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**THIRTY-SIXTH GENERAL ASSEMBLY  
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**VERBATIM REPORT**

**MONDAY, MAY 6, 1974**

**SPEAKER: THE HONOURABLE JAMES M. RUSSELL**

The House met at 3:00 P.M.

Mr. Speaker in the Chair

MR. SPEAKER: Order, please!

PETITIONS:

MR. SPEAKER: The honourable member for White Bay South.

MR. W.N. ROWE: I beg the forbearance of the House, Sir, to present three petitions which I received in the last few days from communities in my district, the district of White Bay South.

The first one, Sir, is a petition from just about all of the residents, I believe, nearly all if not all of the community of Seal Cove, White Bay South. The preamble which is not done out in strict form but is in the nature of a letter with the petition appended thereto is as follows: "We express our dissatisfaction with the condition of the road from Seal Cove, White Bay to Baie Verte, a distance of nine miles. Since this was the first road built in the area after Confederation we feel it should be given some priority. In October of 1973 a letter was received from, and they name an official here, Sir, which I do not want to read to the public record, an official of the Department of Highways stating that crushed material was placed on the entire length of the road. This statement to our knowledge is false and misleading. In light of the very little co-operation we are receiving we are once again submitting a petition with the hope of getting some action in the very near future. Approximately two hundred people travel this road daily to work and the school bus with standing room only carries around seventy children to the school in Baie Verte. In view of the amount of taxation paid by these wage earners into the economy of the country, we feel that the time has come for action on this piece of highway."

Sir, I support this petition completely and wholeheartedly. I know that the roads which they refer to in this letter appended to the petition has become over the last few months a morass, a quagmire over which it is nearly impossible to travel. The only remedy, Sir, of course is to upgrade the road and to pave it at the earliest opportunity. I do hope that the government takes the prayer of this petition to heart

Sir, which I support completely and that before too long, hopefully during this construction season, they can upgrade that road.

It is a short road, Sir, serving quite a number of people, nine mile road. It should not cost too much out of the public treasury to do the upgrading on that and in due course to have the road paved.

The second petition, Sir, is from the community of Coachman's Cove in White Bay South and goes as follows: "We the undersigned people of Coachman's Cove hereby petition the government to take necessary action to have the road from the pavement end at Baie Verte to Coachman's Cove upgraded immediately and subsequently paved at the earliest possible date."

That petition, Sir, is signed by I believe everyone who was in the community at the time, signed by just about everybody in Coachman's Cove and has a letter attached to it from the community council at Coachman's Cove wherein they support the petition as well. They say that this stretch of road which was constructed about fifteen years ago has not seen substantial upgrading and very little repair since that time. "We are now asking as taxpayers of this Province that something be done immediately in our favour." That is signed by the Chairman of the Community Council at Coachman's Cove.

Sir, once again my remarks concerning the Seal Cove petition apply equally as well to the petition from Coachman's Cove. I do hope that the government with its \$46 million of construction money this year is able to find some to reconstruct or upgrade, at the very least, this road to Coachman's Cove.

Thirdly, Sir, and finally I have a petition which is signed by the teachers and students of a school in Baie Verte but it is signed by the students who come from Fleur de Lys and Coachman's Cove. The two communities are not far apart, to go from those two communities by bus to go to school in Baie Verte. "We the undersigned of this petition, teachers and students of St. Pius Tenth, bus drivers and parents who have not signed the previously forwarded petition,"

I placed a petition before this House from the same community, Sir, some weeks ago demanding that the highway between

Fleur de Lys, Coachman's Cove and Baie Verte be paved. This is a matter of safety and protection for persons travelling on that highway and using the school bus.

There is a letter again, Sir, appended to the petition, from one of the students, in which he makes mention of an incident in which his elderly uncle, eighty-six year old uncle who was taking with some kind of a medical emergency had to be "rushed" to the hospital - I use the word "rushed", Sir, with quotes around it - was rushed to the hospital and took an hour and twelve minutes to drive those fifteen or so miles from Fleur de Lys to Baie Verte. That was an emergency, of course, so they were probably taking every kind of a risk to do so.

I think, Sir, the facts of these petitions or the prayers of these petitions and the facts that we have all heard in this House during the present debate on the estimates speak for themselves. I think, as I have said in the House and said publicly, that the road conditions, the condition of the gravel roads throughout this Province have reached a record low. I know that since I have been member of the House of Assembly some seven or eight years, I have never had so much - what would one call it? Well, communication certainly from the district but communication of a different kind. It is almost a sense of desperation and people are becoming desperate about the condition of their gravel roads.

Without wanting to get into a debate on it, Sir, I will simply emphasize what I have said before, that I support these petitions. I ask that they be received by this honourable House and referred to the department to which they relate.

MR. SPEAKER: The honourable member for Hermitage.

MR. R. SIMMONS: Mr. Speaker, I beg leave to present a petition on behalf of eighty-four residents at McCallum in my district. The petition relates to the desperate need in that community for a water system. Perhaps if I could read the petition, it summarizes the problem very well. "We the undersigned citizens of McCallum want a water system for McCallum. We were promised a water system when the by-election was held here in 1973.



The government said the system would be installed before winter. Winter is over and we are still waiting. They (the Government) brought in a drill rig when the election was being campaigned. As soon as the election was over it was taken out. People here were still left with polluted waters to drink. The water we are drinking is surface water. It has been tested and termed polluted and unfit for drinking purposed by the Department of Health. Sometimes when the water is being boiled after a heavy rain it smells and if you by chance try to steam food with it it tastes too bad to eat. We feel that if the majority of our community are taxpayers we deserve better than this. Winter time we have to go in a boat, no matter how bad the weather, to get water to drink and cook with. At times we have had to melt ice to get water for washing and such purposes. We feel that if the Provincial Government cannot finance the cost of a water system then it should make application to the Federal Government for assistance. We want some commitment made to supply us with a water system before much more time passes."

As I have said, Mr. Speaker, that petition has been signed by eighty-four residents of McCallum and that would certainly constitute almost every adult citizen in the Community of McCallum. The fact that just about everybody in McCallum has signed the petition is itself, Mr. Speaker, a clear testimony of how strongly and how united in their concern they are concerning this matter.

Not only, Mr. Speaker, do they have lots of reason to be united but they have plenty of reason to be very frustrated because they have all ready had commitments including at least one commitment in writing from the present administration, to install some kind of a water system in the community. There are studies, At least two engineering studies have been done with respect to water facilities in this community and while one of the studies recommends a method which is quite costly, it is for government to say if it is too costly, but there is another method which has been recommended and which is not being pursued to my satisfaction nor to the satisfaction of the people in the community.

I did start to say, Mr. Speaker, that the people of McCallum have had at least one written commitment and so what they said in the petition about a commitment for a water system before winter sets in is not a rather loose rendering of some promise made to them but almost a word for word repetition of a promise that had been made. Indeed I am now looking at the letter in which that promise was made to the people of McCallum by a minister in the present administration who wrote on November 5 and said in part that it was the government's intention to install a water system before winter sets in.

Now if they had done so, Mr. Speaker, it would certainly have been some kind of a record, keeping in mind that the letter was only written on November 5 but that is by the way now because the winter has come and gone, as the petition points out. I would implore upon the Minister of Municipal Affairs who himself is involved in the making of that commitment and implore upon his colleagues in government to do something concrete other than make promises, do something concrete about the very desperate need which exists in this community.

It is not the case of people looking for a more convenient way or looking for a slight improvement in an already good situation or fair situation. It is a group of Newfoundlanders who are asking what must be one of the basic rights of anybody anywhere, that they have good drinking water. Through no fault of their own they do not have it. I say it would not take any great sum of money. I have seen the government's study on this point. I implore the Minister of Municipal Affairs to expedite this matter so that the people of McCallum have an adequate water system in this present year.

I beg leave to introduce the petition and ask that it be referred to the department to which it relates.

MOTIONS:

MR. J. OTTENHEIMER: I give notice that I shall on tomorrow ask leave to present the following bill, "An Act Further To Amend The Local School Tax Act."

MR. J. CROSBIE: Mr. Speaker, I give notice that I will on tomorrow as leave of the House to move the House into a Committee of the Whole

to consider certain resolutions in relation to the advancing or guaranteeing of certain loans and to move the House into a Committee of the Whole to consider a resolution in relation to the raising of loans on the credit of the Province.

MR. H. EARLE: Mr. Speaker, I give notice that I will on tomorrow ask leave to introduce a bill, "An Act Further To Amend The Local Government Act, 1972."

MR. CROSBIE: Mr. Speaker, I wonder if I could with permission of the House revert to ministerial statements. I have a short statement here that I wish to make in connection with pensioners.

MR. SPEAKER: Does the honourable member have leave to make a ministerial statement?

On motion agreed.

MR. CROSBIE: Mr. Speaker, the government announces that a Group Medical Insurance Plan is to be made available to Provincial Government pensioners and anticipated implementation dated June 1, 1974. I might explain that certain of the government pensioners when they were in government service, some of them were in a Group Medical Insurance Plan. Even though they went on pension they stayed in that plan. That has all been replaced now by a new Group Life and Medical Insurance Plan financed by the government and our employees. That does not cover pensioners. So arrangements have been made -

AN HONOURABLE MEMBER: Inaudible.

MR. CROSBIE: I will come to that. Arrangements have been made for a Group Medical Insurance Plan to be made available to Provincial Government pensioners as of June 1. Coverage provided under this plan will be similar to that available under previous plans which were cancelled by various insurance companies since the beginning of this year.

The Mutual Life Assurance Company of Canada has agreed to underwrite this plan which will provide coverage for the following items: First: eighty per cent of prescription drug cost; second, the difference between the ward rate and the semi-private rate for hospital beds and third, the cost of major medical items such as hearing aids, wheelchairs and

ambulance services, etc.

The Provincial Government has agreed to contribute fifty per cent of the total premium leaving the cost of the pensioner \$6.46 per month for single coverage and \$12.92 per month for married or dependant coverage. Letters are now being mailed to the various pensioners informing them of the new plan.

ANSWERS TO QUESTIONS TO WHICH NOTICE HAS BEEN GIVEN: (See index attached)

ORAL QUESTIONS:

MR. SPEAKER: The honourable member for Bell Island.

MR. S. NEARY: Mr. Speaker, I wonder if the Premier intends to comment upon a statement that was made on national television on Saturday night by P.C. Senator O'Leary, that if there were an election called that the P.C.s would lose one seat in Newfoundland because of "that fool" that is running the affairs of Newfoundland at the present time. Does the Premier care to comment on that?

MR. SPEAKER: Order, please! I am sure the honourable member for Bell Island is well aware that the question period is designed to ask questions for which an urgent and immediate answer is required. I do not quite consider that to suit.

MR. NEARY: In view of the fact that it was on national television, I thought that it was urgent, Sir, and the Premier is anything but a fool, believe me. I am only trying to get Newfoundland's reputation back, Sir. Perhaps the Premier would care to comment on it.

HON. F.D. MOORES: Mr. Speaker, only in the context that elder statesmen and spokesmen in the Liberal and P.C. Party have been known to wander every now and then.

MR. NEARY: Mr. Speaker, I wonder if the Premier could give us some information on his meeting this morning with the representative of Reids on the land controversy in this Province.

MR. SPEAKER: The honourable the Premier.

MR. MOORES: We had a meeting this morning, Mr. Speaker, with Mr. Reid and his people as well as the representative from the Department of Forestry, including the minister. The situation is now that we have talked to Mr. Reid

about his proposal, we are in a position now to start drafting a government position that we feel will be satisfactory, which we will be making available to Mr. Reid as quickly as it can be compiled.

I can assure this honourable House that the proposal that we will be drafting for Mr. Reid and his company will be in the best interests of the people of this Province.

MR. NEARY: Mr. Speaker, a supplementary question. Will the Premier indicate then that all land sale will be frozen until the matter is negotiated between the government -

MR. MOORES: Until such time as this has either been concluded or otherwise, Mr. Speaker.

MR. NEARY: Mr. Speaker, I understand the Premier was in Churchill Falls over the weekend throwing oil on troubled waters down there. Would the Premier indicate what the problems are at Churchill Falls?

MR. MOORES: Mr. Speaker, with all due respect to the honourable member, that comment is totally irresponsible. There are no troubled waters in Churchill Falls, as a matter of fact quite the reverse.

MR. NEARY: A supplementary question, then Mr. Speaker. The Premier or his minister did indicate that there were problems at Churchill Falls. Does this mean there are resignations of the senior officials down there? What are the problems at Churchill Falls?

MR. MOORES: There was never indicated, Mr. Speaker, that there were problems at Churchill Falls, to the best of my knowledge - to be as facetious as the member for Bell Island. We went down to see if the place we bought was still there.

MR. NEARY: Well, Mr. Speaker, perhaps the minister could tell us, because it was the minister who said that there were problems down there that needed to be ironed out. Would the minister care to comment on the meetings? What were they all about? What are the problems down at Churchill Falls?

MR. SPEAKER: The honourable Minister of Industrial Development.

HON. W. DOODY: Mr. Speaker, at the risk of exhibiting to the honourable House an inferiority complex, he usually gets to me after fifteen or twenty

shots to the Premier. Eventually he will. There are some problems at Churchill Falls certainly none that are not capable of being handled very properly if irresponsible people like the honourable member for Bell Island do not keep saying that there are problems there.

MR. NEARY: Inaudible.

MR. DOODY: Excuse me, Sir, I think he wants to make a speech. I will answer the -

MR. NEARY: Inaudible.

MR. SPEAKER: Order, please!

MR. DOODY: Am I to answer a question, Sir, or does he want to make a speech?

MR. NEARY: Carry on, boy! Do not be so childish.

MR. DOODY: There are really no problems in Churchill Falls that I know of right now. We have ongoing conversations with the senior management and with the other people that are working there. Things are working very well indeed. We have no resignations that I know of at all since the government's involvement. Things are going along very well and we are just keeping the people aware of government's position. They are telling us what their input and what their concerns are. I really see no problems at the present time and hopefully there will be none.

MR. NEARY: Mr. Speaker, to get back to the honourable the Premier again, Sir, I still did not get any information. I still do not know what the problems are.

AN HONOURABLE MEMBER: The honourable member did not ask a question yet.

MR. NEARY: Mr. Speaker, I gave the minister a chance to answer the question and he did not answer it. We will find out eventually because I understand there are resignations at Churchill Falls. Would the Premier care to revise his answer that he gave the other day concerning a statement made by the honourable Mr. Jameison in connection with the increase in the cost now of developing the Lower Churchill? Mr. Jameison today stated that you could not use that old trick of saying he was misquoted, because he was not misquoted and that the government had not taken into consideration certain

costs of the Lower Churchill when they said it was going to cost \$1.2 billion,  
I think it was.

MR. MOORES: Mr. Speaker, the government's position is exactly the same  
as it was before. There is no reason to date, with the exception of the  
increase in bond rates, interest rates



throughout the world, which can have a bearing on it. That bearing would have nothing like the amount that Mr. Jamieson talked about at that time. Mr. Jamieson phoned me immediately after that question was asked in the House and the subsequent publicity, to advise me that he was also talking about the inter-island system that would have to be developed. He assumed that that was not in our figure.

What it boils down to: I am sure that Mr. Jamieson was quoted accurately, Mr. Speaker, but we are saying as far as the Gull Island project is concerned there were a great many figures used that were not relevant to that particular project.

MR. NEARY: A supplementary question, Sir. Could the Premier indicate now then what the correct figure is? What is the estimated cost of the development of the Lower Churchill.

MR. MOORES: Mr. Speaker, when the contracts are let and we have the actual bids, we will be able to do that exactly for the honourable member.

MR. NEARY: That is shifting the ground, Sir. In other words they do not know, Sir, that is about the size of it.

I wonder if the Premier could clear up this matter of the dispute, the confrontation that is developing between the province and Ottawa on the jurisdiction of offshore mineral rights. I am sure that the Premier would like to set the record straight. Is it not a fact, is this not the position, that it will only go to the Supreme Court by mutual agreement between the province and Ottawa? Is this not the position? Or if there should be no agreement reached, that Ottawa shall take the province to court or the province shall take Ottawa to court? Just what is the situation? It seems like there is a confrontation developing here.

MR. MOORES: Mr. Speaker, on the legal interpretation, the Minister of Justice can answer much better than I can in that regard. I can tell the honourable member for Bell Island the province's



position regarding offshore oil. When the Prime Minister announced in the House that the federal government would be taking the province of Newfoundland to court, this particular statement did not bother us very much except that there was a letter in the mail at the time to the Prime Minister suggesting that a negotiated settlement would be the better way to do it because court cases of that sort take, not unusually it could be as long as a couple of years.

We take the position, Mr. Speaker, under no uncertain terms or without any intention of giving, that this province and the people of this province have the right in effect to control our own destiny throughout our own lands. We consider the continental shelf to be under provincial jurisdiction. Now, I can say at the same time that a negotiated political settlement, as long as the terms of reference are right, that jurisdiction situation can be put to one side. However, if we cannot sit down and negotiate all the many terms that have to be negotiated on such a major policy decision, such as at what rate will future discoveries if they are made be developed, at what rate will the development be in the province? Does the province have first call on the oil? Does the province have the first call on the servicing of the rigs and on the supplying of the rigs? Exactly what are the terms and conditions and regulations that will be put into play?

We are ready to sit down with the federal government and talk about all these matters and put jurisdiction to one side. However, if that is not satisfactory to the federal government, we are prepared to go to court.

MR. NEARY: Mr. Speaker, would the Premier indicate then if it is correct that he and I believe at least three or two or three of his ministers have been invited to Ottawa to sit down and talk this matter over with Mr. McDonald, the federal Minister of Mines and Energy, or the Prime Minister?

MR. MOOPES: Mr. Speaker, it is totally incorrect. I will be going to Ottawa later this week to have a meeting with the Prime Minister together with a couple of my colleagues and a few

federal cabinet ministers, on a totally different subject.

MR. NEARY: Mr. Speaker, I wonder if the Minister of Finance could indicate to the House if it is correct that the duty will come off West Indies rum as of July 1 this year?

HON. J.C. CROSBIE (MINISTER OF FINANCE): I will have to take that under investigation, Mr. Speaker. I hope it is true but it is not a matter that affects me of course because I do not drink West Indies rum.

AN HONOURABLE MEMBER: Champagne only.

MR. NEARY: Mr. Speaker, seeing the Minister of Industrial Development is so talkative today, I wonder if the minister would care to inform the House if communications between his office and the Minister of DREE, as would appear the case in his statement over the weekend, his sarcastic, caustic, sneering statement -

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

MR. NEARY: Would the minister indicate if there is a breakdown in communications between his office and the minister's office in Ottawa in connection with the investigation, the studies that are being made in connection with a steel mill for Newfoundland?

HON. W. DOODY (MINISTER OF INDUSTRIAL DEVELOPMENT): No, Mr. Speaker, there has been no breakdown in communications between our office and the office of the Department of Regional and Economic Expansion in Ottawa. The steel mill thing, we have never been consulted at all on it.

MR. NEARY: Mr. Speaker, would the minister indicate then if he has been kept fully informed on what is going on in this connection, would the minister indicate if he intends to protest either in writing or orally to the minister on this group who came in here a week or two ago and made a whirlwind tour, as the minister called it, and then took off back to Ottawa? Does the minister intend to protest this?

MR. DOODY: I understand from the content of the question that my protest has already been interpreted as a protest by the honourable

member across the floor. Certainly we will protest at any time that Ottawa decides to take unilateral action to decide where or when or if some major significant event should take place in the province. We have expressed it verbally and in writing and shall continue to do so.

MR. NEARY: Mr. Speaker, I have one more question for the Minister of Transportation down here or the Minister of Justice. I am not quite sure whose jurisdiction it comes under, Sir, but I will put the question to the Minister of Transportation. Has the minister received any representation either from (a) truckers, either individually or collectively or (b) from concerned businessmen who are objecting to one firm getting a monopoly to pick up freight on the St. John's waterfront? If so, what does the minister intend to do about this situation? Will any protection be given the independant truckers who have been supplying this service for a good many years on the waterfront?

MR. T.P. HICKEY (MINISTER OF TRANSPORTATION): Well, Mr. Speaker, I attended a meeting on Friday with some members of the Board of Trade and the Truckers Association. We have been made aware of the situation. We have been aware of certain discussions between Newfoundland Steamships or Clarks Steamships and the Board of Trade and CN with regards to occupancy of certain properties on the waterfront and their request for additional space.

The latest situation with regards to the truckers is one which has developed within recent weeks. I cannot say that we are in a position as a government to deal directly with it. Our role in this kind of situation is a - it is in a very sensitive area. It is one of liaison and supervision or bringing the various parties together rather than anything else. I do not think we can take unilateral action. However, the situation is under control as far as we are concerned. There are meetings going on. There is an additional meeting set for I believe two weeks from now.

MR. F. ROWE: Mr. Speaker, I wonder if the Premier or the Minister of Industrial Development could inform the House as to what is going

on in Savage Cove, in the electoral district of St. Barbe North, where I understand a number of tents or a camp site have been erected at the present time. Rumor has it that they are getting ready to proceed with the building of a tunnel under the Straits of Belle Isle. Could the Premier or the Minister of Industrial Development inform the House as to what exactly is going on up there?

MR. DOODY: The minister just got back from a savage cove.

No, Mr. Speaker, there is no unrest among the natives of Savage Cove as far as I know. The tents that are being set up there are in connection with some survey work that has to be done at the Straits crossing and the extra work that has to be done on the geological. This may be something less than the answer that the member is looking for but I will undertake to find exactly what the tents are doing up there. As far as I knew, we had things pretty well straightened out as regards to the treaties with the people involved in that area.

MR. F. ROWE: Mr. Speaker, that is not an entirely satisfactory answer. I realize that the minister probably has to dig up the information but if something is going on up there and if the minister looks at the picture of the map on page 33 of the Budget Speech, Savage Cove happens to be the place where the transmission line connects with the island portion of the province.

Could the minister inform the House, Mr. Speaker, as to who is doing this work at the present time. What company or whether tenders have been called for the survey work?

AN HONOURABLE MEMBER: James G. Reid and Sons.

MR. DOODY: No, James G. Reid and Sons are not involved as far as I know.

Now, the work that is going on there and the work that will be going on will be under the continued agreement that the government has with BRINCO at the present time and they are looking after that very end, in consultation with and in conjunction with the Teshmots and their group. It is part of the ongoing programme

of finding the information that is necessary to decide whether or not it should be a submarine crossing or a tunnel crossing or a cable crossing.

MR. F. ROWE: A supplementary question, Mr. Speaker. This is really what I was getting at. Was it the intention of the surveyors of the company or the government involved to consider the possibility of building a transmission tunnel instead of a submarine cable under the Straits; in order to do an analysis of the rock structure and this sort of a thing in order to have a look at the feasibility of putting a passenger tunnel at a later date?

MR. DOODY: Well, three questions later, this is what the whole thing is about. In order to find out whether it is economically feasible to do one or the other, they are now putting rents up in Savage Cove so that they can get the work done and to find out what the answer is to the question that the honourable member has just asked.

MR. NEARY: Mr. Speaker, I wonder if the Minister of Tourism could inform the House if he is responsible for this place mat, this very colorful place mat, "Newfoundland, Confederation Celebration, 1949-1974." Down underneath "The Ode To Newfoundland" and "Let us Celebrate Together" and a fish net down in the corner. Could the minister tell us if his department is responsible for the distribution of this?

HON. T. DOYLE (MINISTER OF TOURISM): No, we are not, Mr. Speaker.

MR. NEARY: Thank God, Mr. Speaker, because that is printed in Ontario.

Sir, I wonder if the Minister of Fisheries or the Minister of Rural Development could inform the House if they are going to Japan to look at equipment that is manufactured in Japan or is it manufactured in some other country? Would the Minister of Fisheries care to answer that?

MR. H. COLLINS (MINISTER OF FISHERIES): Mr. Speaker, I presume the honourable member is referring to a statement which my colleague, the Minister of Rural Development, made a few days ago concerning a proposed trip to Japan to take a look at the way they do things

down there, the way they handle our spawny caplin. They seem to be past masters at putting those in those nice cans. They tin them in cans. We want to have a look at the industry down there to see what might be of interest to us.

MR. NEARY: Mr. Speaker, I was going to say all the spawny caplin are - but I will not. Would the minister care to inform the House just how many other people will be accompanying him and the Minister of Rural Development on this trip. How many officials of both departments? How many other people will be going on this trip to Japan? Where in Japan are they going?

MR. COLLINS: Mr. Speaker, I am speaking from a lack of knowledge. As I say, the honourable member is referring to a statement which my colleague made over the weekend. He did mention it to me and ask me if I would like to go along. Just who is going or anything else - it is a proposed trip which the minister indicated to newsmen that he was proposing to take. Just when it will be, who will go we do not know.

MR. NEARY: Well, Mr. Speaker, with the reputation of the massage parlors in Tokoyo, who would not want to go on a trip to Japan? I wish the minister would ask me to go.

Is the minister going to spend thousands of dollars of the taxpayers' money and just brush it off? He does not know where he is going, what he is going to see or -

MR. COLLINS: I did not say I was going.

MR. NEARY: Well, the Minister of Rural Development said the minister was going.

MR. COLLINS: Perhaps the minister might have said that the honourable member was going.

MR. SPEAKER: Order, please!

MR. COLLINS: Well, is the minister going?

MR. MOORES: I would just like to say that I heard the same announcement and there is nothing definitely decided about any trip to Japan at this time. There is a possibility that with their very advanced methods in fishing and other areas that such a trip could be contemplated but there is nothing decided on at this stage.



MR. NEARY: Mr. Speaker, is the Minister of Rural Development going to be in his seat today so we can get some information out of him about this trip? Perhaps Mr. Burse down there who has had tremendous experience in this can give them all the information they need. They do not have to go to Japan to get the information.

MR. MOORES: Mr. Speaker, we might even consider including the member for Bell Island because they tell me they have an excellent method over there of eviscerating the trash fish as well as the other types.

MR. SPEAKER: Order, please!

