It is a problem with location of the doctor's house. Perhaps I could get the information and would be glad to pass it on. I am not in a position right now where I can give you the exact story on the Belleoram doctor's house. We have discussed it relatively recently and I can get the information.

MR ROBERTS: Maybe a little note will come in now in a minute.

MR. WOODWARD: Mr. Chairman,

Mr. Woodward:

I am just going to be very brief, Mr. Chairman. There are a few remarks I would like to make. I am very pleased to hear the minister say that they do have funds cut out for the expansion of the hospital in Happy Valley.

DR. ROWE: Certain funds for the planning. This is funds for the planning.

MR. WOODWARD: I might have misunderstood. I think that most of the planning have been done prior to take-over and as you know we are in desperate need of additional beds, so planning is not going to give us any beds this year. There have been a number of suggestions made concerning the Happy Valley Hospital and if you would bear with me, Mr. Chairman, just to be brief I would like to go back to the initial stage when the hospital was built and the purpose of it. It was built, going back about five or seven years ago, primarily to serve the immediate needs of the Happy Valley Area. Since that time there have been some great changes taken place in the Happy Valley-Goose Bay Area. A number of people living in the Spruce Park Area, dependents of the Canadian Forces Base, and at that time the Canadian Forces did have their own hospital as such, a well equipped hospital run by the Department of National Defense, with a number of nurses, I think as high at one particular time as fifteen nurses plus four to six doctors on the staff.

When the Canadian Forces phased out in 1967, most of the dependents left the area and some of them did not leave the area but then again they had hoped to go into the Canadian Forces Hospital or the USAF Hospital I think at that time. This did not happen, so most of the people then were forced to use the facility of the I.G.A. Hospital in Happy Valley. This we discovered over a period of two years, and with Javelin coming into the area we discovered that the

hospital was overtaxed to some great degree and it sort of caused a rift between the hospital and the citizens of the community. Now, as the hospital board has been set up, we feel it will function very well. I do not know if it is a board that is recognized by the Department of Health as such. I hope this will be the case. The members of the board are representatives of the different organizations in the community, but I do not think that the board in itself has any legal status as such.

The honourable minister can correct me on this if he sees fit. The role of the Grenfell Mission in Labrador, I think, over the years have been changing as well as the economic developments in the areas have changed. At one time the Grenfell Mission did not have merely a nursing station in Happy Valley with a hospital at North West River. This hospital is still maintained and the hospital at North West River is primarily a headquarters for the nursing stations on the Coast of Labrador. I think that the honourable minister will bear with me in this respect. They have a well qualified staff. The whole of the Northern services, as I see it, is head up by Doctor Paddon, Dr. Paddon being a native of Labrador, born at North West River or Indian Tickle.

So in this case here I think that with the increase and the population increase in Happy Valley that a lot of people were given the understanding that the I.G.A. when they took over the hospital were completely financed by the Department of Health, the Provincial Department of Health. They looked to the I.G.A. for needs possibly or services that they did not initially provide, under their own set up and when they used their own endowment funds which was a charitable organization. So since that time the I.G.A staff have seen fit to come to the community and the leaders of the community to help them out with the problems that have taken place between or the rift that was caused between the citizens of the community, that

the honourable Leader of the Opposition mentioned in his opening remarks, and the I.G.A. staff or the officials who are operating the hospital.

We made representation to the Department of Health for an ambulance service and I do not know if we will be getting this or not. Maybe the honourable minister in his wisdom can expound on this. But as far as the nursing stations on the Coast of Labrador and as far as staffing those particular nursing stations, I think the International Grenfell Mission have met with some real success over the years in recruiting capable personnel to man the remote stations in Nain, not David's Inlet as some of the medical work is done there by Father Peters who is the priest, but at Hopedale and Makkovik. So they had some great success and as a matter of fact one of the nurses who went down to Port Hope Simpson, going back in the early 30's, who is retiring now,

living in Nain, Nurse Jack, maybe some of you have read her book that she had written back a couple of years ago. She has given a dedicated service in the medical profession to the Labrador coast, starting at Port Hope Simpson, Mary's Harbour and doing I think practically all of the nursing stations. She is retiring this year and I think she is doing part-time public health for the Community of Naine. I think this is the case.

So in this case here, we have had been very successful, not with people who have been trained here on the island but recruits that have come in from Great Britian. Most of the nurses and the staff with the Grenfell Mission that have been operating out of Northwest River has been people from some place in the United Kingdom. So I think in this respect that I have been told and told by Dr. Padden that they do have a good recruiting facility and they have been very successful in getting doctors. Now they have had some problem with getting doctors at Happy Valley and hopefully with the health council that is presently formed, we can form a liasion between the community and the hospital in general and help to alleviate some of the operating problems that exist or the administration problems.

