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VERBATIM REPORT

THURSDAY, DECEMBER 18, 1975

SPEAKER; THE HONOURABLE GERALD RYAN OTTENHEIMER

The House met at 3:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

MR. F. ROWE: Mr. Speaker, before we get on to statements by ministers I would like to rise on a matter of privilege, Sir, arising out of an article in The Daily News, of December 18, today, which contains, Sir, four very serious inaccuracies. Sir, on the front page, under the heading "Neary wants it to go ahead", in the fourth column, Sir, in the second paragraph, and I quote: "Mr. Neary said a private meeting between the two had been arranged prior to a meeting of the Liberal caucus at which Mr. Smallwood made his support of the Liberals contingent upon Liberal opposition to the takeover" - of course, of Brinco.

Now, Sir, that may well be so, that Mr. Smallwood at the time made his support of the Liberals contingent upon Liberal opposition to the takeover of Brinco. However, Sir, I want to make it abundantly clear that neither the Leader of the Liberal Party nor the Opposition caucus agreed with this arrangement at any time.

MR. NEARY: Not true! Not true!

MR. F. ROWE: Sir, we feel that the welfare of this Province is more important than Mr. Smallwood's or any other person's support of the Liberal Party. So, Sir, I want to make it quite clear that no deal was made, no agreement was made whatsoever at that meeting.

MR. ROBERTS: Hear, hear!

MR. ROWE: Sir, the second -

MR. NEARY: Bunkum!

MR. SPEAKER: Order, please!

MR. ROWE: Mr. Speaker, on a point of privilege nobody can interrupt or raise a point of order.

Mr. Speaker, on the second inaccuracy, and I will quote it: "Mr. Neary, over the denials of Opposition House Leader, Fred Rowe, said he himself had made arrangements for the meeting and it had taken place at Mr. Rowe's residence, right in the hon. member's basement." Then I am quoted as saying: "No sir," shouted Mr. Rowe." I did not deny, Sir, this meeting. It did take place. But the article gives the impression that I said there was no meeting, but the statement itself is simply not true, Sir. The member for LaPoile (Mr. Neary), for Bell Island then,

MR. POWE:

and myself felt at that time that a meeting between the Liberal caucus and Mr. Smallwood would be desirable and necessary in view of the possibility of expropriation or whatever. Sir, we would have been derelict in our duty if we did not call upon the vast experience of the former Premier, who is the most knowledgeable person with respect to the development of the Upper Churchill. Sir, as a result of this, the member for LaPoile (Mr. Neary) now, Bell Island then, took the responsibility for contacting the member for Twillingate (Mr. Smallwood) or Mr. Smallwood at that time, and then, Sir, I undertook to get the Leader of the Opposition and the caucus together and a meeting was held, Sir, at which we discussed the implications and the ramifications of the government's possible action whatever it was to be at that time. Sir, I state once again, no deal or agreement was made at that time whatsoever.

MR. NEARY: You are just trying to justify your existence on the payroll. You are in over your head.

MR. POWE: Sir, the third inaccuracy which I wish to relate to - and I ask for your indulgence, Sir, because it is rather detailed and it does involve four very serious inaccuracies. I do not know whether the inaccuracies are a result of the reporting or, you know, the way in which the hon. member put his words the other day, but the third one, Sir, is: "Following the caucus meeting, Liberal caucus members had been 'bound to silence' on the issues of the share purchase." Sir, that is simply not true.

MR. NEARY: That is true!

MR. SPEAKER: Order, please!

MR. POWE: Sir, we agreed at that meeting and subsequently after that meeting that discretion obviously was in order at that particular time, and under the democratic system that we practice, there is obviously a need for caucus solidarity

MR. ROWE: as there should be caucus solidarity on the other side and cabinet solidarity. Sir, this was not the time to go and jeopardize any negotiations. Mr. Sneaker, I am pointing out some very serious inaccuracies which are simply not true.

MR. NEARY: They are true! You know they are true!

MR. F.B. ROWE: This is a time, Sir, when irresponsible statements by any member of this House could not be afforded and possibly jeopardize any negotiations between BRINCO and the government of the day. And, Sir, to say that we were bound to silence is absolutely true, and to suggest that anybody can silence the member for LaPoile (Mr. Neary) simply defies the imagination and, in fact, reality.