MR. CROSBIE: Mr. Speaker, may I answer a written question? It is one of the few. It is question number 19 on the Order Paper, April 9.

MR. SPEAKER: Does the honourable minister have leave to give the answer to the question. Agreed.

MR. CROSBIE: The question was asked by the honourable member for White Bay South who asked something about the Cape Lounge Limited. The answer is that the Newfoundland Liquor Licensing Board has not received an application from a Cape Lounge Limited for a license to sell beer, wine and spirits at an establishment to be built on Shea Heights. Therefore, I have not made a decision on the application. There is also a written reply too in case the honourable member did not grasp that.

MR. SPEAKER: Order, please!

It has just been brought to my attention that we have from the Charisma Collegiate in Springdale twenty-six grade XI students with their teachers, Mr. Mercer, Mr. Carew. On behalf of all the members of the House of Assembly I wish to welcome you to the galleries today and trust that your visit here is most interesting.

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

MR. CHAIRMAN (MR. STAGG): Order, please!

The honourable member for White Bay South.

MR. W. ROWE: I presume, Sir, we are still on the same subhead.

MR. CHAIRMAN (MR. STAGG): 1701-(01) Minister's salary, Transportation 1701-101

and Communications.

MR. W. ROWE: That is right, Sir. There is an awful racket around the committee today, Sir. Very short statement, Sir, and a very brief question but I think it is a matter of some importance and I would like to hear the Minister of Highways have something to say about it. I have not been doing too much driving on our -

MR. CHAIRMAN (MR. STAGG): Order, please!

Honourable gentlemen to my left seem to be engaging in a number of conversations which interfere with the Chair's interpretation of what is being said and so on. I think that the honourable member to my right, the member for White Bay South, has the right to be heard in silence.

MR. W. ROWE: Thank you, Sir, for your protection.

I have not done too much driving around the Trans-Canada Highway this spring, Sir, contrary to other years. I did over this weekend drive from here to Marystown. It was nighttime driving one night, Sir. I have to confess to the minister and to the committee that although I think I drove prudently and with as much care as I could muster, the trip, Sir, especially on the Trans-Canada Highway, was one of the most dangerous ordeals that I have ever gone through in my life. There was a light snow falling and, Sir, I had no idea half the time if I were on the highway or not. I could not see the center line which was gone completely and half the time I was driving I was just guessing by the side of the road, a vague difference in color between the shoulder and the hardtop. With the light snow of course falling into the headlights, sometimes that would even be obliterated.

Now, Sir, that was a light snowfall. I am wondering - I have not been driving in the fog lately but I am wondering, Sir, what kind of an ordeal it would be if there were heavy fog on the road as there usually is in certain portions of the Avalon Peninsula and some parts of the Trans-Canada Highway.

Sir, I would like to ask the minister one or two questions bearing in mind the fact that we had some fatalities and some accidents



over the weekend on the roads. I have no idea what was the cause of them or what brought them about. There were one or two accidents I believe on the Trans Canada Highway. I do not know if they were in the daytime, nighttime or what, Sir, if they were in the nighttime, I can see now from that short experience I had and I am sure other members - perhaps the member for Hermitage who drives back and forth quite frequently between Springdale and the member for Bonavista North who drives back and forth. Usually when I am going to my district, I fly to Deer Lake and take a car from there so that I do not drive as much as I used to. Sir, if anybody is driving on the Trans Canada Highway in the nighttime and unless it is a clear, moonlit night and there is no precipitation whatsoever and no fog, then that road has all the attributes of a disaster situation, Sir. I am surprised that there have not been more accidents on the Trans Canada Highway than there have been and of course it has been characterized by some people as almost a field of carnage.

Sir, I would like to ask the minister one or two questions. How often are those center lines painted? It seems to me it has been a couple of years now since they were painted. They were white and then they were painted yellow. I believe that was two years ago. I think every member in this committee who has driven on the Trans Canada Highway particularly on the foggier portions of it, Sir,

will admit that the situation as it presently exists is totally inadequate for safe driving. As a matter of fact, Sir, to say it is unsafe is to use too mild an adjective when applied to the Trans Canada. The Trans Canada Highway because of the present situation, Sir, I would say it is almost disastrous in its possible consequences to the drivers, the motorists of this province, particularly on the Avalon Peninsula where, of course, we have more fog than usual.

Now on the road going down to the Burin Peninsula, it is a newer road and perhaps the lines have been painted on it more recently. It was not too bad, I must admit. As long as the yellow line was there and visible, the fact that there was some fog or snow really did not make that much difference. Your lights were playing on it anyway and you could get an idea and keep a pretty good grip on what you were doing, Mr. Chairman.

Mr. Chairman, the way the Trans Canada Highway is now, Sir, with fog or light snow, you have a tendency to get mesmerized by it and you have no bearings whatsoever. I think the minister should explain to the committee what his department is going to do about it. Are they going to paint these centre lines now as soon as the weather becomes good enough to do it? Can I get some information from the minister as to how often these lines are painted? If they are painted every two years, Sir, then I would suggest, as a member of the House, trying to at least raise the standards of public safety in the province, that if they are done every two years that it should be changed to every single year. Otherwise, Sir, the Trans Canada Highway is going to become even more a scene of carnage than it has the reputation of being now. I would like to hear from the minister.

HON. T. HICKEY (Minister of Transportation and Communications): Mr. Chairman, the Trans Canada Highway is painted yearly, in answer to one of the questions raised by my honourable friend. We had some trouble with paint a couple of years ago. I believe that was when we switched from white to yellow. It is my understanding, according to my staff, that that

certainly would not be attributed to the problem which the honourable member refers to. We are not quite sure really but we do acknowledge that this is a serious problem and we certainly acknowledge that we are aware of it. We are attempting to determine exactly what has caused it or if we can do anything to prevent the paint from disappearing as quickly as it does. One reason for the wearing out or disappearing of the paint is the use of studs in the snow tires by motorists. We are not in a position to say, Mr. Chairman, that this is the only cause. I can tell the honourable member that it is a matter which is under discussion and under investigation. I can also tell him that, as in other years, the roads, the Trans Canada Highway especially, will be redone this year and that this work commences as early as possible, weather permitting.

MR. P. THOMS: Mr. Chairman, to carry on from where I left off on Friday in trying to squeeze out some information from the minister, I was not very successful at that, I must say I was really disappointed.

Mr. Chairman, under the heading highway construction, we were asking the minister for a list of the reconstruction and paving that his department is going to carry out during the coming season, also provisions. I believe, Mr. Chairman, the minister suspected that we wanted a list and the price. What we are asking for is just a list. We are not interested in the amount of dollars and cents at all. I wonder if the minister could just give us a list as to whether or not a certain road is going to be reconstructed from point A to point B or is going to be paved from point A to point B or a certain bridge is going to be replaced during the coming season. We were not at all interested in the price. I do not believe that this is too much to ask. I think it is the duty of the minister to give this committee this information. Our people certainly expect this information and rightly and justly so they should have this information.

Mr. Chairman, I think the minister should submit a list of these projects to this committee so that we can pass along the information to the various districts, to our constituents, and let them

know what is in the plans for this year because my people in particular are very, very concerned. We have had very little highway work in our district for two years now, not that we got all that much before the present administration came into office but at least we did get some. We did get some provincial money into highways. Our people are rather disappointed with the performance of the present administration in providing an adequate highway system for the district.

I sincerely trust that the minister can respond to this small request and inform this committee as to what his department plans on doing during the coming season.

Now, Mr. Chairman, another aspect I would like to bring to the minister's attention is that two years ago the highways agreement, that is the Trans Canada Highways Agreement with the federal government ran out and there were at least two sections of the Trans Canada Highway which were not upgraded. One of these sections, from Square Pond to the west boundary of the National Park, is mostly within my district. As far as I understand, there have been no new agreements signed with the federal government. Now the minister or the administration at least, have had over two years, not the minister because he has not been there for over two years yet but at least the administration have had over two years to make proposals to Ottawa and to discuss having an agreement signed so that these two sections of the Trans Canada Highway can be upgraded as the rest of the Trans Canada Highway is.

Mr. Chairman, I might point out to the minister that the section of the Trans Canada Highway in my district is the most deplorable section in the whole of Newfoundland. Just west of the depot there in Grand Siding, we have a very bad condition where there are several bumps and they are just not bumps and dips. One dip there is about a foot deep. I asked the minister last spring, in this honourable House, if he would have this section, about 100 feet of

highway there, at least torn up and reconstructed and paved. However, nothing was done and this last month we have had the flashes up there, the little light there night and day. There have been numerous minor accidents in this same spot again this year. We had them last year and we had them again this year.

I again ask the minister if he will undertake to have this 100 feet of highway on the Trans Canada torn up, replaced and paved so at least this section of highway in the spring of the year will be at least up to a standard of a trunk road. It is certainly not up to the standard of the Trans Canada and it will not be until that section of the Trans Canada is reconstructed and paved again.

Now, Mr. Chairman, I would also like to ask the minister about the Bonavista North highway, Highway 40, the section from High Marsh in Trinity around the Loop to Gander Bay. The minister sat in his office with myself and a representation from the services committee of the area the week before last. We were rather disappointed with the response we received because we have no positive response. I would like to ask the minister if his department has anything in the wind to do any work in this section of the trunk road this year? I am sure the minister is already aware that there are ninety-four miles of road from High Marsh to Gander Bay. This is one of the two largest trunk roads in the province that is left unpaved and unreconstructed up to this present date, the other being the road on the Great Northern Peninsula. Certainly the people of my district and I am sure I speak for the people in the District of Fogo also, they are looking forward to some positive action on this road during the coming season. After all, we have been two years now waiting for some kind of a programme to be implemented. The minister has had two years. I am sure that they have done a lot of planning. They set a lot of priorities. We are looking forward to finding out exactly what these plans and priorities for these two districts are as far as road construction is concerned in the coming season.

In my district also, there is the road from Eastport out to St. Chad's and to Burnside. The road in Eastport is paved almost up to the boundary of my district. Rossie did that some years ago.

AN HON. MEMBER: A good man.

MR. THOMS: Yes, Ross is a good man. At least all the people on the Eastport Peninsula think he is a good man, according to the reception he has been getting lately

Mr. Chairman, I would like to find out exactly if the minister is planning on reconstructing and paving that road this year or, if not, at least reconstruction. I went over that road just two weeks ago and it was practically impassable. I am sure the minister will admit that they had to take the culvert and place it right on the top of the road that was built some years ago in order to drain off the water to make it passable. The road down to St. Chad's at that time was completely washed out and it was impossible to get down in to the community.

Now, Mr. Chairman, there have been petitions presented to this House, in June of 1972, to have this road reconstructed and paved. There has been no response from the minister's office. So far we cannot find out if the government at all plans on implementing any programmes as far as construction and paving is concerned in this area.

Now, Mr. Chairman, in May, 1972, when we were putting the estimates through this honourable committee for the Minister of Highways at that time, the minister at that time asked each member if he would submit to him a list of programmes that each member would like to see implemented in his district. At that time, I believe the acting minister was the present member for the District of St. Barbe. At that time the Hon. Dr. Farrell was, I believe, sick but I am not sure. Anyway, Mr. Chairman, after that request I typed up a letter and I typed up a list of the priorities of the construction and paving programme

that I thought should be implemented in my district. I have not yet received any response to my request. I am sure the letter and my submission is on file in the minister's office. If he cannot find it, I can certainly supply him with a list. I would like to run down the list for the minister now.

The first one, of course, was the causeway in Culls Harbour. This causeway at that time was in a deplorable condition and the undercarriage was very weakened and eaten away by the water. Thanks be to God! mother nature took over and took the rest of it out and away, down goes the causeway. That is why we have a Bailey bridge across the causeway in Culls Harbour. The government failed to respond to the request of the people in the area, the Town Councils of Glovertown and Traytown and representations made by myself. They did, however, respond to the call of nature or to the work of nature. I am quite thankful for mother nature for at least getting through to the minister and getting some movement out of that department.

The second one was the Highway 40, from Trinity to Newtown. The minister has at least two petitions in his department on file. I would like to know what the minister is going to offer us this year on this. I would emphasize to him again that the reconstruction and paving of Highway 40 is , as far as I am concerned in my district, of the utmost necessity. It has top priority and it should be at least one of the two priorities of the present provincial government, because it is the second longest highway in the district which is not paved at the present time. The minister has admitted to me that it is, if not the first, the second in line for paving and reconstruction. I trust that his office will find the necessary funds to carry out a fair-sized programme on this highway this coming season.

The third one was the reconstruction and paving of the road from Eastport to Burnside. This road, as I have already stated, is in a deplorable condition and it was never worst than it was last summer.



All the gravel has been graded out of it and in many cases we are down to rock bottom. There is no such thing as grading this road because there is nothing left to grade.

The fourth one I had on the list was the paving of Highway 40 from Traverse Brook to Trinity. This thank God! was paved last year with a most generous donation from DREE of \$600,000. The minister's department allotted this so that it could be paved. This was 10.3 miles.

Also on my list I requested that a road to Shamblers Cove from Highway 40 be constructed for the benefit of the residents of Green's Pond and in time we would hope that a causeway would link the Island of Green's Pond with the mainland portion of our highway. Green's Pond is the second oldest community in Bonavista Bay. It has had a long, outstanding and very colourful history. It has made donations, economically and socially to the province. Its donations to this province have been outstanding. Its population at one time did go over 2,000. At the present time it has levelled off at approximately 500. We have fifty-four fishermen there, Mr. Chairman. They are very hard-working and industrious people. They have withstood the temptation of resettlement.

SOME HON. MEMBERS: Hear! Hear!

MR. THOMS: There is no way that these people are going to resettle. They are putting up a strong fight. I certainly support them and I trust that the minister can do something within his department this year to help these people, to give them some encouragement for the future and designate a few dollars so that that road, out to Shamblers Cove at least, this year can be constructed. We are not asking for a real trunk road. We are just asking for a byroad off a trunk road. We are not asking for pavement, at least this year. If we could only get the road constructed out to Shamblers Cove, this would



just give us a 2,000 foot trip on the ferry where at the present time they have to go from Valleyfield, which is a distance of six miles and at this time of the year, especially even today, this section is blocked with ice and I doubt very much if the ferry is in operation. It was not in operation yesterday. I doubt very much if it is in operation today. I am sure, Mr. Chairman, that if we had this road out to Shamblers Cove, this would certainly solve a lot of the problems in the area for the residents of Green's Pond and certainly give them a new lease on life.

Now, Mr. Chairman, another island in my district is the Island of St. Brendan's. St. Brendan's is another island with a strong-willed people who have resisted the temptation of resettlement. They have hung fast to their little island. They have made a good living for themselves and there are about six miles of highway on the road connecting Shalloway Cove, Shoal's Cove, Dog Cove Aylward's Cove. This is a very small and very narrow one-laned highway. The people are not asking for very much, Mr. Chairman. The highway has never been graded with a grader but graded with a D-4. It is a very, very strong

P.C. Community. Do not ask me that because it is embarrassing but there are an awful lot of good people there, Mr. Chairman. I would like to see the minister do something to help them out as far as the condition of their highway is concerned on the island. All they would like to see at the present time is that the highway be properly constructed. The highway is just being bulldozed out of the bush there with - there has really been no engineering work done on the highway. There are all kinds of small dips and turns, and if this highway were just straightened out a little and properly constructed the people of St. Brendan's I am sure would be forever grateful.

The other piece of highway I have on my list is the piece of highway just one mile from the Trans Canada Highway to the Town of Benton. This Cull's Harbour Highway went in with the Causeway, Sir, and they also asked for a restructured highway and paving. But the little road from the Trans Canada Highway to Benton, just one mile long, and it certainly would not take very much money to pave this little piece of highway. I am quite sure with the new townsite going up in Benton, there are roughly forty building lots being sold there right now. I understand thirty-three are sold and there are possibly a dozen or twenty houses going up there this year.

AN HON. MEMBER: How long?

MR. THOMS: One mile. Just one mile. That is all they are asking for. It is just a flick of the pencil and it is done. I am sure the minister will take this into consideration and I trust that he can give these people this pavement this year.

AN HON. MEMBER: Upgrading too.

MR. THOMS: No just paving. The upgrading is done. The good Liberal government before them did this. So if they would be kind enough to put a black surface on it, we would be indeed most grateful.

Now, Mr. Speaker, there are others here that I have, for example the highway to Newtown and Cape Freels. I am sure they will be done once the main highway, Highway 40, is done.

This is the list, Mr. Speaker, I submitted it to the Minister of

Highways on June 29, 1972, at the minister's request or the Acting minister's request, who was the Member for St. Barbe South. And with the exception of the Causeway in Cull's Harbour and of course the pavement last year, I have no response from the minister as to the other projects. So I would certainly like to hear the minister comment upon these areas and ask him if he could at all inform this honourable Committee whether or not he intends to respond to these request this year or not?

Now, Mr. Chairman, before I go on I also have a question to ask the minister. It is a rather ticklist one, one that he has sputtered off about before and one that I sputtered off about before and I am sure when he see this little red book he knows what is coming. Mr. Chairman, on New Year's Eve, because of a little commotion kicked up, by the Member for Trinity North I believe, as far as the highway employees are concerned in the various depots in the Central Newfoundland Area, the employees were ordered out to work on New Year's Eve and New Year's Day. I have been informed that they were told that they would not be paid time and a-half, they were to be paid straight time. Some of these employees, Mr. Chairman, when they heard that they were only going to be paid straight time refused to go out to work, some of them absolutely refused and some of them did not go to work.

Mr. Chairman, now while it started in the Clarendville depot, it also spread to the Gambo depot and the Lumsden depot. Some of the employees were very concerned and very, well to say the least they were certainly put out at that time. Of course they tried to get the minister and I suspect on New Year's Eve it was very hard to get anyone although someone said that - one of the employees said that he was speaking to the minister or to the minister's secretary and he got no response from the minister whatsoever.

This, Mr. Chairman, to me is a very serious situation because I believe it goes against the agreement that the minister and the Minister of Finance last year signed with the people, the employees of that department. I refer to Article (13) and Article (14) of the agreement that these two ministers signed at that time in which it specifically states that when personnel are called out on over-time that they shall be paid time and

a-half.

Now, Mr. Chairman, some of the people, in three of the depots I believe, refused to go to work and some of them were suspended. None of them as far as I know were fired but they were suspended for, I am not sure how many days but I believe some of them were suspended for a period of seven days. I know some of them were for sure. I do not know if there were any other suspension, either less than seven days or over seven days because, Mr. Chairman, I have here in my hand a letter which was written from the District Director, Mr. Langdon, and he informed one of the employees that he was suspended for seven days.

Mr. Chairman, I would like for the minister to reply to that and ask him if this situation has been resolved and whether or not any of these employees, because of their refusal to work for straight time on New Year's Eve and New Year's Day, if any of them were in fact fired?

Now, Mr. Chairman, before I sit down I just want to bring to this Committee's attention, Heading 1707, I trust that I can deal with it here or should I wait until 1707?

AN HON. MEMBER: Inaudible.

MR. THOMS: Well okay, Mr. Chairman, I will not deal with Heading 1707 but I would like to ask the minister - the name of his department is Transportation and Communications: Now, Mr. Chairman, I understand that Transportation makes up possibly ninety-nine per cent of his department. I am wondering, Mr. Chairman, why do we have the word

"Communications added on to the word "Transportation?"

I notice, Mr. Chairman, that in the estimates the total vote for Communications is \$28,500. The total vote for Heading XVII - Transportation and Communications is \$59 million. So we have a very, very small portion, it is not even a drop in the bucket, Mr. Chairman, \$28,500.

Now, Mr. Chairman, it is an interesting thing to note that under this heading, not under the heading but under Communications, we are going to spend \$28,500 this year. I believe we are going to spend out of \$28,500 we are going to spend \$26,000 in salaries; we are going to spend, I believe \$1,000 in travelling and for office rental I presume we are going to spend

\$500.

Now, Mr. Chairman, this is going to amount to something like over \$27,500. Yes, \$27,500. Mr. Chairman, I would like to bring to your attention that there are only twelve members of us in this Committee at the present time. Could we, Mr. Chairman, have a quorum?

MR. CHAIRMAN: Ring the bell! We have a quorum.

MR. THOMS: I again would like to stress the point of Communications within the minister's department. We have the minister spending a total of \$28,500 for Communications. As far as I know this is all that we are spending on communications this year. We are spending \$26,000 on salaries, \$1,000 for travelling and \$500 for office space.

Now, Mr. Chairman, here we have a total vote of \$28,500 and on actual communications, radio communications, we are only spending \$1,000. So in fact what we are doing, we are going out with a \$1,000 bill in our hand and it is costing us \$27,500 just to spend \$1,000.

MR. CHAIRMAN (STAGG): Order, please!

The honourable member while he prefaces his remarks by indicating that he knew that he was not to discuss Head 1707 has nevertheless proceed to do just that. I suggest the honourable member's comments might well be reserved until we do eventually get to Head 1707. He is dealing with particular items rather than general.

MR. THOMS: Yes, Mr. Chairman, I was dealing with Communications - Transportation and Communications - taking the Communications section of it.

Anyway, Mr. Chairman, just to briefly sum up and again make my humble request to the minister that he submit to this Committee a list of roads this year that he is planning on reconstructing, not with the prices attached. We are not at all interested in the dollars. Also submit a list of paving, we would like to know where - for miles, but not for dollars. Also a list of the bridges that he plans on replacing during the coming season.

I would like to point out to him in particular the bridge in Indian Bay, which at the present time is in a very serious condition because, as he is obviously aware, his department had to rush down there

last Thursday and reinforce it because if they had not the whole bridge would have washed out. I am afraid if this bridge is not replaced this year, we will have another Cull's Harbour situation on our hands.

So I trust, Mr. Chairman, that the minister will respond favourably to my humble request and that I will be able to leave this Committee and inform my good constituents that the minister is going to give us a little reconstruction this year, give us a little pavement and possibly replace a couple of bridges.

MR. CHAIRMAN (STAGG): The Hon. Minister of Transportation and Communications.

HON. T. P. HICKEY (MINISTER OF TRANSPORTATION AND COMMUNICATIONS): Mr. Chairman, they say, "The last shall be first and the first shall be last." Is that the way it goes? So I am speaking in terms of the question the honourable member raised.

Let me very briefly deal with his comments on Communications. Before I do, Mr. Chairman, let me say that I will be very happy to provide some detail when we come to that heading.

Let me first of all say in relation to his comments that he is at loggerheads with his colleague the Member for Labrador North who apparently places great importance in the field of communications and accuses the government of having done nothing by way of research or representation or having accomplished nothing in that field.

I want to say, Mr. Chairman, that we in my department view the area of communications as being a very important one. This administration views it a very important field and one which lip-service was not even given to before, despite the fact that it is the life-blood of a great number of our people because of the sparse population and isolation throughout the province.

To say, Mr. Chairman, that because there is a small amount of money in relation to the total vote for my department, to say that this is the degree of importance is not a valid statement because as the honourable gentleman undoubtedly knows the field of communications to a great extent is under the jurisdiction of the federal government, many areas of it. It is a matter, Mr. Chairman which is presently and for the past year undergoing a thorough debate and discussion, as to the

practical side or the reasoning behind the whole question of jurisdiction and why the federal government should have the kind of controls or should at least be exercising the kind of controls that they are, very often at the expense of a great number of our people.

So, Mr. Chairman, while the amount of money is small, it is a very important aspect of this department. I am sure the honourable gentleman would not disagree with some of his counterparts, members of Liberal Administrations in other provinces, who for quite some time have placed great emphasis on communications and in every instance, with the exception of those who have a department completely made up of communications, namely; the Province of Quebec. Every other department attaches



communications either to the Department of Transport, as in the case of British Columbia, or Department of Highways in other provinces. It was in keeping with the trend across Canada that this administration set up the Department of Transportation and Communications, replacing the old Department of Highways and brought into it several other areas of jurisdiction.

So, Mr. Chairman, we should not play down the importance of the field of communications just because we are not spending a great deal of money. We will be spending more as time goes on and as there is a need but at the present time it is a matter of discussions and meetings at the ministerial level, federal provincial conferences and this kind of thing, to get a policy on communications off the ground. Really we are breaking new ground in this province in regards to communications because, as I said earlier, nothing had been done before. I will deal with the subject, Mr. Chairman, in a little more detail for the honourable member and some others who have raised questions in regards to it, I think when I am finished they will agree that they would indeed not want to see this province abdicate its responsibility in the field of communications, especially when we are behind the rest of Canada under a number of headings in this very vital field.

My honourable friend from Bonavista North referred to the Loop Road, at a meeting which he had with me, with a delegation from his district and he mentioned, Mr. Chairman, or he indicated on Friday, that I placed all the blame on, as he referred to it, Uncle Ottawa, that it was Uncle Ottawa's fault. Now, Mr. Chairman, I am sure the honourable member would not want that statement to go uncorrected because that is not a valid statement. I did not at any time say that to his delegation nor to him. I got into the discussion of DREE and Ottawa participation only when I was presented with a letter signed by a gentleman from Mr. Jamieson's office, a letter which I might say annoyed me very much because, as per usual, as in many other cases, people from DREE or people at the Ottawa level



whoever they might be, find it very convenient to pass the buck, so to speak, by informing honourable gentlemen of the opposite side that they have made available again to this province more than \$10 million for road construction and that they do not see why this province cannot accede to their request to upgrade and pave a certain road, knowing full well, Mr. Chairman, at the time that letter was written, knowing completely that this province does not, I repeat, does not call the shots, make the final decision as to what work is done, what DREE money is used for and on what project.

I referred to the honourable gentleman and his delegation a number of examples where this province might well want to do a certain project only to find that Ottawa would not agree or that Ottawa would have something else in mind. Now, Mr. Chairman, if that is not placing the situation correctly, I do not know what is. I did not feel that the honourable gentleman and his delegation went away with the wrong impression, I thought I had made our case very clear to them with regards to the federal government's control and participation indeed involvement in the decision-making process with regards to expenditure of those funds.