But getting back to the present facility of Northwest River, I am very much afraid that with the increase, with the Labrador Linerboard Limited now and I understand before the end of this season they will be hiring some five to six hundred people, I am very much afraid that if we do not get additional beds at the hospital in Happy Valley, there is going to be a serious problem as far as their physical plant in itself is concerned. I understand that we are now getting the fifth doctor which we feel is adequate for the time being. Although the fact is that we would like to possibly have a surgeon with some skills so that our referrals to the hospital in St. Anthony are not as great possibly as they have been.

But in the event that there is no additional facilities there is no additional money cut out for the expansion so we can get additional beds at that hospital, I am very much afraid of that this year, come the construction season, as well as the Labrador Linerboard increasing their man power at Goose Bay-Happy Valley. But we are going to run into a very serious problem. I think this is serious and I would like the honourable minister to pay some attention to it. The honourable House Leader maybe has got an important message for him.

We are concerned about this as well as we are concerned about the ambulance service. I think in this area we have made recommendations. We have read the report that has been done by Rosenveltdt and the provincial people and we have made recommendations to the minister. We have not received a reply as to what recommendations will be implemented on that report but I trust that there will be a letter or there will be some communications between the hospital board as well as the medical staff at the Grenfell Mission, from the Department of Health, telling what is going to happen this season.

We do have a situation that is a little bit different from I suppose where you have service, communications, when most of our work has now to be done by an air ambulance. We find that the air ambulance service, operating out of Northwest River to the communities, and where they have weekly or semi-monthly clinics set up, where they go into communities where there is no nursing station, to be very satisfactory. They take a doctor along and go to those communities and they have clinics. So in this respect I suppose that we are very fortunate. But the big problem and

what we are chiefly concerned about is the expansion at the Happy Valley Hospital. I would like the honourable minister, as we go through the estimates, to expound somewhat on the actual plan and if the hospital will be expanded this year to take care of the increased population and the industrial sector like the Labrador linerboard people who will be moving into the area. I would like to just air this for the purpose of this House in the event that the USAF people, which I understand will be phasing down at the Goose Air Base - there is a lovely hospital which is now being occupied by the American Forces, which have a very big and competent staff, possibly a staff greater for the 5,000 people that they have in their sector than we have in the whole of Labrador for the 30,000 civilians that live there. We would like to think that the honourable minister in his wisdom is keeping a close watch on what is happening to that particular facility and in the event that there is a phase out, not to - maybe it can be utilized to some degree for the use of that particular area.

On motion 1001-01, carried.

On motion total subhead 1001, carried

MR. ROBERTS: On 1002-02-01, not so much on travelling expenses, would the minister tell me whether - I am sorry there is a separate head, planning, I will ask on that one. Okay, I take it all back.

On motion total subhead 1002, carried.

On motion total subhead 1003, carried.

MR. ROBERTS: Mr. Chairman, 1004-01, just before we carry it, there has been a perennial suggestion of a new Vital Statistics Act. Is there anything new on that? The present system, as I recall it, requires clergymen to register births. It is quite archaic. They get ten cents each or something. Are we going to get a new Solemnization Marriage Act?

MR. HICKMAN: We are working on it.

MR. ROBERTS: It has been worked on for a long time.

MR. HICKMAN: There was one drafted to come in two years ago and -

MR. ROBERTS: I know what happened to that one. "A funny thing happened on the way to the forum," as the saying goes.

That same funny thing might happen again.

MR. HICKMAN: We might unfunny it.

MR. ROBERTS: Is there a new Vital Statistics Act in the works?

MR. HICKMAN: Yes.

MR. ROBERTS: Okay. Are we going to have a fall session, is that the message?

MR. MARSHALL: (Inaudible).

MR. ROBERTS: Well I know but I mean if not, do we have to come back. If we are going to come back, we might as well stay here all summer.

MR. HICKMAN: Right.

MR. ROBERTS: And not have these evening sessions.

Are we all asked to his swimming pool? That is nice of him. Where is it out there? Walking on the water now.

On motion 1004-01, carried.

On motion total subhead 1004, carried.

MR. ROBERTS: Mr. Chairman, 1005-01, this is the division I believe headed by Mr. Burnell, could the minister let me know or let the committee know how the recruitment is coming along down there. They have in the salary appendix quite a substantial staff. I think this is probably the best spent money in the entire department, it is a very valuable part of the department. How is the staff recruitment coming along? Can the blue book give us the answer?

DR. ROWE: Just about.