It is most unfair, Mr. Chairman, for anyone to suggest that they have made a chunk of money available to the province and we should therefore have no problem in getting our road upgraded and paved. This in fact in a nutshell was the contents of that letter. It goes completely against the real situation. What is even more important, Mr. Chairman, or what puzzles me and what irritates me and my colleagues a little bit is that the people who write those letters have full knowledge of what the real situation is.

Mr. Chairman, we are not prepared to accept all the blame. Indeed we are prepared to accept very little of the blame when it comes to how and where DREE money is spent. We do not say, Mr. Chairman, that we have no input, I am not saying that. We do say however that for the most part we can recommend a programme comprised of fifty projects totalling five times the amount of money we are going to get. It is

all to little avail, if there are a number of areas in the province DREE wish to spend that money on during that year. It is like beating your head against a stone wall. Sure. Mr. Chairman, we sit down and discuss, debate, negotiate, but where does it end. It ends finally, Mr. Chairman, in most instances with the Department of Regional and Economic Expansion doing what they want to do. It is very important, Mr. Chairman, that the record of this honourable House be set straight on that.

I think it is a fair statement to make, Mr. Chairman, that this province, this government would welcome, would be more than pleased if the Department of Regional and Economic Expansion were to say to us, "Here is your \$10 million, let us know what your priorities are and go ahead and spend it." That would not be unusual, Mr. Chairman, it would not be setting a precedence if that were done. If that were the case, this administration would not renege or would not abdicate its responsibility of taking full responsibility as to how that money was spent. But when we do not have a say or when we have very little to say in comparison with the total situation then it is most unfair for anyone to blame us or lay the responsibility on our doorstep if a particular project be not done.

Mr. Chairman, I am sure the honourable member realizes that or maybe first of all, let me acknowledge that he is perfectly correct. Of course it frees up provincial money if in fact this province were going to spend an equal amount of money on those same projects that DREE indicates we should spend that money on. But that is not always the case, Mr. Chairman. I am not saying in any way that the same projects would always be done if the province had a free hand to spend that money so in that context we are not freeing an equal amount of money provincially. It is a fair statement to say that it helps greatly the overall provincial picture in terms of total projects being engaged in during that particular construction year.

But, Mr. Chairman, I am sure the honourable gentleman realizes that for every million dollars that this administration can put into highways that there are ten times the number of projects, maybe fifty times the number of projects, certainly more than ten times the number of projects that are required to be done and this administration is being pressured to do. So it comes back to the same old story, Mr. Chairman, just what do you do? How do you split up that money fairly and squarely? How do you do it, Mr. Chairman, taking into account economics where you can, saving \$100,000 when you can, and spending it, Mr. Chairman, where a reasonable unit price will be reflected, depending upon the availability of contractors and equipment? So there is a whole host of factors involved before a final decision is reached with regard to this kind of work.

The honourable gentleman referred to poor road conditions. Mr. Chairman, I cannot find fault with that statement. It is made by every other honourable gentleman, although I have to say to him that road conditions in his area are not as bad as they are in other areas, and I refer to the Great Northern Peninsula. I think it is fair to say that there are more problems in that region of the province than any other with the exception maybe of Labrador South where there are only just a few miles of road in comparison with the total amount of mileage insofar as the Great Northern Peninsula is concerned. Of course those roads are not in topnotch condition. Mr. Chairman, they are not going to be. They cannot be as long as our climate remains the way it is, as long as we are attempting to do the best we can to replace equipment and as long, Mr. Chairman, as we have unusual winters, as we have had this year. I can only repeat what I said before and I do not want to belabour the point because it has been covered adequately, in my mind, that this had been an unusual year. My department had done everything possible by working weekends and overtime. Our cost of maintenance this year has skyrocketed and no one knows where we are headed in terms of labour

costs when the demands are continuing to increase by our people for better roads, better service, better conditions. So they might; Mr. Chairman, nobody finds fault with that.

Mr. Chairman, the honourable gentleman from Bonavista North referred to a section of the Trans Canada Highway and he terms it the worst section in the province and I think, I am not so sure that he is not right. I certainly would not quarrel with him saying that it is one of the worst if not the worst. I want to tell the honourable gentleman, Mr. Chairman, that we have replaced that section of the Trans Canada Highway three times. It is next to impossible to correct the situation that has developed there and it is because of the way the road was built in the first place and the conditions under which it was built and it is a continuing problem, Mr. Chairman, it is certain to the degree that the honourable gentleman refers to, that something will have to be done. I assure him that this matter is already under consideration. It has been inspected on a number of occasions. We are doing the same thing now as we did other years, attempting to try and determine what we are going to do this year that might be a little different, with the hope that we do not have the same old problem next year or the year after. It is a continuing problem. We do not necessarily have the answer to it. We will do the best we can.

Mr. Chairman, he referred to the Bonavista North Highway, I believe there is something like ninety miles or more. I can only tell the honourable gentleman that one has to consider that highway in relation to others. Nobody doubts the need for road work, highway upgrading and paving but again I call to his attention that there are other areas in the province in just as bad a condition and worst which will have to receive the attention of this government, at least on a share basis, and therefore it would be certainly wrong for me to indicate to the honourable gentleman in any way that that road or the problems of the people who live there are going to be solved in a given period of time. Again, the whole system of determining what can be done and what has to be done will have to apply to that road as well as the others,

He referred to the list of projects.

Mr. Chairman, I am not going to delay the committee. I do not wish to delay unduly the committee and use the time unnecessarily which is available to all honourable gentlemen opposite and therefore I will just briefly say, in my view, honourable gentlemen may disagree with me but in my view my reasons are good and sound. I am convinced that I know what I am doing in refusing to table a list or indicate a list of projects on an individual basis during this present year. I have said, Mr. Chairman, that I will not refuse, that I will be more than happy to discuss with honourable gentlemen opposite, the same as those on my own side, the various projects, whatever is to be done, when the opportunity presents itself and when the time is right. I have no alternative, Mr. Chairman, but to stick to that position since I believe it is the right one, I believe for me to deviate from it would be very wrong.

Finally, Mr. Chairman, the honourable gentleman referred to some alleged suspension, some people who were alleged to have been suspended for seven days. Mr. Chairman, I want to say for the record of this committee that that statement is not true. There has been no one in relation to the problem as outlined by my honourable friend suspended for seven days. There were a number of persons, I am not sure of the number, suspended for two days.

I want to correct too, Mr. Chairman, the statement made by the honourable member when he referred to those employees involved refusing to go to work because they were not going to be paid anything other than straight time, not even time and a half. I want to say to the honourable member, Mr. Chairman, that that statement is also untrue, that on public holidays, Christmas Eve was one which this administration designated as one, those same honourable gentlemen that the member referred to were paid double time. That New Year's Eve was a half day, that was considered on that basis, the same as a public holiday. The members of my staff who worked that half day were paid

double time.

I want to further correct a statement made by the honourable member when he suggested that the refusal by those members of my staff to work was in keeping with the terms and conditions as outlined in the wage and working agreement as signed by my department, my own people and Treasury Board and NAPE. I want to say that the issue which brought on the suspension was not at all in conflict with any conditions as outlined in the wage and working agreement. I want to say, Mr. Chairman, with regret, that only after the greatest consideration and deliberation did I approve a two day suspension for those people and I felt very, very badly doing it because one does not want to see anyone suspended.

However, Mr. Chairman, I have a great number of persons working in this department and a great number of persons that I am responsible for and I would

suggest they look to me for equal and fair treatment. If I am going to let people off and let them call the shots as to when they are going to work or the conditions under which they are going to work under, then, Mr. Chairman, we might as well put the locks on the door and tell each and every one of our staff, 'Well, you know, you work when you feel like it and you name the conditions under which you want to work.' For me to have turned my eye away from this situation and refused to suspend them when it was recommended to me, could only have been classed as a most irresponsible decision. Chaos would have developed, Mr. Chairman. Never again could we really depend on any section of my staff to come out and work except whenever they felt like it.

The real issue the honourable member refers to here was not brought about as he indicated by the honourable member for Trinity North or anything the honourable member said but was brought about by a situation which developed and which came to light in Trinity North. Indeed that situation, Mr. Chairman, was applicable in several parts of the province when on Christmas Eve members of my staff got stuck on the same road that the travelling public were stuck on, stuck trying to get to their equipment, Mr. Chairman. I was not even aware at the time, had not even come to grips with that particular section of my department in terms of shifts and those conditions under which my staff report for work. I had not had the occasion to be all that familiar with it. I never had the understanding, Mr. Chairman, that any member of staff who could be classified as an emergency employee or an essential employee would have to beat his way through a storm to get to a piece of snow removing equipment or a sand truck indeed to make the highway safe for the travelling public. It must go without saying, Mr. Chairman, that that indeed is a most unique situation.

What was I to do? Was I to accede to the demands of a few and place in jeopardy the rest of my staff not to mention the general public who use our highways? When I became aware, Mr. Chairman, of the conditions under which my staff were reporting for work on holidays or Sundays or what have you, I immediately made a change.



I have no regrets for making that change. It is still in effect and as far as I am concerned it will continue to be in effect. If some members of my staff do not like that, Mr. Chairman, then all I can say to them is that I am sorry, that they should look for another profession or another field to work in if they are not prepared to come to grips and realize the kind of job they are in, the kind of tasks they are expected to perform.

AN HONOURABLE MEMBER: Are they not covered by an agreement?

MR. HICKEY: Yes, they are, Mr. Chairman, covered by an agreement. There is nothing in the agreement which says or which indicates in any way or nothing that can be misconstrued even to mean that those persons are not on the job when they are required. This gets right down to the meat of the whole subject. They are not only on call, Mr. Chairman, right now they are on the premises. They are where the equipment is. This is the trouble. This is where the trouble arose. They were in the habit of going home and being on call.

On this particular occasion and I am sure on occasions before, that probably never reached our attention, our people just did not get to the equipment in time. As a result, persons were stranded on the highway. It is fine, Mr. Chairman, for someone to shout in favor of those few persons who were suspended but those same people, Mr. Chairman, would be the very first to shout if an ambulance could not get over that highway, if an expectant mother could not get to hospital, if someone with a heart attack could not get to hospital. Who would be blamed then? Not those employees, Mr. Chairman. I would be blamed. This administration would be blamed.

Mr. Chairman, I would not necessarily disagree with any member opposite who would have something to say about it if that kind of situation were allowed to develop. It can be very plainly seen that the decision I took to change that policy was the proper one. Those persons are essential employees. They must not be home, miles away from their equipment, waiting for a storm and then not able to get to their equipment. They must be on the job. They are being paid. Why should they not be on the job? That is the whole

crux of the problem, Mr. Chairman. Those persons refused to work. They were told they would get double time on a holiday or a half a holiday. They were well aware of the fact that they would get time and a half for overtime. It is just a red herring that has been dragged across this whole issue by those persons in an effort to get someone to support their cause.

Well, Mr. Chairman, the issue is closed. It is not about to be reopened. Those gentlemen have been told by me in a letter. They have been told by me through other persons. As far as this department is concerned, it has no intentions of reversing that decision. It has no intentions of bringing back that old policy which cannot guarantee that my staff, the essential employees, will not be on the highway when they are required. That, Mr. Chairman, to me is the criterion that we have to use. That is the only yardstick by which to measure the competency, the efficiency of this department as it applies to snow-clearing and ice control.

As I said earlier, it was with regret that I approved the suspension of those persons for two days. Any memorandum or any document from my department suggesting to anyone a seven day suspension, Mr. Chairman, I am unaware of. If the honourable gentleman has something in his possession which suggests it, I can assure him that none of those persons were suspended for seven days, that this might well have been the immediate decision of the district director and I cannot really find fault with that because if he is not going to maintain control of his staff and if he does not have the confidence of ourselves at headquarters, then his job becomes all that more difficult. In short, Mr. Chairman, it becomes impossible.

While no one was suspended for seven days, I can appreciate a district director issuing this kind of memorandum telling an employee that unless he reported for work he would be suspended for any given number of days. Mr. Chairman, I hope that clears up this issue because the honourable gentleman in question accused me through the news media of suspending those persons and giving my blessing to their suspension long before, months before in fact

they were finally suspended for two days. That is fair, Mr. Chairman, He reacted when some of my employees probably made representation to him; except for me to say to him that what he should do in future is not necessarily accept the word of those persons but check it out. I am sure he will find that he will get full co-operation from my staff in terms of making this kind of information available. It is the only thing to do, Mr. Chairman. We had no choice in the matter and as I said before, it was unfortunate that the whole situation developed.

CAPT. WINSOR: Mr. Chairman, while the minister is discussing the road commonly known as the Loop Road, has he given any thought if and when that road is upgraded and paved, to redirecting that part of the highway which now runs through Carmanville, outside of the community? I think traffic is beginning to get so heavy now that it is very dangerous to have the highway pass through any community. I wonder if the minister would tell us. I believe two or three years ago or three or four years ago there was a plan to redirect that road that leads through Carmanville, on the inside of Carmanville. In saying that, Mr. Chairman, I do not suggest to the minister that he abandon the idea or the plan to pave that road through Carmanville. I think most of it was under contract last year.

There is another question I would like to direct to the minister. There seems now to be another technique of paving. Heretofore before paving took place most of the road or all of the road involved would be upgraded before it was paved or before the black top was laid. However, last year there seemed to be a new technique, that is just going and spreading the pavement over the road as is or as was.

Now, has the minister any report on whether that type of paving is standing up? I have reason to believe that it is not in the area of Gander Bay. Some of that pavement which was just spread over the road as it was - it had not been reconstructed - is now breaking up. If on the other hand it has proven to be satisfactory, then of course it is only a waste of money to upgrade an awful lot of roads. Every gravel road in the province can be paved within

a very short period of time. I do not know whether it is standing up or not or whether this kind of pavement or that kind of reconstruction is standing up. I am sure the minister has a report.

If that technique of laying the black top on the road is working, then I can see where within a year or two years there is a salvation for all the gravel roads, because what little was thrown down or spread in Gander Bay was certainly a godsend to the people living along that stretch of road where the gravel is so dense and so penetrating in the homes, and in the peoples' lungs I suppose, in the hot and dry weather.

So, those questions I would like to get the minister's opinion on because as I say, people are very much concerned and very anxious to know whether this pavement will stand up. The other matter is of course the Loop Road. As the member for Bonavista North outlined here, that affects the Fogo district very much. They are all anxious and very much concerned that there will be a beginning this year on both ends, working towards the center. Would the minister be able to tell us something on that?

MR. HICKEY: Mr. Chairman, I thank the honourable gentleman for raising the question of paving of a road as is. I had intended to cover it. If it be the wish of the committee, we can cover it in a little more detail when we come to some other heading. Let me just say that it is true that we have been experimenting with certain roads, paving as is or almost as is. Mr. Chairman, the honourable member when he referred to the cost is very much correct when he says that if this process can be developed or were found to be practical and sound, it is the salvation of a lot of our people, for a lot of roads which are unpaved as yet. Costs are escalating at such a fantastic rate that it is just impossible, Mr. Chairman, for this province, with the revenue that it has and the financial commitments that it has, to bring about the paving of roads and the upgrading of roads as quickly as in fact they should

be done, as quickly maybe as it is completely essential that they should be done, not necessarily acceding to somebody's request, not necessarily giving somebody what they want or giving an area what they want but getting a road done to keep it passable. Because as we have heard and as I have indicated several times during discussion in the past couple of days, the number of miles that are required to be done in this province and the condition of those miles of road are such that we are reaching a very difficult situation because the roads are old and they are worn down, in a lot of instances right to the foundation, and something just has to be done.

Mr. Chairman, this administration almost immediately realized that we should do something or we should find a way to reduce the cost, to pave roads if necessary which would last for a given number of years even if it meant when we were probably in a little better position financially to go back over them, to redo them, widen them or what have you.

Mr. Chairman, there are a number of things involved before one can pave that road. Assuming the foundation is bedrock or assuming that whatever weak spots or soft spots there may be that we replace them and do just that kind of upgrading only. We have to take into account when we pave that road the level of the road. Is it too far below the terrain, which will create a real snow clearing problem? Has it got to be brought up so many feet in certain areas so as to ensure at least that we will have a fighting chance of keeping that road open in the winter? Is there proper ditching possible without major reconstruction, which will again assure us at least that when we pave it we will not get washouts, we will not get the roadbed weakened by excess drainage? All of those things, Mr. Chairman, have to determine whether or not we can pave a road basically as is.

I think it is fair to say, Mr. Chairman, that we believe that we should pave roads basically as they are. I think our

experience has told us that this can be done in certain areas. To what degree in terms of mileage is a question which we are attempting to find the answer to. It will take a little while to do the proper kind of investigation before we have that answer. It is also fair to say that we believe in

what could be called I suppose a crash programme of providing as good a road as possible in terms of paving that road as is, wherever possible, and of paving that road, Mr. Chairman, with the least expenditure by way of widening, the removal of hills and so on. I think if one were to travel abroad, they shall find that there are a lot of roads paved that have turns, bends, hills, valleys and whatnot.

I think, Mr. Chairman, if there is anything that we have to say to the taxpayers today it is that for their own benefit in terms of getting a decent road as well as for their benefit financially, we are going to have to settle for a little less standard than we have been in the habit of reaching. We all would like and we all want a decent road and we all would want a road which when it was done, it was done. That theory, Mr. Chairman, has its merits and cannot be questioned nor cannot be thrown out purely on the basis that it does not make sense. The fact of life is that it does. If we had the resources, that is the way to do the job. Mr. Chairman, the fact of life is that we do not have the resources. Instead, we have a lot of people scattered throughout this province. We have close to sixty per cent of roads still unpaved. Something must be done, some means must be found to reduce the cost to a fair degree if we are ever going to provide a paved road for the majority of our communities, the majority of our people, within a reasonable length of time. Indeed, Mr. Chairman, it can be said that we should provide a paved road for all of our communities. If we are going to do that, then we are going to have to settle for less than what we have been shooting for over the past number of years.

Mr. Chairman, we are working towards that goal. Bit by bit, month by month, we are gathering information which will tell us, hopefully, in the not too distant future as to what course we should follow and to what degree of success we can expect in terms of stretching our dollars, getting more miles of pavement on existing roads with relatively little expenditure by way of upgrading.



Mr. Chairman, there are a whole number of issues involved in it. It is not sort of black and white. I cannot say to the committee that this is the policy. It is the policy we want, it is the policy we recognize that is necessary if we are going to acknowledge the request of all of our people within a reasonable period of time. It is a policy, Mr. Chairman, which we are pursuing vigorously and hopefully will be able to decide at least to a ninety per cent degree to follow within the not too distant future.

MR. NEARY: Mr. Chairman, one is not in style in this debate unless one says a few words on behalf of one's own district. I want to deal with transportation in a much broader sense, Sir, but before I swing into the question of transportation and communications in a broader sense, I would like to get in a plug or two for my district too, Sir.

About two years ago, Mr. Chairman, the minister's predecessor - I think it was then the Minister of Agriculture and Forestry, acting minister, no it was the President of the Council. About two years ago, Sir, the President of the Council was also at that time Minister of Highways. I am not sure whether a letter went out under the minister's own signature or under the signature of one of his officials but I think it was the Minister of Highways who sent out a circular letter to all the members of the House of Assembly asking the members to submit proposals of the roads that they would give top priority to in their various districts. I remember writing the minister back. I do not know if all the ministers responded to the request or not. That was not the first time that that kind of a request was made, Sir, because on two or three previous occasions under the - is that the minister who did it?

AN HON. MEMBER: (Inaudible).

MR. NEARY: Well it was not the first time that that kind of a request was made because under the previous administration, at least on one occasion if not two occasions, a circular was sent around to the members of the House of Assembly, as a matter of courtesy, I suppose, to find out what the members considered to be the priorities in their districts as far as road reconstruction, new roads and road paving were concerned.

Well, I was one of the members who replied to that circular letter. I pointed out to the Minister of Highways at the time that a paving programme had begun on Bell Island and it was by no means complete and that in order to complete the programme the Middleton Avenue Road, which extends from Parsonsville down to the district vocational school at the West Mines, needed to be upgraded and paved. This is one of the busiest thoroughfares on Bell Island. I would consider that to be a number one priority.

The other piece of road on Bell Island that needs to be upgraded and paved is a road called the East Track. Now a few years ago there was an agreement made between the town council and the Department of Highways at the time whereby the Department of Highways - no, the town council agreed under this fifty/fifty cost-sharing programme to pave a piece of highways road on No. 6 Range on the Green and the department promised that at some point they would in turn pave the East Track for the town council. Well that agreement, Sir, was never carried out. I doubt very much if the town council ever paid back anything of the fifty/fifty amount that they committed themselves to under this formula. I doubt if any of the money was ever paid back. I doubt if the council ever paid one cent towards the programme. Nevertheless, there was a commitment made on behalf of the department to upgrade and pave a road known as the East Track, which runs directly from the front of the island right into Bennett's Street, right into the town area.

Mr. Chairman, I would like to ask the minister, when he is replying to some of the other questions that have been put to him, if he could tell me if there is going to be any road reconstruction or paving done on Bell Island in the current fiscal year?

Mr. Chairman, like many other members who have spoken in this debate, I am of the opinion that there has been in the last couple of years a downgrading, a deterioration of all roads in this province, Sir, bar none, including the Trans Canada Highway.

AN HON. MEMBER: (Inaudible).

MR. NEARY: The best piece of road we have in this province at the present time is the road to the Burin Peninsula which was completed a year ago by money sent down from Uncle Ottawa, from that great Liberal Administration in Ottawa. No thanks to the Member for Burin, the Minister of Justice, no thanks at all, Sir! Now they are down there and they want the Loop Road upgraded and paved, and I do not blame them. They will probably get it done this year, too.

AN HON. MEMBER: (Inaudible).

MR. NEARY: Tenders are called? Well, I will say, more power to them.

AN HON. MEMBER: (Inaudible).

MR. NEARY: No, Sir, federal money, DREE money.

MR. HICKMAN: Does the honourable gentleman wish me to read it out to him.

MR. NEARY: Yes, read it out and let me hear it. It is a part of the DREE Programme.

MR. HICKMAN: Field tenders have been called for the reconstruction of approximately seven miles of highway from Fortune towards Lamaline.

MR. NEARY: Does it say that in the tender? No, they do not say where the money is coming from. I think the Minister of Transportation and Communications will tell us that there is DREE money there.

MR. HICKMAN: Not a cent.

MR. NEARY: The Loop down on the Burin Peninsula, the road called the Loop Road. Is that DREE money? Is it? I am asking the minister. Is that money coming from Ottawa or is it provincial money? Is it cost-shared?

MR. HICKMAN: From Fortune towards Lamaline.

MR. NEARY: From Fortune towards Lamaline, the road called the Loop Road?

MR. HICKEY: No!

MR. NEARY: It is not DREE money? Well the minister is getting the lion's share this year, I can see that. He must be the fair-haired boy in the cabinet.

Mr. Chairman, what about the road to Grates Cove? Is there going to be any paving over there this year, the road going down to Grates Cove?

MR. HICKEY: I do not know right off hand.

MR. NEARY: The minister does not know right off hand. Well the Member for Bay de Verde has already told the people over there that the road is going to be paved this year.

MR. HICKEY: But all -

MR. NEARY: Rumours now floating around over in that area indicate that it is not going to be paved.

MR. HICKEY: All honourable gentlemen tell people that. They know they tell it at their own risk.

MR. NEARY: They tell it at their peril. They are risking their lives. If it be not done, they shall have to run for cover in the heat of the summer when the dust starts to fly up.

AN HON. MEMBER: No, they are busy paving.

MR. NEARY: Well, Sir, I would like to ask the minister if the road to Grates Cove is going to be paved this year? What about the road to Point Leamington? Is that going to be done?

MR. DOODY: Next year.

MR. NEARY: Next year? Where did that voice come from? Out in the corridors? The Minister of Industrial Development just woke up, just came out of the common room. I just heard his voice from the corridor out there.

The new Manuela Bridge I understand is under construction. The work was called off for the winter months.

MR. DOODY: (Inaudible).

MR. NEARY: I heard the minister's voice crying in the wilderness out there. How much paving is the honourable minister going to get up in his district this year, in Harbour Main? My cousins up in Harbour Main -

MR. DOODY: (Inaudible).

MR. NEARY: No, they are all Tories.

MR. DOODY: They are all Tories, every one of them. God love them.

MR. NEARY: Well I do not know if they are all Tories. I think they have seen the light. They have been converted. I think they have been converted in the last couple of years.

How much paving is there going to be up in Harbour Main this year or is the Minister of Justice going to get it all down on the Burin Peninsula?

MR. DOODY: (Inaudible).

MR. NEARY: No, the minister tells me that there is no federal money. This is all provincial money that is going to be spent on the Loop Road.

But, Sir, with all due respect to DREE, with all due respect, I have to say this, (I consider myself to be a pretty fair-minded individual, pretty fair-minded) Sir, that DREE has been pretty kind to the Burin Peninsula, pretty kind. The people of this province, Mr. Chairman, the people of this province are beginning to get wise to the kind of a game that is being played. They are getting wise, Sir. They want to know, the people down in my colleague's district, down on the Great Northern Peninsula, in St. Barbe North, want to know why there is no DREE money being spent down there.

AN HON. MEMBER: Do not forget Bonavista North.

MR. NEARY: No, down in St. Barbe South, none in St. Barbe North and none up around the Leader of the Opposition's district; all down towards the new National Park or on the Burin Peninsula.

AN HON. MEMBER: Jack Marshall and Don Jamieson are heart-to-heart.

MR. NEARY: Ah, they may be heart-to-heart, Sir, but the people are beginning to ask why they are not getting their fair share of the DREE money.

Now, I realize, I am not politically naive, Mr. Chairman, not exactly politically naive but I think the time has come, Sir, to spread it around a little bit. Your Honour, I am sure, would like to have a few dollars of DREE money spent out on the Port au Port Peninsula, would he not? I was out there, I think last year, and drove down over the Port au Port road. They could use a little DREE money out there, could they not? I am sure they could. They could use a little DREE money down on the Cape Shore, could they not? The Cape Shore Road, where my colleague from Placentia East nods his approval, one of the worst I would say without fear, Sir, apart from the road to Red Bay, from L'Anse au Clair to Red Bay. Apart from that piece of road, I would say that the Cape Shore Road is the worst in this province. How much DREE money is going to be spent on that?

MR. NEARY: None? Are we going to spend it all on the Burin Peninsula?

AN HON. MEMBER: Look, Mr. Chairman, I hope they get every road down there paved. One will not be able to walk down there unless one is walking on six inches of pavement.

The people of this province, Sir, are beginning to ask why they are not getting their share of DREE money. Now everybody is in agreement with it. Why are they not getting it?

MR. THOMS: A weak provincial government, that is why.

MR. DOODY: After the next federal election, when Jim McGrath gets the DREE money, we will see a shift in it then.

MR. NEARY: Well Bell Island happens to be a part of Mr. McGrath's district. I hope we can get a bit of DREE money spent over there.

But, Sir, let us be fair about it. Let us be politically fair about it as far as that is concerned. I am a good Liberal I think, as good a Liberal as one can have. I am a half decent Liberal. But, Sir, there are a lot of people asking a few questions as to why they

are not getting their fair share of the DREE money, why it is all concentrated in one area. I am not begrudging any part of Newfoundland DREE money to reconstruct or build or pave new roads..

MR. DOODY: (Inaudible).

MR. NEARY: I am getting the people I am accusing mixed up? I am not accusing anybody.

If the minister, Sir, responsible for DREE wants to - no, I do not think the minister responsible for DREE is going to run for the Leadership, He may. I do not know, he may. I heard in a recent poll that was done, Sir, I had a report I think on Saturday night, in Newfoundland -

MR. DOODY: (Inaudible).

MR. NEARY: The former Premier took everybody, seven to one I am told. I do not know who did the poll. I hope it is not like the one that was in the "Montreal Star" a couple of years ago.

Could we have a little water here, Sir, or a little milk or something?

Anyway, Sir, maybe Mr. Jamieson, I do not know, maybe he is interested in the Leadership of the Liberal Party. I would say that he is a good man. He could probably sweep this province and probably have a land-slide victory for the Liberals.

I would like to see the money spread around a little more, Sir, this road money spread around a little more, the DREE money, spread around a little more, spread out.

AN HON. MEMBER: (Inaudible).

MR. NEARY: Mr. Chairman, when I stand in this honourable committee I like to lay it on the line, tell it as it is. That is why we have this love affair going between the two of us.

Now, Sir, we could use some of that money on the East Coast of Newfoundland. Sir, before I get away from my own district and get into the broader aspects of transportation in this province, I want to remind the Premier again of a commitment that he made in two



provincial elections to the people of Bell Island. I am quoting from a clipping, Sir, from the October 30 edition - October 30. When was that election? What date was that election in October?

AN HON. MEMBER: October 28.

MR. NEARY: No, it cannot be October 30, it must be October 3, 1971. If I can get the Premier's ear there for a minute, I would like to get his reaction to this because this is a clipping from the October edition of the "Evening Telegram", 1971, prior to the first provincial general election.

AN HON. MEMBER: October 20, 1971.

MR. NEARY: Yes, that is right.

"The Tories promised free transportation on ferries operating within the province." (Bell Island staff.) "All ferries operating within the province will offer free transportation if the Progressive Conservative Party forms the government after October 28. Party Leader, Frank Moores, announced here Tuesday night."

AN HON. MEMBER: (Inaudible).

MR. NEARY: Okay, I will read the whole thing.

"Speaking to about 150 residents who attended a party rally in the C.L.B. Armoury, Mr. Moores said: 'A P.C. Government would consider all provincial ferries to be extensions of the provincial highway system.'"

AN HON. MEMBER: (Inaudible).

MR. NEARY: That is right. The Premier said that back two years ago, October, 1971. What I want to find out is what the Premier has done about it since then.

MR. MOORES: (Inaudible).

MR. NEARY: What has Ottawa got to do with it? That is a commitment that the Premier made. This is an election promise that the Premier has not kept. What has Ottawa got to do with it? Perhaps if I sit down, the Premier will tell me what Ottawa has to do with it?

MR. MOORES: (Inaudible).

MR. THOMS: This was a promise made. This was a promise that was never fulfilled.

MR. NEARY: The Premier went on to say: "This would eliminate the situation which now exists

MR. NEARY: where Newfoundlanders who must use ferries pay more for their transportation than other Newfoundlanders," I agree with that statement. That is a factual statement which I agree with.

"Mr. Moores was here in support of the party's candidate in the district, a thirty year old insurance underwriter, Bern Fitzpatrick, who will be taking on the incumbent Liberal Steve Neary in the election. Mr. Fitzpatrick said Premier Smallwood had promised earlier that the Bell Island ferry would be taken away from a man who lives in Toronto and be turned over to a local committee to run. He said this promise was never kept and if he were elected he would press the government to carry on the plan." The poor fellow never got a chance. He went in the greenhouse business instead and became a -

AN HON. MEMBER: A farmer.

MR. NEARY: No, he went in the greenhouse business and became an agent for some sort of liquor or rum, I do not know what it is." Mr. Fitzpatrick also pledged to seek to have Bell Island included in the Department of Regional and Economic Expansion, DREE," I agree with that too but that is being done, no thanks to Mr. Fitzpatrick.

"Mr. Moores told the audience he was not aware he would be addressing the meeting until five hours before it was held. Earlier Mr. Fitzpatrick had said he had not known there would be a meeting until 11:00 P.M." Monday, desperation move, get the Premier in, Neary is ahead. So he only found out about this five hours beforehand. "Mr. Moores flew to St. John's from Deer Lake Tuesday morning and spent most of the day in meetings with party organizers and in recording radio and television commercial material."

MR. CHAIRMAN: Order please! While what the honourable member is dealing with is historical and very informative, I suggest that the matter is irrelevant to head 1701-01, however all honourable members wishing it to continue, the Chair is certainly entertained with the idea.

MR. NEARY: Mr. Chairman, the honourable Premier not only made this commitment in the 1971 Provincial General Election but also, Sir, again

repeated his commitment, repeated his promise in 1972, only this time I do not think the honourable Premier went to Bell Island but Mr. Fitzpatrick who was again the incumbent bit the dirt for the second time - just repeated and repeats it here again now, Sir.

But, Mr. Chairman, the point that I am making is this, that we see no evidence whatsoever, no evidence whatsoever that the Premier and the government have done anything about this promise. Now I know that the Minister of Transportation and Communications at the present time is carrying on negotiations with Ottawa to improve the ferry service between Bell Island and Portugal Cove and to find a second ferry, either as a replacement for the John Guy or the Kipawo. These negotiations are currently going on, Sir, and I am working very closely, incidentally, with the minister on these negotiations.

But these negotiations, Sir are only designed to award somebody a ten year contract to operate the ferry service between Bell Island and Portugal Cove. I know, Mr. Chairman, I know that the Government of Canada, the Water Transport Committee of the Canadian Transport Commission, would be very happy to unload the ferry service on the province. They would be very happy to be able to pass the jurisdiction of that service back to the provincial government, where it belongs by the way. The only reason, Sir, the only reason that the Canadian Transport Commission, The Water Transport Committee, are going along with the jurisdiction of the Bell Island ferry service on the Tickle at the present time is because Mr. Smallwood managed to pawn it off -

AN HON. MEMBER: Mr. Diefenbaker, was it not?

MR. NEARY: No, Sir, Mr. Diefenbaker was not there at the time. Let me correct the honourable gentleman. I do know a little bit about the Bell Island ferry service.

AN HON. MEMBER: I know he does.

MR. NEARY: I know a little bit about it. I do not know all about it but I know a little bit, probably that much. I have had enough to say about it in the last ten or fifteen years and I have had enough to do with it when I was working and living on Bell Island.

AN HON. MEMBER: The poor CN people, poor Mr. Smallwood.

MR. NEARY: But anyway, Sir, Mr. Smallwood, the former Premier, managed to pawn it off on Ottawa, pawn it off because Mr. Pickersgill was the Minister of Transport who was very sympathetic towards Newfoundland and very generous I might say, a nice gentleman, Sir, I suppose one of the finest ministers that we every had in the Government of Canada, bar none.

CAPT. WINSOR: A great statesman.

MR. NEARY: A fine distinguished Canadian and a great statesman and a great politician.

AN HON. MEMBER: Represented Bonavista-Twillingate.

MR. NEARY: But Mr. Pickersgill, Sir, was the one that took over the jurisdiction of the Bell Island ferry service and ever since, when Mr. Pickersgill was there, it was fine. We could always go back but once Mr. Pickersgill left, Sir, then we could no longer go to the well. We were dealing with a group of people then who were highly impersonal. Anytime we approached them on the Bell Island Portugal Cove ferry service they turned up their nose at us and said, "Well why does the province not do something? Why does the province not take it over?" But anyway the jurisdiction is there and now in the last couple of months we see a move on the part of the Department of Transport in Ottawa to try to pass the jurisdiction back to the province. The minister's involvement at the moment, my understanding and the minister can clarify this or correct me when he stands to speak again. The minister's involvement at the moment, as well as my own, is to try to convince the Canadian Transport Commission that they should award a contract only to the company that has tendered a proposal that is in the best interest of the people of Bell Island, a proposal that will see no increase in rates on the Tickle, a proposal that will see no downgrading of the service, no reduction in the number of trips that are being operated at the present time, as a matter of fact if anything, Sir, an increase in the number of trips.

Now up to about a week ago, some of the civil servants in Ottawa who were negotiating with the minister were under the impression that

the province was going to take over the service, at least they were going to negotiate in good faith to take over the service and that the province would award the contract. Only last week, Sir, I was able to change the minds of some of these officials in Ottawa, that the province was not the slightest bit interested in taking over this service unless and until a satisfactory service was put there, a first class service was provided, adequate to take care of the real needs of the people of Bell Island. I think the minister and I are on the same frequency as far as that situation is concerned.

MR. HICKEY: Right on.

MR. NEARY: We are right dead on, Sir. No wonder we have got a love affair going and I am quite prepared, Sir, at any time to lay aside my political differences in the interests of my constituents or in the interest of the people of this province. I am quite prepared to do it anytime. Yes Sir, I am. I did it and the minister was good enough to come to Bell Island with me, on my invitation, on behalf of my constituents to attend a public meeting, and the member for Green Bay came over, representing the Premier. I can tell the House right now, Sir, that both gentlemen equipped themselves extremely well at that public meeting.

MR. DOODY: The Minister of Rural Development.

MR. NEARY: No. The Minister of Rural Development came on a previous occasion.

MR. DOODY: Before you assassinated him.

MR. NEARY: No, Sir, I did not assassinate him. I have a job to do in this House and I think I gave the minister praise and complimented him for his co-operation on behalf of the - Mr. Chairman, I hope nobody is under any illusions that if I have some criticism to level at my new-born friend over there that I will not do it, because before I am finished talking about transportation I might have to take a few flicks at him. That is a part of the game, Sir. But in this particular case, both members, Sir, I have to say this, both members equipped themselves well at that meeting which was a very lively meeting. I might say, because this is a

very emotional issue on Bell Island, and a couple of weeks ago I had an opportunity to thank the Premier for sending his representative over and allowing the Minister of Transportation and Communications to come over. I think nothing but good will come out of this, Sir, believe me, nothing but good. What we have to do, in my opinion, in this province, is to convince Ottawa that they have to let the contract before any negotiations continue with the province to take over that service. Whether they offer the province large sums of money, they try to buy their way out of it, that the province not fall for this at all.

First of all let the Government of Canada, now that they have the jurisdiction, put a first class service there and then they can carry on negotiations with the province if they want to take over that transportation system, but my advice to the province, Sir, Uncle Ottawa look, Mr. Chairman, they have so much money up there now that they do not know what to do with it. It is running out of their ears. They are collecting taxes on inflated dollars and they got so much money. We will find out tonight how much they have. It will all come out tonight. But they certainly have more money in their treasury than the province has and we should keep Ottawa on the hook until such time as we get a first-class ferry service and until they are prepared to reopen an agreement. If the province should enter into an agreement with them, open it up every year or every second year at least because of the escalation and the cost.

It might be a good idea, Sir, for the province to take over this ferry service because at least when we have complaints we could get at somebody locally. We would not have to look to far away Ottawa and we would not have people looking at the Bell Island ferry service from the vantage point of Wellington Street up in Ottawa. At least we would be able to go to the minister, delegations, individuals, truckers, businessmen, members of the House, town councils. When we have complaints we could say, "Well we do not have to go to far away, Ottawa. They are up there, we cannot get at them but at least we can go to St. John's and talk to the Minister of Transportation and Communications and get our problems straightened out. So I hope that we will continue on the same course that we are on now and that we will get a first-class service and



that we will get a replacement ferry before September when the "John Guy" has to be drydocked for annual refit. I think I have got the - as a matter of fact I am sure, I do not think at all I am sure I have got the co-operation of the minister in this matter and I understand that an official, a high-ranking official of the Water Transport Committee will be in Newfoundland sometime in the next week or so, probably the latter part of this week, to meet with the new tendering companies and to meet with the minister and his Director of Transportation and to meet with maybe some of the committees, the commuters' committee for instance which is pushing this matter on Bell Island.

But, Sir, that is the way the situation is now. I can tell you, Mr. Chairman, if I had my way, if I had my way, Sir, there would be none of these negotiations at all. Now I have to try to get the best deal I can for my constituents and I can see that Ottawa is not going to do what I suggest and the province is not going to do what I suggest but even, Sir, when they do let the ten-year contract, it is not going to mean that the promise of the Premier, that the Premier made on Bell Island, is now going to be kept. The rates are still going to be the same, if not more. There will be no free transportation. There will be no making the transportation service a part of the provincial highways system, as the Premier promised in two provincial general elections, no evidence of this at all, Sir. I would say it is a promise that is not going to be kept, at least, Sir, not going to be kept while we have this administration, but it will be a promise that will be kept some day, Sir, because Mr. Chairman, it makes a lot of common sense, believe me it does. The Premier was on the right track. He could not go wrong with that kind of an announcement. I have been advocating this I suppose for the last eight or ten years, that every ferry service in Newfoundland should be free as far as I am concerned.

CAPT. WINSOR: Right! I agree.

MR. NEARY: Every one of them should be free. Why should they not be free? Let us take, Mr. Chairman, I have gone through this exercise in this House a dozen times, let us take the poor fellow on Bell Island who gets a job in St. John's and he has to commute back

and forth to work, his family and his home is on Bell Island, and compare him, Sir, to a man who lives in Portugal Cove, which is only three miles away. The man in Portugal Cove, Sir, if he has got the price of the gasoline and oil to put in his car, he can drive to work. He can take a couple of his buddies and he can charge them \$5 a week for driving them to work but if you live right across the way on Bell Island, not only do you need the price of the gas and oil to put in your car but you have to pay \$2 a day to get back and forth, \$2 a day to get back and forth and twenty-five cents for every foot passenger, and that is a special rate for commuters.

It is too much, Mr. Chairman, no wonder they get discouraged. It is no wonder they get downhearted and depressed. I know them all. It is a wonder they hang on at all. They lash out half their salary practically in transportation expenses, getting back and forth to work, and they have to get up 5:00 A.M. in the morning in order to get aboard that ferry, line up. In the meantime they have to go down to the beach at 5:00 A.M. in the morning and they are lucky if they get aboard of her. They may have to leave their car on the beach and then come over and try to figure out a way to get into their place of employment. They might have to hitchhike. Every time I come across I pick up commuters who are going to work and I never cease to be amazed when they get in the car to hear their stories on how they get back and forth to work. "How do you get in," I say, "If you come over eleven o'clock at night, how do you get in, for instance, Exon House to go to work?" "Oh, I have to depend on somebody on the boat or I have to hitchhike."

I know a fellow, I can tell you this, Mr. Chairman, that I know one gentleman who has walked to Portugal Cove in the last year at least one dozen times. It has taken him the whole night, the whole night, tried to hitchhike down and could not get a ride, walked in the rain to Portugal Cove, it took him all night to get there. So the Premier was on the right track but obviously there is nothing

he is going to do about it. It is going to be a promise that is unkept.

If I had my way, Sir, every ferry service in Newfoundland would be turned over to CN. We should not be piddling around, fooling around, depending on the Water Transport Committee in Ottawa and the Canadian Transport Commission and this department and that department and the other department.

MR. DOODY: There is a free one from Argentia to Port aux Basques or a free one from Port aux Basques to Sidney or Sidney to Argentia, that is free.

MR. NEARY: What is free?

MR. DOODY: The CN ferry service -

MR. NEARY: Yes, turn them all over to the CN. Give it to CN.

MR. DOODY: Inaudible.

MR. NEARY: I do not care what Mr. Marchand said. I did not hear him say it. Maybe he did. Maybe the minister is right. I do  
I do not know.

MR. BARRY: How much are you getting from Ottawa?

MR. NEARY: But, Sir, I will say this, if the minister wants to put it to me that way I shall say this, and I just saw an item in today's "Evening Telegram," I think it was concerning the CN busses, somebody described them as - What does it say there under the heading about CN busses?

AN HON. MEMBER: "Not fit for pigs."

MR. NEARY: "Not fit for cattle," I think, Sir.

AN HON. MEMBER: "Not fit for pigs."

MR. NEARY: Sir, CN has been a whipping boy for a long, long time. They provide a service along the south coast, I would say second to none, that service on the south coast. I made the trip last July.

AN HON. MEMBER: He has to be kidding.

MR. NEARY: No, Sir, I am not kidding. I will tell you what they even do, Mr. Chairman, and I got my eyes open I will tell you this. We have a tourist service, CN, Canadian taxpayer, the people of this province provide a tourist service to St. Pierre. I could not believe it, to

St. Pierre. What is wrong with it?

MR. HICKEY: Sir, I mean the minister got to be naive. The Canadian taxpayers, the people of this province, have to provide a ferry service to St. Pierre -

MR. HICKMAN: The Canadian taxpayers spent millions and millions and millions on tourists for Prince Edward Island every year.

MR. NEARY: Mr. Chairman, Prince Edward Island happens to be a part of the Canadian family. St. Pierre is a foreign country.

MR. HICKMAN: But Fortune happens to be. This may come as a shock to the honourable gentleman, but it is.

MR. NEARY: Mr. Chairman, I am not complaining about Fortune being in part of Canada but, Sir, it does not make sense to me.

AN HON. MEMBER: Do not let the Minister of Justice provoke him.

MR. NEARY: No, the Minister of Justice is not provoking me. The Minister of Justice knows that I am right.

MR. HICKMAN: No, he does not.

MR. NEARY: We can spend the taxpayers' money, Sir, to provide a tourist service to St. Pierre. I enjoy going to St. Pierre. But what about the people on Bell Island and the people - where does the ferry go?

AN HON. MEMBER: Greenspond.

MR. NEARY: Greenspond and Fogo Island and St. Brendan's and St. Barbe.

AN HON. MEMBER: Little Bay Islands.

MR. NEARY: Little Bay Islands and my colleague just got his problem straightened out down there.

You know, what kind of a sweetheart deal that was, Sir. You know, I do not understand it. I will tell you what happens, Mr. Chairman. Here is what happens: You go down to Fortune on the coastal boat. She stays overnight. Just listen to this. Just listen to it. You will not believe it. The next day tourists come on board the coastal boat. Now remember she has got passengers, I was one of the passengers on board. The tourists get on board and away she sails for St. Pierre but when you get to St. Pierre the passengers who happened to be on board that coastal boat are not even allowed to go ashore. Does the minister know that? Not allowed to go ashore in St. Pierre. Scandalous! All they do is dump their tourists, stay there for about one hour while they take the tourists going back and then go back to Fortune. Then the tourists have to go through customs and immigration in Fortune and the other tourists then have their freedom, they can go where they like. They were not even clever enough to make a deal with the Government of St. Pierre, or whoever they made it with, that the people who were travelling on that ferry could go ashore. Why could they not? The crew are not even allowed to go ashore.

AN HON. MEMBER: Inaudible.

MR. NEARY: No, they did not. Sir, that is correct. The crew were not even allowed to go ashore.

AN HON. MEMBER: Inaudible.

MR. NEARY: He made a statement on what?

AN HON. MEMBER: Inaudible.

MR. NEARY: Well maybe he did but anyway the service is there, there is nothing I can do about it but, Sir, I am sure that the people of this province and the people of Canada have a right to know how their tax money is being spent. It is not being spent in this particular instance to provide a service for the people of Canada. I understand private enterprise are moving in down there and that service may be unnecessary in the coming season. It could be, I hope it is, Sir.

I am not against St. Pierre. Look, I like the French people. I have been on St. Pierre a couple of times and I like to go there and enjoy

the wine and I enjoy the food and I enjoy the hospitality but it is some unusual, Mr. Chairman, at least it strikes me as being unusual that CN should provide a service to St. Pierre.

AN HON. MEMBER: Inaudible.

MR. NEARY: Maybe it is done in other parts of Canada, I do not know, or other parts of the world. It is the first time that I have ever seen it done and it struck me as being most unusual, Sir. I do not intend to make a fuss about it but I intend to make a fuss about the Bell Island ferry service. That is why I say CN apparently has no problem getting boats, getting money, getting ferries and as far as I am concerned CN should be responsible for operating all the ferries in Newfoundland, whether they be to St. Brendan's, Fogo Island, Bell Island or wherever they operate. They have the facilities. They have the equipment. They have the access to the money and the equipment and the ferries.

AN HON. MEMBER: Inaudible.

MR. NEARY: No, no! They say, "No, that is an interprovincial matter, let the province look after it." Well, Sir, we will see when the contract is let just how far the province is prepared to get involved. Perhaps the minister could tell us whether there is any indication on the part of his administration of keeping this promise made in two provincial elections by none other than the Hon. Premier.

Now then, Sir, the minister a few moments ago, when he was replying to my colleague here for Bonavista North or my colleague for Fogo, I am not sure which, indicated that we will have to settle in this province in the future, for standards a little less than we have at the present time.

Now, Mr. Chairman, I could hardly believe that I was listening to a statement coming from a minister who only, I think it was that minister, Sir, the minister can correct me if I am wrong - from the same minister who made a statement a few months ago that the Trans-Canada Highway in this province was not adequate to handle the traffic that was going over it at the present time, what we really needed in this province

was a second Trans-Canada Highway. Was not that the same minister that made that statement a few months ago? Mind you, Sir, again I have no disagreement with the minister. The only thing is that there is an inconsistency there.

AN HON. MEMBER: Inaudible.

MR. NEARY: There is no inconsistency?

AN HON. MEMBER: Inaudible.

MR. NEARY: Well the minister can explain when I am finished because I am not going to lash into the minister today. I am not going to rack him up. Maybe when the Mifflin Report comes out, Sir, the love affair might come to an end.

AN HON. MEMBER: Inaudible.

MR. NEARY: It certainly is. Very touching indeed.

So there seems to be a bit of an inconsistency there, Sir, because I agree with the minister that this Trans Canada Highway is not adequate to handle the traffic. So far the minister, in this debate on his estimates, on his salary, has given no indication of what this administration intends to do about the Trans-Canada Highway. My colleague pointed out a few minutes ago about the white lines and so forth. I never saw the Trans-Canada Highway, Sir, in worse condition than it is at the present time.

The poor old CN bus drivers, Sir, this winter have had to pay the price of being criticized for accidents along the Trans-Canada.

AN HON. MEMBER: It is a death trap.

MR. NEARY: As my colleague says, it is a death trap. Well, Sir, he is not too far wrong because I am not a bus driver. A CN bus driver, down at the Holiday Inn at Clarendville, I said to him, "What is wrong with you fellows? Why are you having all these accidents across Newfoundland?" I said, "Are not the highways sanded? Are they slippery? What is going on?" He said, "Sir, how far have you driven this year?" I said, "I have not driven too far but" I said, "I am going practically right across the whole Island now." "Well" he said, "On your way across take a look at the bumps in the road. Take a look at the places where the highway is thrown up with the frost." I said, "Why, it cannot be that bad. Is



it any worse than any other year?" He said, "Yes, it is. The worse time I have ever seen it." Then he said, "In some places there are no markers. Some places they have signs up 'Bumps' and they have lights up but in some places there are no markers at all." He said, "Could you imagine with a big piece of equipment like a bus going along at about sixty miles an hour, going down into a hollow or going up over a bump."

AN HON. MEMBER: There are signs.

MR. NEARY: I know there are signs. I saw the signs.

AN HON. MEMBER: Inaudible.

MR. NEARY: Yes, Sir, there are. No, I am not saying it is an excuse but it is not all the bus drivers fault either. The minister has been quick to criticize the bus drivers. The Member for Lewisporte, Sir, had been quick on the trigger to criticize the bus drivers for an accident that took place down there in Norris Arm.

AN HON. MEMBER: Inaudible.

MR. NEARY: Well, Sir, they had to take the rap for it.

AN HON. MEMBER: Inaudible.

MR. NEARY: Well the minister might have criticized CN but CN took it out of the hides of the bus drivers. The bus drivers, Sir, did pay the price for that; they were held up to public ridicule. They lashed back. Their union representative lashed back. I had some discussion with the CN bus drivers. I do not think I had any correspondence with them but I certainly talked to them.

Sir, these drivers in my opinion were not at fault. Despite what the Member for Lewisporte said and I know the Member for Lewisporte, Sir, sits in the Chair and he cannot defend himself, but they were very critical of the Member for Lewisporte in this particular case. I am not going to belabour this point because I know the embarrassing situation the member is in.

But I think it is about time, Sir, that we laid it on the line that we did not place all the responsibility for these accidents on the shoulders of the bus drivers. These bus drivers are as fine a bunch of men, Sir, as have ever driven a piece of heavy equipment in this province.

They are well trained. They are very courteous. They are very cautious. They are a fine group of Newfoundlanders. It is unfortunate that this present winter they became the whipping boys for every accident that took place across the Trans-Canada when in actual fact, Mr. Chairman, I think Your Honour will agree with this, that the Trans-Canada is really not adequate to handle these buses in the first place. There may be portions of the Trans-Canada, Sir, there may be portions but there are certainly sections of the Trans-Canada that are not really adequate to handle these big buses, especially in the wintertime.