The station which is relatively new commenced operation in July of 1971, organized as a result of the increased activities and planning and research which have been held with the Director of Facility Planning, Mr. Drover, and the position of Director of Research in the department will be undertaken by Miss Ada Simms, coming back from her masters. She has been studying this for a year, and we are in the process of appointing the other person for that, whose title at the moment is Director of Programme Planning, the other appointment will be filled within the near future.

Is there anything further that the honourable Leader wishes to know?

MR. ROBERTS: No, not now, Mr. Chairman.

On motion, sub-head 1005, carried.

MR. ROBERTS: 1011(04)(01): Could the minister tell us how many students are at the medical school now in each of the three years? If he does not have the information, I will let it go. I will be surprised if it is not in there.

DR. ROWE: At present the total number of students receiving assistance is ninety-nine. In 1971-1972 there were approximately 116 students in attendance and in 1972-1973 this has increased to approximately 176.

On motion, sub-head 1011, carried.

MR. ROBERTS: On that, Mr. Chairman, 1012(01), maybe the minister could deal here with any vacancies there may be in the district medical services. This is the sub-head out of which the salaries of the various doctors retained by the minister throughout the department, other than those working in cottage hospitals, are paid.

DR. ROWE: There are thirty-nine, we have twenty-four filled at the moment. As you know, this is the time of the year when, the first of July, everything changes in the cottage hospitals and we are hoping

that we will have enough doctors to at least fill the present numbers and perhaps increase a few places within the province. But essentially there are about ten or twelve vacancies we could fill tomorrow if we could find the doctors;where there are no doctors.

MR. ROBERTS: Does King's Cove have a doctor?

DR. ROWE: The house is ready but there is no doctor in residence. We are hoping again that this will be rectified within the next month or two. There is a doctor considering going there.

MR. ROBERTS: On 1012(02)(03), Mr. Chairman, could the minister tell me if the government are renting, the people are renting any houses in Grand Bank to the doctors there?

DR. ROWE: Two.

MR. ROBERTS: Two. From whom?

DR. ROWE: (Inaudible).

MR. ROBERTS: Well, let me rephrase the question, Mr. Chairman. Have any additional houses been rented say within the past six months?

DR. ROWE: I do not know.

MR. ROBERTS: Well, that is why I ask,obviously. Maybe if we want to pass the item could the minister undertake to find out. I expect, Your Honour, we will be back at these for a short while tomorrow afternoon.

DR. ROWE: It is not mentioned under rental and maintenance to doctors' residences.

MR. HICKMAN: The answer to this I am familiar with because I have been getting so many requests from the town councils. There is a doctor's residence on the grounds of the hospital which presumably belongs to the Department of Health, Public Works. There are two houses, I believe they belong to the Buffett family,which have been rented now for at least ten years to doctors'. There is a fourth doctor for Grand Bank,who is supposed to go there on July 1 and cannot find a

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house. The town councils have been asked to find one. There is a house in Fortune that may be for sale but it is not for rent. There is a house in Grand Bank, that is quite expensive, for sale. Unfortunately,

Mr. Hickman.

It was just built and moved into in December and it is now for sale. The cost is \$30,000. These are the only two. But there is not a house in either of the towns to rent right now.

MR. ROBERTS: Well that is what I am getting at, Mr. Chairman. My intelligent system tells me that the fourth doctor in Grand Bank is having a problem.

MR. HICKMAN: The same situation in Burin, exactly.

MR. ROBERTS: Yes. The point is that the fourth doctor as of now has no place to go, like O'Brien. Is it O'Brien had no place to go?

MR. HICKMAN: Dr. Henderson. Somehow we will find a place by July 1.

On motion total subhead 1012, carried.

MR. ROBERTS: Mr. Chairman, 1013-04-01, could the minister expand somewhat on how he is going to provide - this is the Welfare Vote, so called, the Canada Assistance Plan Vote. There is a large appropriation-in-aid. How is he going to provide this year with the same amount (it is \$20,300 more) as he did last year? Last year I may add this item began as \$1.6 million, which I suspect was on the Conservative side to say the least. It came in at nearly \$2.1 million. The minister is asking for \$2.1 million this year, Mr. Chairman. How does he expect to do this?

DR. ROWE: You are on the question of drugs, supplies and appliances. We plan to exert some degree, not cut-backs, but we are requesting a little co-operation from doctors in supplying drugs. We can cut-back on a number of tranquilizers, people take a day from four to two. It would make a considerable difference.

MR. ROBERTS: I find the minister's reply most intriguing. This is the vote out of which the person on social assistance goes to see his welfare officer and gets a so-called drug card. This is the one out of which the bill when it comes due is paid. I would like perhaps if the minister could tell me how he plans to cut-back, whether instructions have been

Mr. Roberts

issued to welfare officers? I would also be intrigued (that is the only word I can think of) as to what steps he is going to take to persuade doctors to prescribe four tranquilizers - by the way do we still get valium and librium for free?