You can talk about snow tires and chains and everything you want about these buses, Sir, I think that CN as far as I can learn -

AN HON. MEMBER: Inaudible.

MR. NEARY: Oh, I am coming to that, Sir. I am coming to that. I am going to have a few words about that too in a broader sense when I am talking to the Minister of Transportation. I am going to cover the whole spectrum of transportation because I think it is one of the most important subjects, Sir, that needs to be discussed in this province because it affects the livelihood of every man, woman and child and it affects the cost of living in this province. The minister has not in his remarks, so far in my opinion has not outlined for instance a ten year plan, programme for transportation in this province.

Before I get away from the CN buses, Sir, under the conditions which they have to operate. I think they have made a genuine effort to provide a good bus service. I do not have to remind this honourable Committee that it is the only province in Canada where CN operates a bus service. They may have been forced into it, I do not know. When they took the rail passenger service away in Newfoundland, they may have been forced into it.

AN HON. MEMBER: Inaudible.

MR. NEARY: Pardon?

AN HON. MEMBER: We got taken.

MR. NEARY: We got taken. I do not know whether we got taken

or not, Sir, but - No, Mr. Chairman, we may have gotten taken in the long

haul but I would say that generally speaking the bus service that we have, whether it is good, bad or indifferent at the present time is way ahead of the rail passenger service that we had. That is obvious, Mr. Chairman, there are more people using it.

AN HON. MEMBER: Inaudible.

MR. NEARY: Mr. Chairman, when the Trans-Canada Highway was finished and when all the other road links leading into the Trans-Canada Highway were complete then the bus service was more advantageous than the old train service going across Newfoundland, where it would take you two or three days to get out to Corner Brook or get out to Port aux Basques.

AN HON. MEMBER: Inaudible.

MR. NEARY: No. It was good. I mean I often sat aboard of her with a bottle of Screech and never woke up until I got to the Gaff Topsails but I always enjoyed a ride on it. I say the best food, Sir, in Newfoundland was aboard that train. But she outlived her usefulness, Mr. Chairman. So now it is being replaced with a bus service which is very good in my opinion because I think it provides a much better service for the people who are commuting, who do not have their own mode of transportation and who want to get back and forth across the island. I think the bus service is well used. It is, Sir. You can go down to CN station or you can go into any of the hotels and in the summertime these buses are blocked to the door. and at Christmastime and when the University closes the kids are going home, they have to hire on buses. They have to hire on yellow buses to handle the volume of traffic.

So I would say, Sir, generally speaking it was a good move. It was a good move, Mr. Chairman. But what I would like to see, Sir, the passenger service is gone now and the minister is talking about another Trans-Canada Highway, what I would like to see, Sir, is a commuter service, you know, a commuter service like they have in and around the City of Toronto.

AN HON. MEMBER: It is under investigation.

MR. NEARY: Now I have a piece of information from the minister, My God!

AN HON. MEMBER: Inaudible.

MR. NEARY: It is under investigation. It is the first I heard of it, Sir. But, Mr. Chairman, we either have to -

MR. CHAIRMAN: (STAGG): Order, please!

It now being 6:00 o'clock I do leave the Chair until 8:00 o'clock this evening.

The Committee resumed at 8:00 p.m.

Mr. Chairman in the Chair.

MR. CHAIRMAN (Stagg) Shall 1701-01 carry?

MR. NEARY: No, Mr. Chairman, it is not carried yet. I notice, Sir, the attendance is down considerably tonight. The government members must be home tuned in to their radios, I suppose, for the Federal Budget Speech. Oh! The Minister of Finance is here. No doubt he will be plugged in later on. At 9:30 p.m. he will have his transistor in the House plugged in to hear the goodies. He will have a copy in advance flown down. It will be flown in by special plane tonight to the minister.

MR. CROSBIE: It is at the Post Office now.

MR. NEARY: There we go!

MR. EVANS: There will be more goodies tomorrow or Wednesday when they are dumped.

MR. NEARY: Mr. Chairman, before the committee rose for supper I was dealing with Transportation, Sir, in its broadest sense. I had just given the minister and the Member for Lewisporte a few flicks for blaming the accidents this past winter involving buses on the bus drivers. The minister indicated during the interruptions across the committee that he did not say that all the fault was caused by the bus drivers themselves. I accept that, Sir, because I think that the road conditions at the time did play a major role in some of these accidents.

AN HON. MEMBER: And the equipment.

MR. NEARY: And the equipment. The type of equipment and maybe the type of tires I do not know. I understand that they have the best tires, the best quality, the best standard of tires that they can get for the Newfoundland weather. Well, Sir, I should like to inform the member that around or about the same time that he and his colleagues were criticizing the bus drivers, a Department of Highways truck in Gambo slipped its brakes for some reason or other, whizzed through a stop sign and crashed into a C.N. bus, believe it or not.

That is rather interesting, Sir, but we did not hear much chaw out of that honourable crowd over there when that happened

nor any chaw from the federal members. No lip from John Lundrigan when that happened. Poor old C.N. have to take the rap for everything that happens in Newfoundland. Maybe a lot of it they deserve.

MR. W.N. ROWE: Leave poor old "Lundrigan" alone, he is not running again.

MR. NEARY: Lundrigan? Well, if he runs again he will be defeated. He will be back school teaching.

MR. THOMS: I did not know that he was going to go school teaching.

AN HON. MEMBER: (Inaudible)

MR. NEARY: No it was not a free trip. No, Sir. No. But, Sir, C.N. have been the whipping boy in the past for just about everything one could possibly think of. Now I understand that they have brought in a new system whereby there is going to be a corporation, I believe, set up just to deal with the Atlantic Provinces. I would like to hear the minister comment on that when he gets up to speak.

This may or may not be a good thing, Sir. I think now Mr. Tingley, I believe it is Mr. Tingley, a former manager of the C.N. here in Newfoundland is now in charge of this corporation. I think that is what it is called.

AN HON. MEMBER: He is in charge of the fleet.

MR. NEARY: In charge of just the fleet? In charge of the marine works not the C.N. operations on land? Not the trucking nor not the trains?

AN HON. MEMBER: What trains?

MR. NEARY: We do have a freight train going across this island. I do not know what this is going to mean in the way of improved service in Newfoundland. I hope that it means that something positive will be done. Believe me, Mr. Chairman, members may be bored with the way we are dealing with the item by item analysis of the estimates, but, Sir, transportation in my opinion is one of the most important topics in Newfoundland. It is a matter of life and death as far as Newfoundland is concerned. I do not know how much time we have left, Mr. Chairman. We probably have twenty-five or thirty hours left. If we spent the whole

twenty-five or thirty hours, Sir, discussing Transportation I think it would be very worthwhile. The unfortunate part about it, Mr. Chairman, is that we are not going to have sufficient time to discuss all the estimates within seventy-five hours.

AN HON. MEMBER: Then stop wasting time.

MR. NEARY: This is not wasting time. The Minister of Transportation and Communications, Sir, did not articulate government policy and I am trying to pry it out of him and at the same time I am flinging out a few suggestions to the minister. In some cases I agree with what appear to be his own personal philosophy and not the policy of the administration. In some cases I agree with him and in some other cases he has failed to outline the government's policy, the government's programme.

MR. DOODY: (Inaudible)

MR. NEARY: Mr. Chairman, if we used the whole time remaining on Transportation it would be twenty-five or thirty hours well spent. The trouble is that the nasty Minister without Portfolio has restricted us to seventy-five hours. He and his colleague -

MR. CHAIRMAN (Stagg): Order please!

The honourable member is now embarking on a course which began as slightly irrelevant and is now totally irrelevant. Head 1701-01, the honourable member may make very good points in his debate, however, he must make them at the time when such things can be discussed and this is not the time.

MR. NEARY: That may be true. I shall deal with the matter in the Budget Speech, Sir. The matter of the seventy-five hours. Mr. Chairman, I do not think for one minute that this government have really kept pace with what is happening in the field of transportation. We were the first. The previous Liberal Administration were the first to appoint a Director of Transportation. Mr. Kemp, who believed, who had a great passion for the hovercraft, could not see beyond the hovercraft, he hovered his way -

AN HON. MEMBER: At least six inches above the ground.

MR. NEARY: When his contract expired -



AN HON. MEMBER: Old slush bucket Brownrigg.

MR. NEARY: No. No. He did not.

AN HON. MEMBER: There was somebody in between.

MR. NEARY: No. That was I. I was the minister responsible for Transportation so I know of what I speak. I was the first minister in this province to be responsible for Transportation.

AN HON. MEMBER: No wonder we have not progressed beyond the wheel.

MR. NEARY: Ah! Mr. Chairman, I laid out when I was minister responsible for Transportation a ten-year-plan.

AN HON. MEMBER: What happened to the ferry?

MR. NEARY: What ferry?

AN HON. MEMBER: The Bell Island ferry.

MR. NEARY: The Bell Island ferry we managed to get fixed up. We managed to get Diefenbaker -

AN HON. MEMBER: (Inaudible)

MR. NEARY: This is where they are wrong. This is where Diefenbaker came into the picture. We managed to get Diefenbaker to build the "John Guy". We have to give him credit for that. That boat was built under a Tory Regime.

AN HON. MEMBER: The Member for Bell Island and Jim McGrath.

MR. NEARY: Jim McGrath boarded her, I think down here off the Narrows somewhere. They took him out in a pilot boat or a longliner and put him aboard the "John Guy" when she was coming in the bay. I was down on the wharf and here was Jim McGrath as proud as life standing up on the bridge of the "John Guy" expecting to have every resident of Bell Island down there blowing horns and firing off guns to greet them when they sailed in to the wharf. There were only a few of us there to greet her because everyone knew, Sir, that that boat -

MR. DOODY: Was the honourable member Jim's campaign manager then?

MR. NEARY: No I certainly was not.

MR. DOODY: He was before.

MR. NEARY: Everybody knew, Mr. Chairman, that Mr. Smallwood and the previous Liberal Administration were the people who talked Ottawa into building that ferry. We laid the plans. The Tories won the government and then they built the ferry. We will share the credit for that one

fifty-fifty. I will tell honourable members what: We shall give Mr. Diefenbaker an assist on that one.

AN HON. MEMBER: Okay!

MR. NEARY: Okay! Fair enough!

MR. DOODY: "You are mellowing, Steve."

MR. NEARY: I am not mellowing, Sir. Mr. Chairman, that is why I have so much credibility in this House, I tell it as it is.

AN HON. MEMBER: (Inaudible)

MR. NEARY: Mr. Chairman, if that honourable crowd over there could only restrain themselves for a short time. If the Member for Bonavista South would only go back to his own seat. I know that he is not allowed to interrupt a member when he is speaking anyway but if he is going to do it he can only do it from his own seat.

MR. W.N. ROWE: He is pretending he is a front-bencher, and that is as close as he will ever come.

MR. NEARY: I hear that there is going to be a cabinet reshuffle next month, Sir. Maybe the member will be able to claw his way into the cabinet. Mr. Chairman, may we have a little order? May we have a little order? They are rattling me over here.

MR. CHAIRMAN (Stagg): Order please! All honourable members are fully aware of the rule, which is that an honourable member speaking should have the right to be heard in silence. On occasions honourable members may choose to engage in discussion with other honourable members who do not have the floor. However, this does not appear to be one of these occasions. Also, for the benefit of any honourable members who might be speaking from stations other than those assigned to them or him, I suggest that members can only speak from their assigned place. In any event, members should not speak unless they have the floor.

MR. NEARY: Thank you, Mr. Chairman. I started to say that when I was responsible for Transportation we laid out a ten-year-plan. Included in that plan, Mr. Chairman, was the paving of the road up the Great Northern Peninsula, a ferry service temporarily, a good, first-class ferry service, temporarily, across the Straits of Belle Isle but within ten years a tunnel underneath the Straits of Belle Isle to link the two land masses.

AN HON. MEMBER: That was the plan?

MR. NEARY: That was the plan.

AN HON. MEMBER: Did the honourable member table that?

MR. NEARY: I do not know if that is in the file now or not. I certainly did not take it with me when -

AN HON. MEMBER: It is probably at Russwood.

MR. NEARY: No it is not at Russwood, Sir.

MR. THOMS: The mounties searched his home and they got it all. The Minister of Justice should have that now.

MR. NEARY: As a matter of fact, I am glad my colleague reminded me of that, Sir. The Minister of Justice made a presentation, I believe at one stage to the Standing Committee on Transportation and Communications of the House of Commons.

MR. HICKMAN: That is right.

MR. NEARY: On behalf of the province.

MR. W.N. ROWE: What government was he with then?

MR. NEARY: He was with the Liberal Administration then, Sir.

MR. HICKMAN: That was Mr. Pickersgill's board, when he came down to give us a -

AN HON. MEMBER: (Inaudible)

MR. NEARY: Wait one minute now. When Mr. Pickersgill came down to what?

MR. HICKMAN: His first C.R.T.C.

MR. NEARY: Oh yes! I remember that, Sir. That is right! The minister went down, Mr. Chairman, and made on behalf of this province one of the weakest cases I have ever seen in my life. Shortly after, Sir, the Standing Committee of the House of Commons on Transportation and Communications when making its rounds of Canada came to Newfoundland and I presented a brief on behalf of the province, a Transportation Brief which included the paving of the Great Northern Peninsula, a first-class ferry service across the Straits of Belle Isle for the time being but within ten years a tunnel to be built across the Straits and a Trans-Labrador Highway. That was the ten-year-plan.

AN HON. MEMBER: (Inaudible)

MR. NEARY: Hold on now! I shall come to that. That was the ten-year-plan, Sir. The number one priority, Sir, of the previous Liberal Administration was to implement that part of the plan. That was the number one priority, making it possible to drive right from St. John's to Montreal or New York. One could get aboard his car here go on the Great Northern Peninsula, through the tunnel, across the Trans-Labrador Highway and down to Seven Islands and Montreal or any part of North America that one wanted to go.

AN HON. MEMBER: On a weekend I suppose.

MR. W.N. ROWE: By way of the scenic route.

SOME HON. MEMBERS: (Inaudible)

MR. DOODY: Anyway, it is a good concept, an imperial concept. Carry on!

MR. NEARY: It certainly it a good concept. It was the policy of the former Liberal Administration. That was the plan that we intended to carry out. My friend, in his remarks a couple of days ago, criticized the Liberal Administration by saying; "They did not want to have anything to do with Quebec. They did not want to build the road into Quebec" and all this sort of nonsense. Well, Sir, what we wanted to do and I dare the minister to get up and criticize us for this or say that it does not make sense, we wanted that Trans-Labrador Highway to start at the Straits of Belle Isle not over in Seven Islands. We wanted that highway to start down in the Straits, go up towards Goose Bay, up towards the Lower Churchill and right up on through to Quebec. That is what we wanted. That is what we were holding out for.

MR. HICKEY: Why?

MR. NEARY: Why? I will tell the minister why. Remember the political climate in Quebec at that time was not what it is today. We did not have Mr. Bourassa there then. The feeling in Quebec at that time was hostile.

MR. DOODY: Vive la Forteau!

MR. NEARY: My friend remembers when DeGaulle came over. We heard a lot about transmission lines across Quebec. I remember some of the honourable gentlemen on the other side saying; "Put the transmission

lines across anyway. Ask the Government of Canada to force Quebec to put the transmission lines across." They would have been blown up the next day.

AN HON. MEMBER: There is danger here tonight.

MR. NEARY: Why is there danger here tonight?

MR. BARRY: The honourable Member for Bell Island is all upset.

MR. NEARY: I am not upset. I am trying to beat a bit of sense into the heads of the honourable members sitting on the government benches.

So, Mr. Bourassa, was not there then, Sir, and the situation was not what it is today where you can get co-operation from the Province of Quebec. At that time they wanted everything. They even wanted to supply the materials and labour.

MR. HICKEY: They want that today.

MR. NEARY: They may want that today but the situation has changed today.

AN HON. MEMBER: Separatism!

MR. NEARY: Separatism? Separatism today is practically non-existent in the Province of Quebec. It is a dead issue.

MR. HICKEY: They want their own power.

MR. NEARY: Well, maybe they do.

MR. HICKEY: They did not get it.

MR. NEARY: Sir, even today I would say that the present Minister of Transportation and Communications would be wrong to allow that road to start in Quebec and come down towards Labrador City. Start it in Newfoundland.

AN HON. MEMBER: (Inaudible)

MR. NEARY: I hope it is not going to. That is what we were holding out for. I will say this, Mr. Chairman, I will say this: I do not know how many members in this honourable committee agree with me but, Sir, I see no point nor no purpose whatsoever in building a Trans-Labrador Highway unless we link the Island of Newfoundland permanently with the Mainland part of this Province. What are we going to put in a Trans-Labrador Highway for? To spend \$400 million or \$500 million of the taxpayers money, unless it is to do what is so obvious and so natural, to link the island with the mainland part of the province. Otherwise what would be the purpose of the highway?

AN HON. MEMBER: (Inaudible)

MR. NEARY: Maybe my colleague does not agree with it but it certainly makes a lot of sense.

MR. W.N. ROWE: (Inaudible)

MR. NEARY: So we could build a road. I agree with building a road from the Straits, from my friend's District of Labrador South, from the Straits up to Goose Bay, across to Churchill Falls, (Why not?) maybe go into Labrador City. What is the point of building a Trans-Labrador Highway to join on to the Trans-Canada Highway if we do not link the Island of Newfoundland with the Mainland part of the Province?

AN HON. MEMBER: (Inaudible)

MR. NEARY: I do not think so, Sir. I think that makes a lot of common sense. A few years ago when the matter of a tunnel -

AN HON. MEMBER: He is throwing his support behind Roger -

MR. NEARY: The Leader of the Liberal Party has nothing to worry about when it comes to me running for the leadership. He has nothing to worry about.

AN HON. MEMBER: The leadership is all right.

MR. NEARY: I am solidly behind the present leader, Sir, who is about -

AN HON. MEMBER: Which present leader?

MR. NEARY: Who is about to become the Premier of this Province. An honourable, decent, clean-living, upright, courageous, intelligent, clever, brilliant, charming gentleman.

MR. DOODY: Robert Bond is back.

MR. NEARY: The Leader of the Opposition does not have anything to worry about. He knows where he stands.

SOME HON. MEMBERS: Hear! Hear!

MR. NEARY: But, Sir, this concept in my opinion makes a lot of sense. When we first mentioned the matter of a tunnel all we got were sneers and jeers from the pessimists, from those who did not understand nor comprehend what it was all about. Anybody who ever lived in a mining town, Sir, knows about tunnelling. Maybe the well-to-do lawyers or the businessmen who never had to go out and earn a living by the sweat of their brows, with their hands, who came out of law school and went downtown practicing law, maybe they could not comprehend putting a tunnel underneath

the Straits of Belle Isle. I am sure, Sir, the miners out in Buchans know all about tunnelling. I am sure the people over on Bell Island know all about tunnelling. God only knows they have dug out enough of them.



miles and miles and miles. One could take the city of Toronto and put it down in the corner, one corner of the mine. So what do they do? They poke fun at it. Now what do we find, Mr. Chairman? We find the Minister of Industrial Development now agreeing with us. The Minister of Industrial Development, as a matter of fact this afternoon and I have heard him at it before outside the House saying that there is a group of engineerers studying the currents and studying the topography, I suppose you could call it, of the land and the bottom of the ocean, floor of the ocean, taking soundings and figuring out where the tunnel would start and where the tunnel would end.

So, Sir, I would say we have come a long way. We have managed to win them over to our side. We have indoctrinated them. It took a long time to do it. Now what are they talking about, Mr. Chairman? They are talking about bringing the transmission line across the Straits of Bell Isle, not by submarine cable but through a tunnel, through a tunnel, is that correct? One of the ways in which the administration is considering bringing the transmission line across the Straits of Bell Isle is through a tunnel. Sir, in my opinion it would be foolish and stupid just to build a tunnel for a transmission line.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: A year and a half ago I would say. When I presented that brief, when I presented that brief I would say was at least six years ago.

AN HONOURABLE MEMBER: That is what got him excited about it.

MR. NEARY: No, that is not what got him excited about it.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Do not be so childish, boy!

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: So, Mr. Chairman, now they have adopted the idea and I am glad they have because this is as plain as the nose on your face. I would hope, Sir, that the number one priority of that administration will be to complete the road up the Great Northern Peninsula, put a first class ferry service there and then build a Trans-Labrador Highway. That is as plain as the nose on your face. That should be the number one priority of any government of this Province.

Now, Sir, let me turn to another matter. Mr Mercer, the newly elected President of the Board of Trade, former Tory -

AN HONOURABLE MEMBER: Former Tory?

MR. NEARY: Yes, well, I do not know if he is a former Tory but he tried to get himself nominated as a candidate in the last election. He could not even win the nomination. So Mr. Mercer said recently that the cost of living in this Province could be reduced by two per cent if they had better facilities down here on the water front. I believe Mr. Mercer. I believe him, Sir. Good P.C., but I would go further than that, Mr. Chairman, and I would say that not only do we need improved facilities on the water front for storage of freight but we need a better shipping service in this Province, Sir, in and out of this Province.

The Minister of Finance perhaps would care to comment on my few remarks when I am finished, because I am sure that the minister is familiar with shipping.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: No. Scrap them all? No, Sir. Mr. Chairman, it is scandalous what is happening today to the material and the freight that is being shipped into this Province. Stuff is being broken up. It has been stolen, lost. The pilferage -

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Pardon?

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: That is right. The pilferage is beyond description. That is another contributing factor to the cost of living in this Province. It is tacked on to the price of goods in this Province and the people have to pay for it. I would like for the Minister of Transportation and Communications when he stands, I do not know if the job is too big for him or not, Sir, I do not know, maybe it is but certainly it is a question, Sir, that we have to take a good, hard look at. Are we getting a first class freight service in and out of this Province, Mr. Chairman? I would submit to the committee that far from it, I would say the freight service in and out of this Province is poor. There is tremendous room for improvement.

I am sure that any businessman if he were sitting in the public galleries in this House tonight would agree with me. How much time do they need to get goods delivered in this Province, Mr. Chairman? Does the minister know? It takes about anywhere from three to five weeks, seven weeks to get a bit of freight down from Montreal or down from Ontario.

MR. MARSHALL: On a point of order, Mr. Chairman:

This is not relevant. This is a matter with respect to the Federal Government and a matter that the honourable member from Bell Island could have gotten his colleague, the Minister of Regional and Economic Expansion, and in this committee we have been allowing going off on tangents as has occurred in the past two or three weeks. We have consumed fifty-one hours now.

My purpose in getting up is to say if the opposition wish to continue its irrelevancies and its goings on it can do so but I would like to draw to their attention that we have fifty-one hours, I believe, expired, so that if they want to carry out their duties in as an effective a manner as the previous opposition did, they might get a little more relevant because they only have twenty-four hours left.

MR. NEARY: Mr. Chairman, to that point of order: I would submit to Your Honour that I am dealing with a matter of transportation that is most important to this Province. I am asking the Minister of Transportation and Communications what his department is doing about this. This is not a federal matter, Sir, this is a provincial matter that I am talking about. I am not dealing with CN, I am dealing with private shippers. I have every right to make my case.

MR. MARSHALL: On that point of order, Mr. Chairman: We reiterated that if the opposition wish to waste time, as it has about ninety-five per cent of time, it may do so. I am just pointing out how they can acquit their duties properly, that is all.

MR. NEARY: That is not a point of order, Mr. Chairman. Can I carry on, Sir?

MR. CHAIRMAN (Stagg): Well, the point of order is more of a matter of debate between two honourable members. The honourable member has at

times been irrelevant. However, the Chairman is not about to take notice of the difference between the federal and the provincial responsibilities. The Chairman does not profess to have that detail of knowledge of various jurisdictions such as to decipher what would be relevant and irrelevant. Consequently, the honourable member may proceed.

MR. NEARY: Mr. Chairman, the only way we can get these services improved is by putting on pressure from the Province. I am calling upon the Minister of Transportation and Communications tonight to use his good offices to try to get the freight service in and out of this Province improved.

I do not care whose jurisdiction it comes under, federal or provincial - and to speed it up. Speed up the services.

AN HONOURABLE MEMBER: Speed up deliveries.

MR. NEARY: Now, Sir, I want to get back to the Trans-Canada Highway again for a few minutes. I do not know if the minister or his government have approached Ottawa for financial assistance to upgrade or to widen or to build another Trans-Canada Highway in this Province. I had heard some time ago that the government were seeking help from the Government of Canada to upgrade the Trans-Canada Highway. This may or may not be true. The minister can confirm or deny this when he speaks again.

We managed when we were in power, Sir, to get the Government of Canada to share the cost of building the Trans-Canada Highway on a ninety ten basis. That agreement expired I believe a year ago. It was carried right on up to about a year, year-and-a-half ago. We wanted to finish the drive in 1965. Thanks to Mr. Pearson we finished the drive in 1965, Sir.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: No, Sir. Mr. Chairman, who among us at that time, Sir, would realize that in less than ten years, just a little over nine years, that certain parts of the Trans-Canada Highway would become obsolete? Who would have thought it?

AN HONOURABLE MEMBER: Some of the contractors.

MR. NEARY: No, Sir, Mr. Chairman. We were all convinced in this Province,

Mr. Chairman, we were all convinced, Sir, that the Trans-Canada Highway would once it was there - we were so glad to get it, we could not wait to get our cars on it, to get a drive over it. We were so glad to get it, Sir, that we all felt, Mr. Chairman, that the Trans Canada Highway would do us a lifetime. We figured this was it, this was the ultimate in life in Newfoundland, the Trans-Canada Highway. Nobody ever thought for a moment that in less than ten years, not even the member for Green Bay with all of his intelligence, nobody ever guessed that parts of it would be obsolete in less than ten years.

That is the case today and I think the minister will agree with me. There are parts of the Trans-Canada Highway that are used very lightly but there are other parts of the Trans-Canada Highway where the highway cannot handle the traffic. All one has to do, Sir, is take the stretch between St. John's and say Roaches Line or between St. John's and Holyroad. Take the piece of highway, Sir, between here and Whitbourne, okay!