DR. ROWE: We are getting so many millions.

MR. ROBERTS: Yes, incredible. Whether, how he is going to persuade doctors to perscribe four valiums per day instead of two or whatever - two instead of four. I am quite intrigued because this vote is one that has been a dispair to every administrator in the government service who ever looked at it.

DR. ROWE: To be serious for a moment -

MR. ROBERTS: I am being perfectly serious.

DR. ROWE: The question of some of these drugs - they are quite expensive antibiotics and I think by a question of gentle persuasion and request of co-operation, in view of our situation, that perhaps we could, as in the Ontario thing, use a less expensive substitute in every way possible. We have to try somewhere to start to cut back. Maybe that is one place we could start.

MR. ROBERTS: Perhaps that might be the right way to do it. Have any steps been taken to communicate with the doctors in the province on this? One would have to communicate with the 400 odd doctors or however many there are.

DR. ROWE: At the moment we are discussing the situation with the executive of the N.M.A.

MR. ROBERTS: Is it safe then to conclude that this represents a hope which may or may not be realized?

DR. ROWE: I hope it will not be a pious hope.

MR. ROBERTS: Well whether it is pious or not, when the Finance Minister comes back we will ask him for a realistic guesstimate on this item. This one will be at least \$200,000 higher when we get to it next year.

On motion 1013-04-01, carried.

MR. ROBERTS: Mr. Chairman, 04-03, the plan to put a turbo-beaver at North West River in place of the beaver that is there now is very important because the distances from North West up to the Coast of Naine and so forth are very large. Speed. Dr. Tony Paddon is forever asking for this.

DR. ROWE: I spoke with Dr. Paddon only four or five days ago - we had planned together when we were in Churchill Falls. We discussed the aircraft and I got no impression then that he was upset, concerned, disappointed or disillusioned about this type of aircraft. He said that it was working very satisfactorily.

MR. ROBERTS: It is hard to come back, but I am not advocating a plan, Mr. Chairman, I merely want to find out what has happened to it because one would never do it. That is the grant that pays for U.K.K. at St. Anthony and I think it is J.G.T. or something over at Northwest.

DR. ROWE: The aircraft for I.G.A. \$ 115,000.

MR. ROBERTS: Yes, in other words they will not be getting -

DR. ROWE: I am not aware that they will be.

MR. ROBERTS: O.K. well I assume...

MR. DAWE: It has not been scrapped. As a matter of fact, since we are just a new administration, only in a few months, it was a new idea to us and we are still considering it.

MR. ROBERTS: Maybe the honourable Minister of Supply and Services might liaise with his colleague, the Minister of Health, because although it is a supply business, it is a health concern. I know they are a new administration and I keep reminding myself of that.

On motion, total subhead 1013 carried.

MR. ROBERTS: 1014-04, that is appropriations-in-aid, Ottawa once again they are down, is this programme being phased out completely? It is a Federal Programme, they sucked us in on fifty-fifty grants and then they withdrew the grants and we are stuck with the programmes. But is it going to be phased out completely?

DR. ROWE: I do not have any knowledge of it.

MR. ROBERTS: Would the minister check and let us know tomorrow? \$200,000 in revenue.

On motion, total subhead 1014, carried.

MR. ROBERTS: 1014-06-05, it is 10:55 P.M., that is the Medicare Vote, it is the only one under which we can discuss Medicare as I understand it,

MR. ROBERTS: I wonder if the House Leader is agreeable, let us cut it there, because I think the committee may want to go on. We have made pretty good progress tonight, for beginners.

On motion that the Committee rise and report having passed estimates of expenditure under the following headings: Head XVII, Highways, item 1711 to item 1721, Heading X, Health, items 1001 to 1015-06-04, and ask leave to sit again, Mr. Speaker returned to the Chair.

On motion report received and adopted.

On motion Committee ordered to sit again on tomorrow.

MR. MARSHALL: Mr. Speaker, I move that the House at its rising do adjourn until tomorrow Wednesday at 3:00 P.M., and that the House do now adjourn.

MR. ROWE (WM.): On the adjournment motion, although there is no debate allowed, I would like to mention to the members of the House that we on this side have consented to forego Private Members' Day tomorrow so that we can get into the estimates again. We have done this by agreement with the House Leader and myself, get into the estimates again because we think it is important that we try to get through the estimates as soon as possible.

MR. ROBERTS: We can get out of here.

MR. SPEAKER: It has been moved and seconded that the House do now adjourn. I do now leave the Chair until 3:00 P.M. tomorrow, Wednesday.