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: No, Mr. Chairman, no, I disagree with the honourable member. I would say there are parts of the highway between here and Grand Falls that are used very lightly. Maybe most of it, Sir, has heavy traffic but I am thinking most about the parts of the Trans-Canada that are inadequate to cope with the traffic. I am thinking about the stretch right now between here and say Whitbourne. That piece of the Trans-Canada Highway, Sir, cannot handle the traffic. It cannot and it is something that is going to have to be faced by whatever administration is in power, Sir. I do not know what the answer is. That is why this afternoon, I raised the matter of commuter trains. Maybe that is the answer. Maybe we need commuter trains to go in between here and say Grand Falls. I do not know.

AN HONOURABLE MEMBER: Why does he not know? He was the minister -

MR. NEARY: Yes, but I did not do a study of it. The problem was not there when I was minister.

AN HONOURABLE MEMBER: Was that not there ten years back?

MR. NEARY: No, it was not. No, it was not. Commuter trains were not a

part of the plan.

MR. W. ROWE: Tell him to stick to snatching posters. He is not much good at road work.

MR. NEARY: Maybe, Sir, maybe what we need done in this Province is a feasibility study to see if it is feasible and practical and possible to operate commuter trains in this Province. If that be not feasible, Sir, then I am afraid that we are going to have to do something about the certain sections, certain portions of the Trans-Canada Highway where you have the heavy traffic especially from St. John's, say to Whitebourne, between Gander and Grand Falls, between Deer Lake and Corner Brook, between Corner Brook and Your Honour's district of Port au Port and maybe all of the way to Port aux Basques, I do not know. Certainly these three or four stretches of highway that I mentioned cannot handle the traffic, cannot handle these big transport trucks, CN buses, all kinds of other buses and vehicles, campers that are coming over the highway. They cannot handle it.

AN HONOURABLE MEMBER: The CNR buses.

MR. NEARY: I mentioned the CNR buses.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: No, I will get around to that shortly. If the member for Bonavista South will only go back to his seat and brood over the fact that he did not get nominated for the Board of Directors of the Human Rights Committee, I will carry on with my few words. That member should think about the hospital down there and what the people down there are saying about him.

Sir, I would like for the minister to tell us what plans his administration has to upgrade these parts of the Trans-Canada Highway that I have mentioned. Do they have any plans? If so, I have not heard them yet. I would like to know, Sir, because it is something that one administration or the other is going to have to do something about.

A few years ago, Mr. Chairman, we had planned, the former administration had planned a road in on the back here, starting somewhere between here and Windsor Lake, up here I think on the hill, just beyond the hill here behind Confederation Building, a sort of expressway so one could get in and out of



St. John's in a hurry. I do not mean the people would want to get out of St. John's in a hurry, Sir. I do not mean that at all but there are a lot of people commuting back and forth. Why, Your Honour, you can go down here to the overpass any day in the week, I do not care what day it is, when Confederation Building is opened and just look at the traffic, the amount of traffic that is coming into this city. It is fantastic.

A few years ago, Mr. Chairman, how long since Confederation Building was built here?

AN HONOURABLE MEMBER: Twenty-five years.

MR. NEARY: Since Confederation Building was built here?

AN HONOURABLE MEMBER: In 1961.

MR. NEARY: In 1961, Sir, when Joey built Confederation Building up here the people in this part of the country thought he was crazy. They said, "He has really flipped his lid now putting this beautiful building out in the sticks, out in the woods."

AN HONOURABLE MEMBER: The Leader of the Opposition called it our Mortgaged home.

MR. NEARY: Mortgage, what?

AN HONOURABLE MEMBER: Mortgage building.

MR. NEARY: The Leader of the Opposition, I remember the day it was opened, the Leader of the Opposition was severely critical, putting this beautiful building out in the sticks. Now there is not enough room to park here, not enough room to park. You go down to the overpass any morning when Confederation Building is opened and how long will it take you to get to Confederation Building? I would say nothing less than an hour-and-a-half, traffic bumper to bumper far beyond the overpass, almost down to the Seal Cove turnoff bumper to bumper, not on Monday mornings, every morning bumper to bumper.

We had planned to put a road up here over the hill, an expressway, for fast, rapid in and out of St. John's. What has happened to that plan? Gone? The land speculators got her taken over up there?

Sir, we did not leave any plans behind. The minister knows we left plans behind. I would like to hear the minister's comment on that, just what is going to be done about that. A traffic jam, a traffic jam every moment of the day. Right here on this parkway one can hardly move there is



so much traffic here. Poor old Joey built Confederation Building in the sticks. I would say it is a good thing the man had a little bit of vision about him. Imagine if it had been put downtown where the parasites wanted him to put it, to save the downtown area.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Pardon?

AN HONOURABLE MEMBER: We do not believe in that.

MR. NEARY: Well, there is the crowd who are going to save the downtown area, putting up big skyscrapers down there now.

So, Mr. Chairman, this is a rather urgent matter and one that has to be dealt with by the administration in pretty short order. It cannot be postponed any longer, Sir. What about the Arterial Road over there, Mr. Chairman? The minister avoided mentioning that. He steered away from that altogether. The Arterial Road is being put in Limbo.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Pardon?

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: You have a road, a beautiful piece of highway down there now, Sir, leading to nowhere, paved, beautiful, a real speedway. If you want to learn how to drive a car go down on the Arterial Road. Maybe if they do not use it for anything else that might be a good thing to use it for.

AN HONOURABLE MEMBER: - Chrysler.

MR. NEARY: They do not have Chryslers? Ah! Go down in front of Confederation Building and count the number of Chryslers.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Pardon?

AN HONOURABLE MEMBER: The honourable member has the only Chrysler down there.

MR. NEARY: I have a little old, humble old Cortina parked down there now and I never did have a Chrysler, Sir, and I do not ever expect to live long enough to have one, but I see a few Chryslers down there, a few expensive

looking cars down there, but I could not care less. If they want to have them that is their business.

Now what was I talking about?

AN HONOURABLE MEMBER: Arterial Road.

MR. NEARY: Yes, Sir, I was dealing with the Arterial Road. I would like for the minister to tell us what is happening

in connection with the arterial road. Is it ever going to be finished? Or are they just going to leave it a dead end as it is right now? Mr. Jamieson I understand some time ago said that the Government of Canada were prepared to put a few more million dollars into it to finish it.

AN HONOURABLE MEMBER: Got to finish it to save downtown.

MR. NEARY: They have to finish it to save downtown. Well, when Mr. Murphy gets his fish market down there now we will all be "Soved". So, there is another matter for the minister to deal with when he gets on his feet again, the arterial road.

Mr. Chairman, here is another question for the minister.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: We are only dealing with one set of estimates are we not? What about the fifty/fifty cost shared municipal paving programme? What about that? We have not heard much about that in the last couple of years, the fifty/fifty cost shared municipal paving programme. I would like for the minister to outline to the House just what is going to be done in this fiscal year along these lines. Is the programme still in effect? If it is, how much money is going to be spent on it this year?

AN HONOURABLE MEMBER: The honourable member is in the wrong department.

MR. NEARY: I am in the right department.

Mr. Chairman, I read in the paper the other day where the Metropolitan Board now has to take over all the roads that were maintained by the Highways Department. How will they get the money to maintain these roads?

AN HONOURABLE MEMBER: Who is that?

MR. NEARY: The Metropolitan Board have now to take over all the roads that were maintained by the Department of Highways. Is this just being dumped over on the Metropolitan Board without being given a grant.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Well, it was in the paper the other day.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Well, that is what I am trying to find out, Mr. Chairman. Will the minister tell us whether it has been decided or not? How will the Metropolitan Board get the money to maintain these roads and to pave these roads? The minister asked me, "Has it been decided, Sir?" I can only refer to what I saw in the newspaper the other day and heard on the radio. If it has not been decided, well why does the minister not tell us something? Give us something we can get our teeth into, never mind droning on and dragging out the debate and saying nothing, speaking in generalities and vague references.

AN HONOURABLE MEMBER: Paving, cost-shared paving?

MR. NEARY: Yes.

AN HONOURABLE MEMBER: Municipal Affairs and Housing.

MR. NEARY: All right. I will deal with it. I would not want to be irrelevant for the world. I am glad the minister told me. I will deal with it when we come to that heading. I want to remind the minister that it is the Highways Department which decides whether the roads are going to be paved or not, not the Department of Municipal Affairs.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Well, Sir, my understanding - I had a little bit of experience in this - before the minister left the cabinet of which I was a part, my understanding was the plans went into Municipal Affairs, were passed over to Highways.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Sir, maybe they were but there was more work done. We got more action. There were more municipal roads paved during the period of the Liberal Administration than there are in my honourable friend's administration now.

AN HONOURABLE MEMBER: List them.

MR. NEARY: Yes. go ahead list them.

Mr. Chairman, I want to wind up this part of my remarks by saying, Sir, that there was a time in Newfoundland when blacktop was a real vote getter. As a matter of fact, Mr. Chairman, I would go as far as to say that laying out a few miles of blacktop

was the best vote getter in Newfoundland.

MR. W. POWE: That ended in 1971.

MR. NEARY: No, I would not say it is ended. I would not say to my colleague that it is ended but it has dropped down to second or third place. The number one priority in Newfoundland today, Sir, is the cost of living.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Oh, yes. Sure. Pass the buck on. Pass the buck to far away Ottawa. This is the minister's technique. He uses this all the time, far away Ottawa. Why do they not do something on the home front before they start passing the buck to Ottawa?

I heard on the radio this evening, Sir, where the dairy producers of this province say they will have to go out of business.

MR. DOODY: He is not a bit surprised. Will he or will he not? Only his hair dresser knows for sure.

MR. NEARY: Mr. Chairman, the milk producers this evening said they would have to go out of business unless something were done about providing a transportation subsidy. I would like to ask the minister what is being done about that and what is being done about providing transportation subsidies, period?

How are the poor old fishermen and how are the poor old farmers and the dairy producers -

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: It is relevant. How are they going to survive in this province unless we improve our transportation system and subsidize transportation in this province? Why, Mr. Chairman, I do not know if CN is down on the Burin Peninsula yet with their trucking or not. They are not down there yet? Not with buses or trucks?

Well, Sir, I predicted five years ago that the moment the Burin Peninsula is paved CN would be in there like a bird dog. Mr. Chairman, that is not fair to the people who maintained the trucking service and the bus service and the taxi business on that Peninsula for the last twenty odd years.

AN HONOURABLE MEMBER: That is why we are inviting Ottawa to keep the monopoly.

MR. NEARY: We have enough monopolies in this province, Sir. We have enough monopolies in this province. These poor old fellows nearly went broke trying to keep the services going down there. The moment they pave a road, in comes CN with their bus service and their trucking service.

AN HONOURABLE MEMBER: The honourable member was just telling us how good they were.

MR. NEARY: I was not just telling them how good they were.

MR. BARRY: What? The honourable member spent two and a half hours saying what a magnificent service it was.

MR. NEARY: I certainly did not, Sir. The minister only has one ear cocked to what I am saying. I have no sympathy whatsoever with CN. I suppose they do as good a job as any other people in this province. It is not fair to move in to a territory where we have people struggling for years who almost went bankrupt at the business. I hope that the Minister of Justice, the member for Burin, will not allow that to happen on the Burin Peninsula.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: I do not care who owns the highway. They have not named that highway yet. That brings up another matter, Sir. What about naming the highway the "Jamieson Highway"? Why not name it? It is just as well to name the highway after Mr. Jamieson as to name the Arts and Culture Center out in Gander after the Minister of Fisheries, Mr. Collins.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Well, they might do that. I hope they do after I am dead and gone.

MR. CPOSBIE: Inaudible.

MR. NEARY: Sir, we have too many monopolies in this province. I hope that when the road is paved up the Great Northern Peninsula that they will not go down then and put the poor fellows who have been trying to operate a trucking service down there for years out of business.

AN HONOURABLE MEMBER: It is a ten-year plan.

MR. NEARY: Anyway, that is not what I started to say, Sir. I was talking about **blacktop**. The cost of living has taken over. The need for jobs, job creation and the cost of living, Sir, has taken over from the **blacktop**. The **blacktop** has dropped down to second or third place. There is another reason why it has dropped down to second or third place too, Sir. It is because one can no longer fool the people of this province with a little bit of **blacktop**. There may be certain areas, Mr. Chairman, maybe over around Grates Cove or down around Point Leamington where they are still eating dust where one may be able to get a little mileage with **black top**.

My advice to the government, Sir, is if they are going to use the **blacktop**, paving to get themselves re-elected, that they should not wait until the last minute because that day is gone in Newfoundland.

AN HONOURABLE MEMBER: Did we not prove it?

MR. NEARY: Yes, they proved it in Hermitage. Laid the **blacktop** down in the snow. I actually saw it. They did not put any gravel in the potholes, just came on with the **blacktop**. Oh yes, Sir, I was there and I saw it. They did not put the crushed stone in places that I saw.

Mr. Chairman, the minister came over across the House today and gave me a Silver Anniversary medal and now he thinks he can get away with everything. He thinks he can say what he like to me now. The only reason I accepted it, Sir, was I want to use it as evidence against him sometime. That is the only reason I accepted it. We all got our medal today, Sir, but it was one of these that one could not hang up. I wish there had been a ribbon on it so I could wear it in the House. We all got our medals, Sir, our Silver Anniversary Medals.

Mr. Chairman, my advice to the administration is this: If they are going to use the **black top** to try to scrape their way back into power, do not wait until the last minute. Do it now, right away. Mr. Chairman, the administration is falling into the same trap



that we fell into the last year or two we were in office. They think they can wait until the last year and then use this gimmick - I suppose one could call it "Joey's gimmick", worn out now as people no longer accept this. What one has to do now, Mr. Chairman, in this province, is spread the paving out over four or five years and do it in the summertime. Do it in the season of the year when one can do it. Otherwise, it is going to be completely ineffective. People are not going to swallow that any more. They are not going to fall for it any more.

So, there is no indication, Mr. Chairman, that this is an election year. There is not enough money in here to pave all the roads that need to be paved over on Bell Island let alone all over this province. I forecast, Sir, that this summer we will have demonstration after demonstration around this province, people out carrying pickets.

AN HONOURABLE MEMBER: The honourable member will help them if he can.

MR. NEARY: I certainly will because, Sir, I would not mind one bit going and carrying a picket because believe me the Minister of Finance is not telling everything in his budget. This crowd have money to burn, Sir, money running out of their ears. Last year they had a surplus. This year the minister is going for a surplus again while the people of this province have to eat dust and women cannot hang their clothes out on the clothesline. The minister is going for a surplus, Sir. He cannot deny it because they are collecting taxes, Sir, on inflated dollars.

The minister can get up and say, "Well, the cost of operating the public services has gone up." Last year we had a surplus of \$14 million.

MR. CROSBIE: Mr. Chairman, on a point of order. For twenty-five hours on the estimates of the Department of Finance we heard this ridiculous claptrap. The item we are on now is on roads and I submit that the honourable gentleman for Bell Island

cannot discuss the topic he is now engaged in. He has to concentrate on the honourable Minister of Highways and the roads and forget about this other stuff until we get to the Budget Speech.

MR. W. ROWE: I agree entirely with the Minister of Finance. Also, Mr. Chairman, as an added argument to throw in, one thing the member for Bell Island cannot do, he should not get up and hurt the feelings of the Minister of Finance. Then this becomes totally irrelevant. I will ask my colleague not to hurt the sensitive Minister of Finance any further.

MR. CHAIRMAN (MR. STAGG): It is probably irrelevant for the Chair then to rule on this matter since we have unanimity from both sides of the House that the honourable member was irrelevant and certainly should get on with 1701-01.

MR. NEARY: My honourable colleague shot me down in flames.

MR. W. ROWE: The honourable member hurt his feelings.

MR. NEARY: Well, he gave me a medal. So, he thinks now he can say anything to me and I am going to let him get away with it.

Sir, I would like for the Minister of Transportation and Communications to give us more specific information on how the government of which he is a minister plans on approaching some of the major problems that we have in this province in connection with transportation. What about St. John's becoming an international airport? What is the province's view on that? What about the upgrading of the airport facilities at Torbay? What is the province's views on that? Do they just sit back tongue-tied and not say anything about it? The administration, Sir, is the only one who can put the pressure on.

What about the ferry service across the gulf? I hear the Minister of Tourism day in and day out talking about advertising on the Mainland, putting up billboards to bring tourists in. How can one bring them in when one cannot get them across the gulf? We cannot get any more tourists into Newfoundland than are coming in now, Sir.

AN HONOURABLE MEMBER: The honourable member is being irrelevant.

MR. NEARY: What is irrelevant? Sir, that is a pretty serious matter in my opinion. What about the rail freight cars that are backed up in Sydney every year, that we hear so much about? Does that help to drive up the cost of living in this province? What is the administration doing about that? Did not the minister tell us they had negotiations with Ottawa to beef up the ferry service across the gulf? He should tell his colleague, the Minister of Tourism about it if he has because we cannot get any more tourists into Newfoundland. What about the expense? What about the cost of transportation from Argentia to North Sydney and across the gulf? Is the administration doing anything about that?

What about hovercraft? What about faster transportation across the gulf?

MR. MARSHALL: On a point of order, Mr. Chairman. Look, the honourable member for Bell Island for the past five minutes and indeed for the past five hours just about, the opposition has gone on. He has been talking about the ferry service which is a responsibility of the federal government. He has been talking about the Canadian National Railways in Sydney. Now he can go on talking all he wants to about that, Mr. Chairman. He is being irrelevant. There are only about twenty-four hours left on estimates. I again remind the honourable gentleman that he has gone on and on and the opposition in fact have gone on day after day after day, ninety per cent of their time spent on irrelevancies and personalities and maybe one per cent of their time spent on substance.

MR. W. ROWE: Mr. Chairman, on the point of order, if I may have a few words. I must say I am amazed at what is permitted to pass for a point of order in the committee. Your Honour does not seem to call members to order when they are bringing in nonsense into a point of order. If I can get some substance out of the minister's point of order, I would submit, Sir, that my colleague is sticking strictly to transportation and communications. Now, the fact that there might be some overlapping with Ottawa and the federal government

is a very nice point indeed. I mean, who is going to make that kind of a judgement? The Supreme Court of Canada, Sir, sometimes has difficulty in deciding what is constitutionally in one sphere or another. Even if Your Honour would have taken upon himself to judge that something comes within the sphere of the government of Canada, why should it be irrelevant for my colleague to comment on it and ask this administration what kind of representations they are making to Ottawa on this, that or the other thing dealing with transportation or communications? He is not being irrelevant, Sir. This is just another attempt by the House Leader to try to use up the little time that his arrogant government has allowed us to debate the estimates. Every opportunity, Sir, he rises with a specious point of order having no substance and just uses up the limited time we have to debate the estimates.

MR. MARSHALL: On that point of order, Mr. Chairman. We are talking about the minister's salary. The honourable member is talking about matters not related, not within the responsibility of the minister himself.

I could not care what the opposition do themselves. They can do just what they want to do. The point of the matter is that they are wasting time and they should be. If the committee is to become relevant itself, we cannot permit really the irrelevancies. In other words, we have to help the opposition save themselves if they will not save themselves.

MR. CHAIRMAN (MR. STAGG): Again I repeat, if I can remember the ruling I made earlier on almost the same point of order. Also for the benefit of honourable members who feel that the Chair might anticipate what honourable members are going to say when they rise on points of order, that of course is not within the jurisdiction nor the capability of this particular Chairman, to predict what honourable members are going to say when they rise on points of order.

The honourable member is dealing with transportation and communications in a general way. He may be infringing on areas in which the minister has no authority. However, the Chair can only

recognize that he is dealing with Transportation and Communications. If these fall into the federal sphere, I am afraid at this point I am unable to rule them out of order. If the honourable member is nevertheless using time in irrelevant debate, of course that does cut back from the total time that is used. Maybe in some cases the honourable member is his own best judge of how his time is best spent.

MR. NEARY: Mr. Chairman, I do not know if members of the committee are aware of it or not, Sir, but the whole purpose of the House of Assembly, of any legislature, is to pass money bills. This is the whole purpose of a House. Now, we have been restricted to seventy-five hours in this House and that is the whole purpose of having the House called together at all.

Mr. Chairman, I think Your Honour was wise enough

to realize that Ottawa is not going to come down and pass over votes on a silver platter. The pressure, the initiative has to be taken by the Province. This is the point that I am making. I want to find out what the Minister of Transportation and these administrations are doing about all of these transportation problems which are life or death to Newfoundland, Sir. What is being done about that problem on the Gulf? There is a problem.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Port of call. Well, Sir, that would be much better than making St. Pierre a port of call for the CN Coastal Boat. If the taxpayers of Canada ever find that out there will be a rebellion across Canada. Am I for a tourist service to St. Pierre? Sure I am but not to have the taxpayers of Canada pay for it. Did St. Pierre provide us with a ferry service?

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: Pardon?

MR. A. HICKMAN: They supported us in our request that there be a port of call by the Ambrose Shea on the Burin Peninsula.

MR. NEARY: Oh! That is a different question. Sir, I do not know. I would be, right off the top of my head I would be inclined to agree with that.

MR. HICKMAN: Good! Great!

MR. NEARY: I do not see a thing wrong with it. That strikes me as being a reasonable request. I agree also with my colleague who is fighting for a ferry service between Lewisporte, I think it is, and Happy Valley. Is it Lewisporte? Sure it is Lewisporte and I agree with that. It makes a lot of sense. It is much better, Sir, than this foolish policy of providing a tourist service at St. Pierre.

MR. HICKMAN: Thousands and thousands of dollars are coming into Fortune every night, every day.

MR. NEARY: Yes, but why do they not keep it in Fortune?

MR. HICKMAN: So they do.

MR. NEARY: Yes, they go down and wait for the CN boats to take them over to St. Pierre to spend their money. The minister knows that. It

does not make sense. Let the French Government provide its own ferry service.

Now, Sir, I would like for the minister to tell us just what is being done about Gulf service. What I would like for the minister to do Sir, is to deal with all of the transportation problems that I have raised right from roads, sea, air. What about Air Canada? What is the government's policy on a second air line operating in and out of Newfoundland, Canadian Pacific? What is the government's views on that? These are the things the minister should be telling us about when we are passing his salary. Articulate policy on behalf of the government. Why when we were over there, Sir, we would come into this House, bang, crack, one after the other, one after the other. When we were putting our estimates through the House -

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: We would come into this House, Sir, loaded down, armful of information.

AN HONOURABLE MEMBER: And wine.

MR. NEARY: Not a drop of wine, Sir. See what this is. What? Where did the note come from? Somebody sent me a note to remind me of the wide gauge railway across this Island. There is another thing I agree with, Sir.

AN HONOURABLE MEMBER: Third rail.

MR. NEARY: No, I do not know about the third rail. I do not know enough about it to say whether that is practical or not but I would like for the minister to tell us if his government - What was that?

AN HONOURABLE MEMBER: I just heard where the note came from.

MR. NEARY: The note came from; where did it come from?

AN HONOURABLE MEMBER: From the minister.

MR. NEARY: Sir, I would like to find out the administration's view on a wide gauge rail line across this Province. I know up goes, everybody throws their arms up and say, "Oh, you are talking about two or three or four million dollars!" I say, so what? So what Mr. Chairman?

AN HONOURABLE MEMBER: Why did he not say it five years ago?



MR. NEARY: What does he mean, why did I not say it five years ago? I have been inside and outside this House. I stated that we should have a wide gauge railway across this Province.

AN HONOURABLE MEMBER: Inaudible.

MR. NEARY: When the member for Harbour Main was selling insurance I was in here.

MR. P. THOMS: Mr. Chairman, could we have a quorum call please. I believe there are only twelve of us here.

MR. NEARY: Yes, boy, let us have a quorum call until I eat "me" candy.

MR. CHAIRMAN: We have a quorum.

MR. NEARY: Mr. Chairman, I want to draw to Your Honour's attention a matter of what I consider to be of very grave concern, Sir. I do not mind getting rude notes from members of this committee. I got one this afternoon from the Minister of Fisheries, I think I showed it to Your Honour, which was slanderous and libellous, one of the rudest notes I have ever received since I became a member of this honourable House, Sir, but I do not mind. I have it right here in my drawer. I felt like turning it over to the Minister of Justice and let him deal with it. I do not mind getting rude notes from members of the committee, Sir, but I do not want to get rude notes from hired help out in the corridor, Sir. I do not intend to put up with that sort of nonsense.

Maybe certain people around this House think they own this House. They might own the eighth floor but they do not own this House. I do not intend to put up with that kind of rudeness.

AN HONOURABLE MEMBER: What is wrong now? What is he upset about now?

MR. NEARY: I am upset about a note that was sent into me from out in the corridor by the hired help.

AN HONOURABLE MEMBER: What does it say?

MR. NEARY: I tore it up and threw it down on the floor.

AN HONOURABLE MEMBER: Did the honourable member read it first?

MR. NEARY: Sure I read it. I would like for Your Honour to, I do not know what disciplinary action -

MR. CHAIRMAN (Stagg): Order, please! Order, please! There are certain honourable members in the committee tonight who have very little affinity for their own place in the committee, speaking from places other than their own and in any event speaking when they do not have the floor. I suggest that all of these honourable members or any of these honourable members that they acquaint themselves with the ordinary rules of the House.

As far as the honourable member's point is concerned, while the point may be very well taken, certain people may be sending the honourable gentleman notes. Detailed comment on it, under Head 1701-01 may not be in order. However I do appreciate the honourable gentleman's position. I think he has made his point and would suggest we might get on with matters which are relevant now.

MR. NEARY: Mr. Chairman, the lady or gentleman who sent that in should be more of a lady or more of a gentleman. I do not know if Your Honour can take any disciplinary action or not but it is certainly worth looking into. Members of this House do not have to put up with that, Sir. We were not elected here for that sort of thing.

Mr. Chairman, I was dealing I think with the rail line across this Province. I asked the minister to tell us, when he rises in his place if he would tell us just what the administration's view is on widening out the rail line across this Province. Is it a part of their philosophy? Is it a part of their policy? Will it ever be done? Have the government made representations to Ottawa to have it done even if only in certain parts of the Province?

I understand, Mr. Chairman, that three or four or five years ago the Government of Canada were considering running a wide gauge rail line between Corner Brook and Port aux Basques. I do not know what happened to these plans, whether they were shot down or not but it is something worth looking into, Sir. Anything that would reduce the cost of living in this Province is worth looking into. I would like to have the minister's views on transportation subsidies in this Province because I do not think the fishermen and the farmers and the dairy producers are going to survive in this Province, Sir, unless they get a transportation subsidy.

These are the things that I would like the minister to deal with. Never mind the vague generalizations that the minister has been making for the last three or four or five days. We want the minister to be a little more specific, stop beating around the bush, give us the information. If the minister would only just tell us what the policy of his administration is, Sir, maybe we could get somewhere. I am quite prepared to take my seat now and let the minister get up and have a few words. Perhaps arising out of the minister's comments I may have a few more remarks to make or I may have a few more questions to ask the minister.

For heavens sake, stop being general! Give us the information! Never mind saying, "Oh, yes! I personally agree with this. This is my own personal philosophy." Tell us what the administration is doing about it. This is the kind of information we want to get. Stop beating around the bush!

MR. T. HICKEY: Well, Mr. Chairman, that shows where I should start. Maybe I should start with what the honourable member, the remarks that he closed with by saying that I have not in this committee and to my recollection outside this honourable House, outside my office or anywhere else expressed what might have been misconstrued to be a government policy and indicated that it was my personal opinion.

Whatever I have said, Mr. Chairman, I guess my neck hangs on that because I am well aware of the fact that whenever I utter a word with regards to policy, with regards to an issue within the jurisdiction of my department, that becomes or is certainly accepted as government policy. I just want to make that point. I think maybe, Mr. Chairman, I should first of all deal with the issues of Bell Island which the honourable member mentioned and which I suppose are probably closest to him in terms of problems. Middleton Avenue and East Track, he wanted to know what the future holds with regards to pavement this year or upgrading. I can only tell him that my answer is the same as it has been to all other honourable gentlemen. I am not prepared to give commitments during committee. We will do everything we can, as much as we can throughout the Province. It is only a general statement of this kind that I am prepared to make at

this time.

I can tell him that I have agreed to meet with the town council of Bell Island. I can say that I have indicated to the town council as well as some other town councils that we are desirous of meeting with them and discussing the possibility of the town, the various towns or certain towns. Certainly Bell Island would be one, maybe one of the first ones and because it is a small area to a certain extent and it is set apart to itself, discussing with them the possibility of greater involvement by way of road maintenance, road upkeep, ploughing, ice control, what have you.

I am asked by honourable gentlemen on various occasions since discussion on estimates began to be specific. I am accused about not saying anything by way of policy and yet, Mr. Chairman, I have outlined a number of areas in which this administration is exploring and investigating which are brand new to those particular topics, not the least is the one that I have just mentioned.

It is a fact of life, for example, that a town council can get greater benefit out of an amount of money than a department of government. It is quite conceivable that when the proper investigation is done and over when some experiments are gone into and over and the results are known that this administration might well, I want to emphasize, "might well" announce a policy of take-over of certain roads or additional roads by various towns, various municipalities throughout the Province, with naturally a increase in grants and an appropriate amount of money to do the work that is required. The more we look into the operation of my department by way of maintenance, ice control, snow plowing, the more it becomes obvious, Mr. Chairman, that the costs continue to escalate. It is questionable at this point where it is all going to end or where the money is going to come from if we are to continue along the course that we have been going for the last number of years.

So new means and new ways must be found to make better use of the funds that this Province can make available by way of road construction, paving, maintenance, snow clearing and so on. I want to say to the honourable

member that probably the town of Bell Island may well be, in fact I would say it will be the first to hold discussions with me on this issue and hopefully something of benefit to both maybe worked out, at least as maybe a pilot project.

With regards to the Bell Island, Portugal Cove ferry service, Mr. Chairman, I want to cover this issue. The honourable member raised a number of points. I want to say, first of all, that he was given the impression, and I do not doubt his word, by Mr. Campbell of the water committee that the Province was interested in taking over the Bell Island ferry service. I want to say right now, Sir, for the benefit of this committee and probably it is the first time that I have said it publicly, I want to say it in the strongest terms, that if Mr. Campbell or anybody else at Ottawa went away with that impression, then I have not the slightest knowledge as to where they got it. They certainly did not get it from me because throughout all of the

discussion, Mr. Campbell's visit, my visits to him, our telephone conversations, the conversations between the Director of Transportation himself, we always made one thing very clear and that was that as far as we are concerned this ferry is a federal responsibility. Whether it is an extension of the road, highways network is immaterial at this point in time. It is a federal responsibility, Mr. Chairman, because the federal government agreed somewhere in 1958 or 1959 to takeover that ferry service and the fact that the federal government now wishes to give it back to us is no indication and must not be misconstrued in any way, including Mr. Campbell, that this province is the slightest bit interested in taking back that service.

Mr. Campbell has been notified in the strongest terms that the fact that we negotiations, or I prefer to look upon it as discussions rather than negotiations, the fact that we discussed this issue is in no way to be misconstrued that we are interested in taking it over. I was asked by Mr. Campbell to discuss the issue. The gentleman made his case very clear, laid all his cards on the table, as far as I can determine, was very blunt and very straightforward about the whole issue. He did not attempt to take us in by discussing the issue and telling us later what he wanted but right from the start, Sir, he made it very clear what his mission was and what he wanted to accomplish. Right from the start, Sir, I advised him that it was no deal. On the heels of that I advised him that this administration are prepared to discuss anything which may or may not be beneficial to the people of this province and that this particular issue, the people of Bell Island.

We would not, Mr. Chairman, nor do we at anytime close the door on anyone who wishes to discuss but to take that and assume that that means agreement or interest in final takeover of the service, is indeed stretching one's imagination, to my mind, beyond all reason.

So, Mr. Chairman, in our discussions with the people at the CTC the persons of Mr. Campbell and Mr. Benson, the Chairman of the CTC, we have made our position very clear. There were indications that the federal government really wanted to get out of this service and might well be prepared to pay. Mr. Chairman, we indeed would not be a

government worth our salt if we should not be prepared to talk, to sit down and discuss an issue wherein it might be beneficial to us by means of grants or a reasonable grant of funds, which might in the overall, Sir, enable us to improve or to do some of the things about the Bell Island ferry service that we believe should be done.

I am sure my honourable friend for Bell Island would indeed be the first and he would be right if he did, would be the first to say to me in this Committee that my actions were irresponsible if I closed the door on this gentleman and said, "We are not even going to talk to you. We do not even want to know what you have to offer or what you want to say. We want no part of the Bell Island ferry service. You are stuck with it, now you handle it."

Mr. Chairman, he would be right if in fact I had done that and he had termed that action an irresponsible one.

There are a number of benefits that might, I emphasize that word "might", accrue to the people of Bell Island as a result of this kind of discussion. I am not in a position to say, Mr. Chairman, and I am not about to even hazard a guess at where those discussions will take us. But I am prepared to say, as Transportation Minister, that as long as it is necessary and as long as there is the slightest thread of hope that something can be done about it, to improve the lot of the Bell Island people in this instance, the people in various other parts of the province who depend on ferry service, as long as there is even the remote chance of improvement, of additional funds, of a better ship, a better ferry, as long as that chance is there, Sir, I think my responsibility is very clear to continue to discuss, to continue to meet with those people in an effort to get the best deal that we can.

I have agreed with Mr. Campbell, in fact with consultation with the honourable gentleman for Bell Island after the public meeting, that nothing could be gained by postponing further the awarding of a long-term contract for the Bell Island ferry service. Mr. Campbell's concern was for our involvement. I advised him that as a Department of Transportation we would want to be involved, we would insist on being involved in a supervisory role, providing the necessary input as a government on behalf of



Bell Island or other areas, and that this in my mind had nothing to do with a final decision to take over any ferry service and that negotiations or discussions with regards to the final disposition of that service could still continue.

I felt, Mr. Chairman, to do anything other than that again would not be in the best interest of the people of Bell Island who made it quite clear that not only were they not interested in allowing in the use of the "Kipawo" but indeed we are not going to allow the "Kipawo" to operate across that tuckle. Having used that boat, Mr. Chairman, some years ago, I can quite understand their feelings and for that reason as well as the fact that I gave the people of Bell Island a commitment at that public meeting that I would use my office and do whatever I could to see to it that that contract was awarded as quickly as possible with the least amount of delay.

I might say, Mr. Chairman, that the petition that was presented to me from the people of Bell Island I still have, because negotiations in terms of the awarding of that contract are proceeding and I felt that there was no point in going to Ottawa to deliver that petition at this point in time but that when Mr. Campbell visits here we will present it to him, which will just confirm what we have been telling about the determination of those people as regards to the use of that boat.

Insofar as that ferry service is concerned, Mr. Chairman, we are insisting upon not a replacement for the "Kipawo" but while we have the opportunity a replacement for the "John Guy", so that the "John Guy" can be used as the second ferry, as opposed to the one that is in use most of the time.

I indicated in an earlier debate, Canadian Water Committee were ready to up the fares of the people of Bell Island. Just by discussions continuing and the fact that we had involved ourselves in the discussions with the Canadian Water Committee, this to my mind, Mr. Chairman, goes to show that the decision taken by my department was the proper one in entering into those discussions. The fact that we were discussing the whole issue enabled us to pressure, with the help of others, the Canadian

Water Committee to the degree where we advised them very clearly that if they were going to change the fares with regards to the people of Bell Island then there would be no further discussion, that we were not about to discuss or negotiate while having been given, while an unilateral decision had been made without even proper discussion and consultation.

As a result of that, Mr. Chairman, the Canadian Water Committee backtrack and advised the operators that there would be no increase. It is just one small example that we adopted the right course insofar as this issue is concerned. As far as I am concerned this administration and my department are doing everything possible we can do within our power and jurisdiction to bring about a proper solution to this whole problem.

Now, Mr. Chairman, the honourable member touched on a great number of items. He suggested and I hope as I go through those, Mr. Chairman, I hope as I go through those it will be understood that in an indirect way this is policy. The honourable gentleman suggested that we give the ferries in the province to CN. Well, Mr. Chairman, it might surprise the honourable gentleman but I can inform the Committee that we have discussed this issue with Mr. Campbell. We have discussed it with people at CN. The answer is very clear. CN wants nothing to do with any other ferries. Mr. Campbell of the Water Committee wants nothing to do with it including other ferries by way of CN operation, Mr. Chairman, it is very obvious as to the reason because every ferry service that CN operates is very heavily subsidized, probably subsidized to a greater degree than the ones that are operated or under the control of the Canadian Transport Commission or the Canadian Water Committee. So there is no way that they want any part of including any other ferry services under the CN system.

I indicated, Mr. Chairman, a few days ago, that this province was actively pursuing an overall policy with regards to ferries with the Canadian Transport Commission and MOT generally. All of those things, Mr. Chairman, are part and package of an overall policy which will evolve. To say, a couple of years after being in office, that we have got the answers to all of the problems, Mr. Chairman, we are not going to.

We have not, but for someone to accuse us of not doing anything or not having any policies, just because we do not announce them, is wrong.

It is through the kind of discussions and meetings and the setting up of committees to investigate various issue, it is through this kind of process, Mr. Chairman, that an overall long-term policy will be developed in the whole field of transportation in this province.

Mr. Chairman, we have a number of ferries in the province and we have a number of problems. The only ferries that the federal government acknowledge responsibility for and this will indicate why CN or the Canadian Water Committee wants no part of making the Bell Island ferry service a CN ferry, the only ferries that they acknowledge responsibility for under the terms of union are those that are related to the coastal trade, coastal freight, part of the coastal service. Bell Island, Mr. Chairman, is obviously not one of those.

There is a good indication that the federal government or at least they have indicated that they are prepared to take over yet one other ferry that the province has been helping to finance or operate. So, Mr. Chairman, our efforts continue to sort out this very difficult problem. It is true that we have to work on a particular service maybe a little more than others because of problems that are related to it but, Mr. Chairman, it is only through an effort on behalf of all of the service, all of the system that we can develop the kind of policy we want.

Maybe this is as good as time as any, Mr. Chairman, to remind the Committee that the task force on Transportation and Communications clearly indicates certain policies. This document, Mr. Chairman, is presently under study. Some of the schedules of those policies for implementation are updated because of various problems and various situations that develop which makes it necessary to apply them earlier than the task force report might indicate.

But in due course, Mr. Chairman, this administration will have and will enunciate a clear-cut policy on transportation but we are not about to rush into print or rush and make public statements about this issue and that issue and some other issue just for the sake of making

them, Mr. Chairman. It is that kind of ad hoc policy that has kept this province back and kept it from developing an overall policy in transportation for so many years. No real effort, no real co-ordinated effort or systematic effort to develop an overall policy was made.

Mr. Chairman, this is the very thing that we are attempting to do. So that is it ludicrous for someone to say that because every other week or every other month we do not enunciate a policy on one particular aspect of transportation we do not have a policy or we are not giving the kind of attention to this very vital area that it deserves. That is wrong, Mr. Chairman, very wrong and it is certainly not the case.

The honourable gentleman mentioned CN truck freight. Mr. Chairman, my department is involved in this area, again

held a number of discussions, made representations to the various people directly involved in this issue and by and large, Mr. Chairman, indicated the views of government at this point in time.

It will not be surprising if there is a move by CN to get into truck freight on a large scale. There are still areas of the province in which they would like to do that I am sure, for economic reasons. Mr. Chairman, before we ever agree to any application by CN to involve themselves in the hauling of freight by truck throughout this province, we will have taken into account issues of the local industry, the local trucking industry, as well as the fact that we know and we know very clearly where we are going with regard to transportation generally insofar as CN's operations are concerned. There are a number of things tied in to this whole area and to give an inch on one might well be detrimental to the other. We are not about to be in any hurry to develop a clear-cut hard and fast policy just to suit Canadian National or anybody else but rather we will pursue the matter in a sensible way, in a practical way, taking into account all the possible implications on the issue itself as well as other related issues.

SOME HON. MEMBERS: Hear! Hear!

MR. HICKEY: The honourable member, Mr. Chairman, mentioned the condition of the Trans-Canada Highway. He related the condition of the Trans-Canada Highway to a statement I made sometime ago with regard to the need for another two lanes or indeed a four lane highway. I think what I said was another two lane system across the province. He related that to my statement this afternoon in this committee that we would have to settle for lower standards with regard to road work if we were to provide adequate services for our people insofar as roads were concerned.

I want to make it very clear, Mr. Chairman, that my comments with regard to lower standards apply to the greatest extent to secondary, town roads, community roads and not to main highways such as the Trans Canada and indeed not to important trunk roads. but a lot of these secondary roads, Mr. Chairman, that we are called upon to rebuild and pave. What in fact I said and the meaning of what I said is simply

that we cannot afford the standard we normally apply to an important artery or trunk road; we cannot afford the application of that standard to a secondary or a town road or community road. These are the changes in standard that I feel are necessary and that we are investigating and pursuing. To say that we want to lower the standard of the Trans-Canada Highway would indeed give anyone cause to question or be concerned. Our Trans-Canada Highway, Mr. Chairman, no doubt, is inadequate in many sections. I indicated this afternoon that it breaks up almost annually in other sections. It is not at all far removed from the speed, the rush and the conditions which existed when indeed the road was built. I think it is fair to say that the sections we are having the greatest trouble with are the sections that were built under extraordinary conditions, and we are paying the price ever since.

The agreement, Mr. Chairman, by which the Trans-Canada Highway was built expired three years ago. So any work that is done on the Trans-Canada Highway right now, if it is not done under the DREE Programme, one hundred per cent must come out of provincial funds. This must indicate to honourable members the fantastic task, the job that we have if we are to rely on provincial funds to improve and upgrade the Trans-Canada Highway to the standard it should be while at the same time responding to the unlimited requests and pressures from towns, communities and other sections of the province for good highways and paved roads. There is no easy solution, Mr. Chairman, to the whole problem.

I want to touch on the matter of road conditions, especially the Trans-Canada Highway in relation to the operation of CN bus service and transportation over that road generally. I cannot say, Mr. Chairman, that I agree with the Hon. Member for Bell Island and several others who have indicated the cause of accidents. The Member for Bonavista North, I believe, mentioned the issue with regard to my comments directed at the CN and a subsequent accident very soon afterwards between a CN bus and one of my own department's trucks. That

was indeed a unique situation, I suppose, a mere coincidence. But, Mr. Chairman, that should not be misconstrued, that should not be held up in front of me as a red rag which would indicate, "Do not dare criticize CN anymore or anybody else anymore because one of your vehicles involved itself in an accident." So what, Mr. Chairman! One of my vehicles involved itself in an accident with none other than with a CN bus. Does that give the CN operation a licence to travel our highways ill-equipped? Does that give any driver who operates one of those busses a licence to be wreckless or careless? Indeed does that give anyone, Mr. Chairman, a licence to drive over that highway or any other without using all the care and caution that is necessary and without adjusting his driving habits at that particular time to conform with the conditions of the road?

Mr. Chairman, I want to say right now for the record of this committee, for the benefit of my own employees, my own staff; who work very hard and who try very hard to provide the best possible level of service to the travelling public under most extreme circumstances and conditions, with old dilapidated equipment in certain instances, under extreme weather conditions, having to work long hours, probably more hours than they should be working, that, Mr. Chairman, the real smack in the face to those people who man our highways and who try so desperately to keep those highways safe for our people to travel over is when somebody comes out and says "There was an accident on such an intersection last evening and the cause of that accident was due to slippery road conditions. Mr. Chairman, what trash, what unadulterated trash, a complete misrepresentation of facts. The cause of that accident, Mr. Chairman, was not the slippery road conditions. If it were, how come school busses operated over that same surface that same day, that same evening, but no accident. How come those school busses operate over



those same stretches of highway for years and no accident? It is an excuse. If you cannot blame anybody else, then blame the Department of Highways, as they are usually referred to.

Well, Mr. Chairman, I have given notice publicly and I give it here now that my staff are not prepared to accept this any longer and as their minister I am not prepared to accept it either. It is high time that the records were set straight and that those people who try so hard to do a job and who in fact do that job and do it well are at least afforded the credit, at least the credit they deserve. They do not want any bouquets, Mr. Chairman, for doing a job of work for which they are paid, but they do not want false accusations either.

The majority of accidents in this province, Mr. Chairman, are the direct result of carelessness on the part of that driver except where there is a malfunction of that piece of equipment. It is as simple as that. It is black and white. It is either a mechanical failure or carelessness on the part of the driver and that includes all of us. Mr. Chairman, if we are driving down the highway at forty miles an hour and the road conditions are average and all of a sudden we come to a section which is slippery, is one expected to continue at forty miles an hour or is not the onus and responsibility on that driver to adjust his driving, his speed and control of that vehicle to the conditions of that highway? We say, Mr. Chairman, it is, and so does everyone who knows anything about safety; they say the same thing. Let nobody, be it the police, be it CN or be it any member of the public, let nobody try and place the blame for accidents on the staff of my department with the insinuation that they have not done their job. Let those people who sit behind the wheels of the vehicles which travel our highways, let them be conscious of road conditions. We do not give them a guarantee of dry pavement during the winter months, Mr. Chairman, or indeed at any time during the year so, therefore, the onus is on them. Let them accept the responsibility and let us place it where it clearly belongs.

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Mr. Chairman, the honourable gentleman referred to a wide-gauge railway, the Newfie Bullet. He wanted to know what our policy was with regard to this section of highway I referred to across the province. Our position, Mr. Chairman, is very clear. It has not changed since 1968 or 1969 whenever it was (I think it was 1968) when we fought as hard as we could to save the Newfie Bullet, to save the rail passenger service for this province. It has not changed.

Mr. Chairman, when I talk about another highway across this province - as a matter of fact, Mr. Chairman, when that statement was made, it was made in response to a question as to what was going to be done or what was our policy with regard to the rail passenger service. My answer was and still is that we believe that constitutionally, politically and in every other way this province deserves and should have a rail passenger service like every other province in Canada with the exception of one. We are no different, Mr. Chairman, we deserve no different treatment than any other province, although it has been afforded.

Mr. Chairman, I further stated at that time that if at some point in time after the committee had finished their investigation of re-establishing or restoring rail passenger service to this province and having investigated thoroughly the prospects of a wide gauge verses a narrow gauge railway across this province, if it were then decided or if we were advised that it was not a proposition that the federal government wanted or were prepared to get involved in, that we would insist that failing that railway, failing that rail passenger service which is required for freight as well as passengers, a much better system than we have today, failing that, Mr. Chairman, we would insist on another Trans-Canada Highway, making a four-lane system from St. John's to Port aux Basques.

Mr. Chairman, it must be quite obvious to anyone who has the slightest knowledge of transportation problems in this province

and freight problems in this province that unless something be done there is no way that we can bring down the cost of living because transportation costs are a prime factor which is reflected in the high cost of living for our people as compared with any other part of the country.

Mr. Chairman, that is our position at this moment with regard to rail passenger service, with regard to a second Trans Canada Highway or what have you. We are not going to say at this point in time, Mr. Chairman, that we should have a wide-gauge railway verses a narrow-gauge railway. It is very simple to say that. It is very simple to make irresponsible statements too or statements which really have no depth and very little meaning, statements off the top of one's head. There are issues, Mr. Chairman, which require a great deal of indepth study, of comparison. Until this kind of effort is made and finished only then, Mr. Chairman, can we clearly define what government policy is in this whole area.

Mr. Chairman, the honourable gentleman referred to the Trans-Labrador Highway which has gotten to be the whipping boy lately for some members of the opposition at least. The Member for Bell Island said that the first priority of the former administration was the Trans Labrador Highway. He went on to discuss the political situation in Quebec, then verses now, and the great demands they were making on this province, then verses now. Mr. Chairman, let me inform the committee just in case

honourable gentlemen are not aware, if anyone should think that when this Province sits down with the Province of Quebec that those people are an easy touch, be it under the leadership of Premier Bourassa or Premier LeSage or any other premier of that province, then, Mr. Chairman, they have an awful lot to learn. The Province of Quebec made demands years back under the former administration. They have been making them ever since. They have made them on us and they will continue to make them on anyone that they sit down and negotiate with. That is their makeup Mr. Chairman. That is the way they operate. Who can blame them for their interest in their province and their people as is the case with ours?

So, Mr. Chairman, it has not been an easy touch to even reach agreement on a proposal for the Trans-Labrador Highway with the Province of Quebec much less anything else. It took a lot of work and a lot of meetings. It took a lot of effort and a great deal of discussion and detail despite what the member for Labrador North says, who refers to the issue as something prepared by a couple of clerks. That, Mr. Chairman, is the kind of irresponsible statement that will do this Province or its people no good, absolutely no good. That is the kind of statement, Mr. Chairman, that could be more attributed to someone who is interested in harming or hindering the progress connected with this project, like the kind of statement, Mr. Chairman, made by the honourable member on Friday. I refer to it because it is very appropriate when I hear honourable gentlemen say to me, "Why do you not announce your policy on transportation?" Why do I not? Why do I not make a statement every day? Mr. Chairman, a catchy phrase which will give me a headline. Why do I not?

I do not, Mr. Chairman, because that is not the way this administration operates. The news media, Mr. Chairman, are alike everywhere. They have to have headlines. Whoever comes up with a catchy headline or a catchy phrase or a hot issue will get that headline and so it must be. Mr. Chairman, I do not find fault in that. That is the nature of journalism. That is what sells papers.

Mr. Chairman, I take the honourable gentleman from Labrador North to task for the statement that he made. I do not question his motives. I do not question his motives. I will be a little more charitable than that. I am not prepared to say he meant or that he used the phrase he used only for the purposes of headline hunting. The honourable gentleman might well have been sincere but if he were, Mr. Chairman, I think he should have thought a little more. "MIA says Labrador may look to Quebec for better transport communications." That is quite a statement, Mr. Chairman. That is quite a headline. That is quite a headline for a Newfoundlander to make when we have just signed a document between this Province and that one, when we have just gotten over an issue which involved a border issue, when we have just, with a province which has had its own problems with regards to separatism, when this statement in a weak or round about way says, "Produce or else we will pull out and join somebody else!"

MR. WOODWARD: That is it. That is it.

MR. HICKEY: If that be it, if the honourable gentleman say that it is, well if that be it, Mr. Chairman, the honourable gentleman should have courage enough and guts enough to state his views publicly and to continue to state them and he should go all out if that be the case, if that be what he believes in, if he really and truly believe that he wants to see that section of territory go to some other province or join some other province or what have you.

Maybe the honourable gentleman should move his seat. Maybe he should join the parte Quebecois. Mr. Chairman, that is an inflammatory statement, an irresponsible statement, a statement which can do this Province no good, absolutely no good, a statement which can do his people no good, not one ounce of good, nothing other than create discontent. Where is the honourable gentleman's patriotism? Does he have any? Is he a Newfoundlander? He is not? He surely does not sound like one when he gets on with something like that. Is the honourable gentleman, should I question his motives? Is he only interested in political miles? Is that all he is interested in? At any expense?

Mr. Chairman, it was an irresponsible statement. I lay no blame on the press, none, for using it. They report what they hear, at least a great part of the time. Like everybody else they make mistakes but that was no mistake. I heard it. They quoted the honourable gentleman rightly. They used it for a headline, which I knew they would despite all of the other issues that were discussed, despite the issues discussed by the member for Labrador South, despite the entire debate, the big issue of Friday's debate -

MR. WOODWARD: It was over the radio in Labrador.

MR. HICKEY: I do not doubt it for one moment. The honourable gentleman should be presented with two medals. I should talk to my colleague. If he has all ready presented him with one, he should give him another one. Does the honourable gentleman now say, "Mission accomplished"? Has he created chaos in Labrador? Is this what he wanted to do? Has he accomplished it?

Now, Mr. Chairman, it is a long road that does not have a turn, as the old Newfoundland saying goes. That applies and that will apply to the Trans-Labrador Highway. That will apply to that road. That will have some turns and bends too. The honourable gentleman is going to get caught on one of them.

Mr. Chairman, the member for Bell Island went to great length to discuss freight and the CN ferry service. Let me advise him that my department has held numerous meetings with CN with regards to the ferry service and freight, inbound, westbound and outbound, inter-freight freight subsidies, westbound freight subsidies and every other kind of a subsidy that is connected in the slightest way with freight coming in or out of this Province. The Director of Transportation is a member of the committee set up for the first time, Mr. Chairman; for the first time again. Yet we are told we are not doing anything, this administration is not doing a thing to help solve the transportation ills and problems. Yet it took this administration to provide even the slightest bit of input into the operation of the CN ferry service across the Gulf.

There was not even a committee, Mr. Chairman. There was not even any dialogue between the former administration and CN unless there was a crisis, unless somebody picked up the phone at random and inquired about something. At least, Mr. Chairman, at least recognize that some progress has been made and that we are on the right track and that in areas where we do not have jurisdiction our man is there representing the best interests of the Province and its people like never before. At least that is done.

Mr. Chairman, on Friday I think it was I went over in some detail the travels of the Director of Transportation and pointed out that that gentleman by necessity, on business representing the Province on issues of transportation, was out of his office more than once a week for the entire year. A far cry, Mr. Chairman, a far cry from what it was two and a half, three years ago. The honourable gentleman said that the reason the Trans-Labrador Highway did not get off the ground was because the former administration would have insisted that it start at the Straits

Mr. Chairman, this administration recognizes the plight of the people who live near the Straits and in Labrador South. I would suggest recognizes it as much or a darn sight more than anyone that has gone before us. Mr. Chairman, if it be shown and if it be as clear and it is as clear as night follows day that the section between Goose Bay and Churchill Falls can be done much quicker for much less money than any other section, why would we hold up the entire project? - Because we want to start here at point (a), why will we keep the people of Labrador in isolation, Mr. Chairman? Why did the former administration keep them in isolation? The answer is very clear and quite obvious; because of the view that the people of Labrador would associate and trade with and deal with and mix with the Province of Quebec.

Mr. Chairman, this administration is not that foolish. It is not that simple minded to think that by keeping people isolated we build up that territory. If there be any way to downgrade it, if there be any way to lose a territory it is to keep it in isolation, in our view. That is our view. That is why our position is the opposite to that of the former



administration. Of course we want the Trans-Labrador Highway and of course we want to provide a decent standard of roads for the people of Labrador South and all communities in that general area. Of course we do. We only hope that we can do it as quickly for them as we can for anybody else.

Mr. Chairman, if it should mean opening up two towns such as Churchill and Goose Bay or Labrador City and Wabush and somewhere else, if it should mean letting a part of the population move and mix and associate and travel, why should we not do it?

The honourable gentleman referred to trade subsidies. I can tell him that there have been any number of meetings with federal people, with people from the Atlantic Provinces, Maritime Province, Council of Maritime Premiers and other organizations with regard to freight subsidies. I can tell him that a system is being worked out where certain commodities will be subsidized, moving within the province or within the Atlantic Region, and that a subsidy will be available under certain conditions for certain commodities.

In the area of transportation again and freight, I can inform him that a physical distribution advisory board, Sir, has been established. This new body will have as its prime function the provision of specialized advice to industry in Atlantic Canada on such matters as warehousing, freight transportation, protective packaging, material handling, inventory control, plant and warehouse site selection, order processing, market forecasting and customer service.

The objective of this advice will be to enhance the efficiency of the manufacturers' distribution processes, thereby reducing relative costs, increasing the competitiveness of producers in the region and expanding employment opportunities. I can also tell him that an executive director has already been appointed and that it is expected that the service will be fully operational within a matter of a couple of months. This is on a co-operative basis, Mr. Chairman, between the Atlantic Provinces.

The honourable gentleman referred to the traffic, the heavy traffic and the traffic jams on the Parkway. He wanted to know what happened to some plans for a major highway. He wanted to know about the across-town arterial road and what we were doing to solve traffic problems generally.

I can tell him that the Arterial Road would not be finished but would be well on the way to be finished, certainly would be one year further advanced except for the wrangling that has gone on with regard to that project - and a fair amount of that, Mr. Chairman, has been at the federal level. The across-town arterial is a matter which has yet to be determined in terms of cost. The route has been established, the proposed route. Who will ultimately pay for it is another matter.

There have been meetings on this particular subject with the city council. The federal government are not interested in discussing it at this point in time: until the Harbour Arterial Road is finished or well on its way to completion. I suppose one cannot really argue with that. The outer ring road is still part of the overall plan to eliminate traffic problems in the city, reduce traffic congestion.

The honourable member referred to the Metro Board taking over roads. When he mentioned it, I asked him who made the statement. I repeat it right now, Mr. Chairman, because I have heard nothing officially about the Metro Board taking over any roads. In fact I have not heard anything about what the Metro Board will take over. I cannot see how anyone could make any official statement nor make any decision with regard to the role of the Metro Board, be it in roads or anything else, until a final decision is made with regard to the Urban Regional Study,

in terms of local government. So, that is an issue which as far as I am concerned has not been dealt with yet and cannot be dealt with until the major issue of regional government versus whatever other levels, until that whole area is decided upon.

The honourable gentleman wanted to know what happened to the fifty/fifty paving programme. I think someone informed him that he was in the wrong department. I should confirm that now because the fifty/fifty paving programme is a programme which is under the jurisdiction of my colleague, the honourable Minister of Municipal Affairs and Housing, and not necessarily in my department. We get involved from time to time by way of technical assistance, by way of hiring equipment to towns who expend the money that they are given and that they borrow. Apart from that, Mr. Chairman, my department is not involved. The programme - I do not know what it was in the past but it is on the basis of fifty per cent grant, fifty per cent loan applicable to towns, town councils and various other levels.

Mr. Chairman, I think those are all the points that the member for Bell Island raised. We could get on to a lot of discussion on all of those issues. If I have not given some assurance to the committee that this department is planning and is developing policy, then, Mr. Chairman, the only thing I can say is that I am sorry because it is quite clear to us as to what we are doing. It is quite clear to us that we are not going to enunciate policy until we know exactly where we are going. It is also quite clear to us that we are not going to announce it on an ad hoc basis, something today and something else next week.

I expect if they want to piece it together, when we are ready and when we have done all of the work that has to be done and made all of the necessary representations to the various levels of government and those involved, then we will be in a position to determine clearly what our policies are. Then we will enunciate them and hopefully they will all tie in with the Planning Task Force on Transportation and Communications. It would be senseless.

Mr. Chairman, to pull policies out of the air without doing the proper investigating and the proper appraisal that is necessary.

As I said earlier, it is this kind of ad hoc policy or quick decision on various issues rather than the entire problem of transportation that keeps us behind in the transportation field and this is one of the reasons why we do not have a clear cut transportation policy today. So, this is the route we are proceeding. We feel it is the right one. If honourable gentlemen opposite do not agree, then the only thing I can say to them, the only consolation there is is that I do not know of an administration who enunciates and lays on the Table of the committee or the House at any time all of their policies, all of their plans, what they are going to do next year, two years from now. Why should there be a government if honourable gentlemen opposite must have it all? Surely it is only reasonable that we keep our policies to ourselves until they are completely and thoroughly developed. When that is done, we will be more than happy and delighted to announce them. Hopefully, by that time it will be obvious to honourable gentlemen what our policies are because they will begin to see the fruits of our efforts even before a clear-cut policy is announced.

MR. WOODWARD: Just a few words.

AN HONOURABLE MEMBER: Let him speak boys for the Liberals.

MR. WOODWARD: It is good information. Want to read it? Send it over. Mind taking this over to the honourable Minister of Justice, the highlights on the budget?

AN HONOURABLE MEMBER: No wonder John Lundrigan is not going to run.

MR. WOODWARD: Just to make a few brief remarks on the minister's statement. As a result of the article in the 'Telegram' on the weekend and the accusation of not being a very good Newfoundlander, I would say to the committee now, Mr. Chairman, that I am not a Newfoundlander, I rather think in terms of calling myself a Labradorian because I have lived in that part of the island for some eighteen years. I choose to raise my family in that part

of the land. So, as the local people would refer to me as a Labradorian, so I would like to be called a Labradorian. So, I am not at all offended when the minister says that I am not a very good Newfoundlander, because I am not.

I think this holds true with a number of other people and people that possibly have taken up residence in that part of the island long after I became a resident of Labrador. They have that same type of feeling. The reason for me having that type of feeling and the reason why residents of that particular area have that feeling is the mere fact that the minister is not telling us that he is doing something for us.

These are the real problems. We will not, I will refuse to be subservient. The minister is not at all tuned in to the problems of Labrador or of Newfoundland. If the Leader of the Opposition want me to add Newfoundland, I shall be glad to add Newfoundland. It is far more economical for Labrador to extend the transportation links or systems that they have into Quebec and vice versa, Quebec into Labrador, than to extend to the island. The economics are not there. It does not make sense. Maybe this is one of the reasons why the minister is not telling us what type of policy he has developed for Labrador.

AN HONOURABLE MEMBER: Inaudible.

MR. WOODWARD: Well, this is what we want to hear, Mr. Chairman.

If the minister should have the information, then he should give it to the committee. This is the question that I have asked.

MR. HICKEY: I will surprise the honourable gentleman for the next two weeks.

MR. WOODWARD: This is the question that I have asked. He prepared a fourteen page report to send to Ottawa on the Trans-Labrador Highway, a fourteen page -

Mr. Chairman, I can tell the honourable minister some of the other inefficiencies or inadequacies of transportation. The member for Bell Island brought up problems concerning the CN. I would like to bring to the information of

this committee today that the people of Canada including Newfoundlanders and Labradorians are subsidizing American tourists and other tourists by travelling on our CN system - Is the minister aware of this? - and by depriving the local resident in the coastal communities of availing of that service.

AN HONOURABLE MEMBER: Well, I am not saying but these are the questions that -

MR. HICKEY: Oh, come on, own up to it. Who are they? Are they our friends?

MR. WOODWARD: Well, why do we have a provincial Department of Transportation and Communications if it be not going to deal with the problems of the province? You know, it is fine for me to say that Labrador is not my problem.

AN HONOURABLE MEMBER: We have only had it a year and a half.

MR. WOODWARD: Well, they have only had it a year and half and they have done nothing with it. That is what I am trying to tell the committee but I cannot convince them.

From September of last year all the first class accommodations on the CN coastal boats going into Labrador were booked or reserved for both Mainland and - I would not say all American - American tourists, going in at a subsidized rate of somewhere in the vicinity of twelve bucks a day. It is relatively cheap if one can get on a boat and spend twenty-one days for two hundred and some odd dollars. It is a very cheap holiday at the expense of the Canadian taxpayers. The service is not meant for tourists. The service is meant to take care of the local problems and to look after the local needs. Is the minister looking into that sort of a thing?

AN HONOURABLE MEMBER: No, he is not.

MR. WOODWARD: Is he telling Ottawa this is wrong? I have the conviction to get up and tell Ottawa that it is wrong. I have come out publicly and said, "You are doing wrong. You should not do it. You are depriving the people of that service that we are subsidizing and paying for."

I will tell them what Ottawa told me about the minister

and his policies, Mr. Chairman.

AN HONOURABLE MEMBER: The honourable member is not keeping it clean now.

MR. WOODWARD: The minister - he admitted here on Friday during the debate that he has not yet made a proposal to Ottawa for airstrips in isolated communities. He has not made a proposal to Ottawa concerning a subsidy on freight rates going into this province but "We have had conversations with Ottawa." Conversations. So, they are really, really concerned, Mr. Chairman. So, he is admitting -

AN HONOURABLE MEMBER: Inaudible.

MR. ROBERTS: Being the member for the district, is he not entitled to information? Trouble now is getting information out of the crowd.

AN HONOURABLE MEMBER: The same as we can get from those fellows.

MR. ROBERTS: Well, they will get the same treatment from the voters they deserted, as we got.

MR. WOODWARD: So, Mr. Chairman -

MR. ROBERTS: We have twenty hours left, Your Honour.

MR. WOODWARD: It is a very unruly, ill-managed committee, Mr. Chairman. I would like to say to the committee and the minister that as far as the type of policy that exists for the areas that I represent and for Labrador, we do not have a policy. The minister - and I will repeat again - has not convinced me, neither has he convinced the committee nor the public there is such a thing within his government as a Transportation and Communications Policy.

MR. HICKEY: Mr. Chairman, there is no point in belaboring this issue. If the honourable gentleman wish or if the opposition wish for me to waste the time of the committee or waste the valuable hours that they have left on discussion of estimates, that is fine with me. I assure them that I shall go and can go as long as they wish. Mr. Chairman, that is not the way I set out to discuss my estimates. The situation is simply this: The honourable gentleman keeps referring to the lack of a policy.



Does it do anything for the people of Labrador and his constituents if I announce tomorrow, "Oh, we would like to see the cost of living brought down in Labrador by twenty-five per cent. That is our policy. Boy, that is a great policy! We would like to see seven additional coastal vessels go in and call on the ports in Labrador. There is another policy of this great administration."

What money does that put in the pockets of the honourable gentleman's constituents? That, Mr. Chairman, would be a lot of hot air like we have had for twenty-three bloody years, a lot of talk, a lot of nothing. Now, if the honourable gentleman want this kind of thing, really he should be looking somewhere else because he is not going to get it from us.

AN HONOURABLE MEMBER: We only want a highway.

MR. HICKEY: They only want a highway? They want a lot of talk. They want a lot of policy, a lot of highfalutin talk about what policies are. It does not put one bloody red cent in their pocket. They want a policy on airstrips but they do not want the bloody airstrip. They do not care if they get the airstrip.

AN HONOURABLE MEMBER: Inaudible.

MR. HICKEY: Oh, yes. Oh, sure! Wave his hand! This is brilliant, is it not?

Mr. Chairman, I have heard some suggestions, I have heard some commentary but this has got it all stopped. I would satisfy the honourable gentleman if I would stand here now and enunciate a policy on airstrips. It does not matter whether I am ever going to get one as long as I tell them what our policy is, what policy we have. Well, let me tell him this - I will do better than that. I will produce airstrips for them in due course as a result of our constant efforts and discussions. What does he want a proposal for? What does he want -

MR. WOODWARD: I have waited for eighteen years now.

MR. HICKEY: Then do not cry on my shoulder. If he have waited for eighteen years, we are only around here two. Where was he all of those other years? What was wrong with his lungs then? Did he

have a tongue at that time? What was wrong with the honourable gentleman when he was a minister of the crown, a member of the former administration, a minister responsible, complete and direct responsibility for Labrador affairs? What was he doing then? Where was his airstrip policy? Where was his egg policy?

AN HONOURABLE MEMBER: Inaudible.

MR. HICKEY: Yes.

MR. WOODWARD: The minister has done nothing since he has been in.

MR. HICKEY: Yes. Hogwash!

The honourable gentleman apparently wishes to make political gains only. If he were really interested in his people in Labrador - he calls himself a Labradorian, fine! That is fair again. That is his privilege. We are as proud of Labrador as he is, just as much. You would never say by the honourable gentleman either, his performance when he was a minister leaves much to be desired.

Mr. Chairman, it is not, as far as we are concerned, sufficient, it is not enough to enunciate a policy. One cannot eat a policy. If one is talking about freight; if we enunciate a policy on freight, what good does it do? It is a federal matter anyway. It is under federal jurisdiction.

AN HONOURABLE MEMBER: Well, I am glad the honourable minister said that. We do not have to bother the honourable minister anymore.

MR. HICKEY: No, the honourable member does not have to bother me anymore. Did the honourable gentleman have to wait until I told him that? Did he have to wait until then? Did the honourable gentleman have to wait until tonight for me to remind him that freight subsidy is a federal matter, under federal jurisdiction, that the most this government, any other government or any five governments can do, any four governments in terms of the whole Atlantic region, the only thing they can do is make representation and that those representations are being made constantly, repeatedly, vigorously by this department, by the Director of Transportation, who does nothing else but transportation. That is what he does from one end

of the year to the other.

What is the honourable gentleman talking about? Does he know? He suggests to me that I do not know very much about the problems of transportation. The only answer I have for him, Mr. Chairman, and I do not want to be uncharitable, is that the honourable gentleman must know less because I have been involved in it for the last twelve months or close to it and involved very heavily in it and kept busy going here and going there and going all over the place with regards to transportation problems. I can show the honourable gentleman that I have spent more time travelling in relation to transportation and communications than I have in highways.

When he gets to the point where he wishes to inquire as to where those trips have taken me, I will be glad to give him the details. Maybe then he will realize that we are not dead when it comes to transportation problems, freight problems or whatever other problems are related to it. He wants a policy, Mr. Chairman.

It is beyond anyone's understanding just what good the enunciation of a policy is going to do. The honourable gentleman the other day referred to the egg problem. I gave them a policy. I told him a policy. I told him we had one. My colleague, the Member for Labrador West, Minister of Manpower and Industrial Relations, was very concerned, as he should be, about this issue. He came to me with it, discussed it and so on. We have a policy. Our policy is that EPA should fly in eggs, but are they flying them in yet? Do the people of Labrador get cheaper eggs because we have enunciated a policy? The answer is no. Now I can stand here for the next week maybe and go over different areas of policy but it does not do one iota for the constituents of the honourable gentleman. Yet this is what he is prepared to settle for.

Mr. Chairman, the honourable gentleman should not be prepared to settle for that. He should not settle for that. He should be demanding action, results, not policies. Policies will come as they are developed and as we work towards a solution to a problem. It is not so important to be clear in your mind what your policy is going to be. Does it mean that one does not tackle a problem because one is not completely clear on what that policy is or what course one is going to follow? Surely the honourable gentleman realizes, surely he will admit that that is just ludicrous, it does not make any sense.

MR. GILLETTE: Mr. Chairman, earlier in the afternoon I think the minister said in answer to a number of questions put by one of my colleagues; "The last shall be first and the first last." Now I would say that if I am not the last speaker I hope I am because I think with only twenty hours left, Mr. Chairman, and very important departments to go through, departments such as Fisheries, which departments should have a policy that we can discuss. Now I realize that every department has to have a policy but I think we have been confused in policy and programmes. I have to go along with what the minister has just said that having a policy is one thing but implementing or carrying out that policy, programming it is entirely another thing, and it is the programming of such a policy that we are trying to find out about.

AN HON. MEMBER: (Inaudible).

MR. GILLETTE: No, I am not too sure that there is anything wrong Mr. Chairman, with enunciating a programme for highways, for transportation. I am not too sure there is anything wrong with it. I am not going to ask and ask and ask again because it has already been asked so many times. I am going to satisfy myself that after the estimates of this department have been decided upon, voted upon, then I shall privately go to the office of the minister and ascertain what, if any, roads in my district are going to be upgraded and paved, because he has already told us that many times.

I have often thought, Mr. Chairman, and wondered whether or not a programme of this government or any government should not be such that they could tell the people of Newfoundland and Labrador, particularly as far as highways is concerned, what their programme is for upgrading and paving. If the government were to say to the people of Newfoundland: In 1974 our programme is that we are going to concentrate on the upgrading and paving of the Great Northern Peninsula. We will most definitely keep the roads in the remainder of the island upgraded and in good condition but our paving programme is going to be directed to the Great Northern Peninsula this year because of the expense of contractors moving the equipment in and so on and so forth. Complete that job and move out and then tell the people of Newfoundland our concentration, after that has been completed our concentration is going to be here, there or somewhere else.

Mr. Chairman, I do not see anything too wrong with announcing a programme like that and I believe the people of Newfoundland will go along with it. They may complain some but I think they will go along with it.

Now we have also talked about the help from DREE. I think or I have to say this, Mr. Chairman, that it is becoming a little too conspicuous now where the DREE money is going, a little too conspicuous.

We have areas in this province - I have had the areas in my own district where DREE money is needed badly to do road construction. I think it is a little too much for this province to undertake. It is too big for them to tackle. I understand that the Department of Regional and Economic Expansion have a policy which states that their contributions, their grants go only to areas where they have manufacturing or fish plants or such economic developments.

MR. ROBERTS: No, the roads money goes where the minister asks for it. That is the problem in White Bay North; he has not asked for any. He has not asked for any in Twillingate, not a cent.

MR. GILLETTE: If he should ask for it -

MR. ROBERTS: That is perfectly true.

MR. BRETT: That is not true.

MR. ROBERTS: That is a truthful statement.

MR. BRETT: (Inaudible).

MR. ROBERTS: Your Honour would the gentleman from Trinity North please be directed to be parliamentary. I would ask for a ruling on that.

MR. CHAIRMAN (Mr. Stagg): Both honourable gentlemen have usurped the floor from the gentleman from Twillingate who was quite rightfully speaking in his place, and certainly pleased to hear from him. The exchange between the two honourable gentlemen is completely out of order. I am not prepared to rule on it at this time.

MR. GILLETTE: Thank you, Mr. Chairman.

Mr. Chairman, I have been given to understand, rightly or wrongly, that regardless of whether the provincial government makes a request to the Department of Regional and Economic Expansion that that department has the final say. Therefore, I say it depends on what interpretation one places upon the meaning of economic expansion. I do not think that economic expansion can be confined to fish plants or any other manufacturing or processing plants in the province. I think if we have good roads, Mr. Chairman, no matter where it is in Newfoundland, it

does conduce to the economic expansion of that area if for no other reason because the cost of operating a vehicle is cut drastically, thereby allowing for an economic expansion. I think that the provincial government should put the question of funds for roads in remote places in Newfoundland, where the construction of such roads is too big a burden for this province. I am referring to the area on New World Island, for instance, going down to Herring Neck, the road leading down to Herring Neck. It is really too big an undertaking for this province, Mr. Chairman. Therefore, I think that DREE should be made aware and should be brought into it. The same thing applies to the road going through the centre of New World Island towards Morton's Harbour. Now this is only in my district. This can be multiplied I am sure and repeated in every district. I repeat again and I am not afraid to say it that I think that DREE money is becoming a little too conspicuous where it is going.

MR. MARSHALL: Does the honourable gentleman mean that it is becoming too conspicuous in the District of Burin-Burgeo?

MR. GILLETTE : That is where it is going.

MR. MARSHALL: Yes, that is where it is going.

AN HON. MEMBER: (Inaudible).

MR. MARSHALL: Mr. Jamieson.

MR. GILLETTE: However, Mr. Chairman, -

MR. WOODWARD: Sit down now boys. Mr. Chairman, would you bring some order in the committee? The honourable gentlemen are getting unruly over there.

MR. CHAIRMAN (Mr. Stagg): Order please!

The Hon. Member for Twillingate has the floor.

He is endeavouring to make some points. I think that the members of the committee should observe the rule of courtesy and also the parliamentary rule of silence while the honourable gentleman has the floor.



MR. GILLETTE: Mr. Chairman, most every topic of transportation has been covered here in this debate, even that part which deals with the intervention in transportation as covered by the federal government. I am sure that everybody appreciates what direction is made to the federal government for transportation.

Now we had a ferry, as everyone knows, in Twillingate for a number of years. We had to deal directly with the Water Committee of the Transportation Commission in Ottawa. Believe me it is difficult having to go directly to them. I can appreciate if the provincial government were to take over the ferry system, we would have a nearer liaison, perhaps a better liaison but I am afraid again, Mr. Chairman, that that would be too big a burden on this province.

I was very happy and rather surprised to learn tonight from the Hon. Member for Bell Island that the commuters of Bell Island did have a special rate. I worked very hard for that for Twillingate but I got nowhere with it.

AN HON. MEMBER: They got a causeway.

MR. GILLETTE: Well we got a causeway but before ever the causeway came up, I tried very hard to get a special rate, commuters' tickets.

AN HON. MEMBER: (Inaudible).

MR. GILLETTE: It was? Oh, on Bell Island, I see, yes.

I presumed that the same thing applied, not the economic conditions of the area, for the expenses in operating the ferry. I am not one of these, Mr. Chairman who advocates free service on a ferry. I think we have to pay a penalty for living on an island. We are paying it for living on an island.

I recall once when a man mentioned to me that we should not have to pay a ferry fee across the main Tickle in Twillingate because people on New World Island could get in their cars and drive to Port aux Basques. I said, "By the same token, people in their automobiles in North Sydney can drive to Vancouver. Does that say that we should get a free passage across the Gulf of St. Lawrence?"

No! It is a penalty we have to pay. We are living on an island. I never did agree with that. Mr. Chairman, I did agree with commuters and the local truckmen receiving some consideration because their trucks and the vehicles are taking a terrific beating. I was very happy to know that on Bell Island the commuters are getting that consideration.

I think it was mentioned about the old roads as being the worst roads. I do not think that I can agree with that one hundred per cent, Mr. Chairman. I know in my district and indeed the road to the Isles and the Gander Bay Road into Gander, the newest road was the worst road. The old road that was down on the bedrock was good. It was a bit rough but it was never soft and muddy.

Mr. Chairman, transportation is very important, as the Hon. Member for Bell Island has pointed out, one of the most important topics or issues in the province.

AN HON. MEMBER: (Inaudible).

SOME HON. MEMBERS: (Inaudible).

MR. CHAIRMAN (Mr. Stagg): Order please!

MR. MARSHALL: Perhaps the honourable gentleman might yield the floor so we could rise the committee and have it report progress. The honourable gentleman may continue tomorrow, of course, at three o'clock.

On motion that the committee rise, report progress and ask leave to sit again, Mr. Speaker returned to the Chair.

On motion report received and adopted.

MR. SPEAKER: This House stands adjourned until tomorrow Tuesday at 3:00 P.M., May 7, 1974.

I N D E X

QUESTION NO. (19)

TABLED

MAY 6, 1974

5400

THE FOLLOWING INFORMATION IS SUPPLIED BY THE HONOURABLE  
MINISTER OF FINANCE IN REPLY TO QUESTION NO. 19 (MR.  
WILLIAM ROWE - WHITE BAY SOUTH) - ORDER PAPER DATED APRIL 8, 1974

The Newfoundland Liquor Licensing Board has not received  
an application from Cape Lounge Limited for a licence  
to sell beer, wine and spirits at an establishment to  
be built on Shea Heights.