SOME HON. MEMBERS: Hear, hear!

MR. F.B. ROWE: Now, Sir, the fourth inaccuracy - and it is all a part of the one sentence - "Following the caucus meeting liberal caucus members were 'bound to silence' on the issue of the share purchase and said Mr. Roberts 'disappeared' for several weeks and would say nothing about it." Sir, that again is simply not true. And, Sir, I do not think that is a misquote and this is one of the reasons for me standing here on this point of privilege at this point, Sir.

Sir, I think the hon. the member for the Strait of Belle Isle (Mr. Roberts) and a Mr. William Rowe - I do not think there is any secret - had discussions with top officials for very obvious reasons. This is a very serious matter and it was only a day or overnight or something -

MR. ROBERTS: And the government knew it at the time and so they should have.

MR. ROWE: The government knew it at the time, Sir, and this was a sound and sensible thing for the Leader of the Opposition to do at that time because of the urgency and magnitude of the government's intended action.

MR. ROBERTS: Came back on the jet too.

MR. F.B. ROWE: Now, Sir, I just want to set the record straight on this matter and whatever the member for LaPoile (Mr. Neary) has against the Leader of the Opposition, Sir, it should not cause him to flirt with the truth during his attacks on the Leader of the Opposition.

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: Mr. Speaker, in my opinion, Sir, that was not a point of privilege.

SOME HON. MEMBERS: Oh, oh!

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

MR. NEARY: Mr. Speaker, I want to raise a point of order.

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

MR. NEARY: I want to raise a point of order, Your Honour.

MR. SPEAKER: I ask the hon. gentleman to take his seat for a moment and I will recognize him later.

A point of privilege has been raised by the hon. the member for Trinity - Bay de Verde (Mr. Rowe). As I stated yesterday when two hon. gentlemen both arose and gained the attention of the Chair by rising on a point of privilege. It is fairly clear, and the same distinction is as valid today as it was yesterday, that there are points of technical, precisely defined privilege, and there are also opportunities when a member will get up to make a point on a point of privilege, which in the strict definition is not a point of privilege. It is a point that the hon. gentleman wishes to make an explanation on because in his opinion he has been misquoted, misunderstood, that comments in the press or elsewhere have been made with respect to what he has said, which do not correspond with what he thinks he said, or what his intentions were. That is the kind of point that we are on now. People in speaking should obviously confine their remarks quite closely and precisely to those matters on which, in their opinion, they were misquoted or misunderstood.

Now the hon. the member for LaPoile (Mr. Neary) wishes to rise, presumably on the same point, which could well be allowed.

MR. NEARY: On a point of personal privilege, Mr. Speaker. There was one error, Sir, in that reporting in The Daily News and that was in connection with the Leader of the Opposition disappearing for several weeks. It was not several weeks, Sir, it was only a matter of days actually. So in that regard, Sir, I have to agree with my former colleague the member for Trinity - Bay de Verde (Mr. F.B. Rowe). But, Sir, the member is not allowed in this House, Your Honour, to say indirectly what he cannot say directly and that was to accuse me in the latter part of his remarks of flirting with the truth, and I ask Your Honour to check through Beauchesne and demand, Sir, that that hon. member who made that statement a few moments ago retract it and apologize to me, Sir, because every word that I uttered in my remarks yesterday was true. And instead of the Leader of the Opposition, Sir, getting up and making a point of privilege on this matter he had one of his lackies do it.

AN HON. MEMBER: Oh, oh!

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

MR. NEARY: And so, Mr. —

MR. SPEAKER: Order, please! I have to call the hon. gentleman's attention to the use of that latter term, and also that in this kind of procedure there is not to be any debate between hon. gentlemen. If different members have a different interpretation of what was said or what was meant, they can point out what their own interpretation is but cannot enter into debate.

MR. NEARY: That is unparliamentary. I retract. But I want Your Honour also to check Hansard, if Your Honour has to, in connection with the remarks that were made by the hon. gentleman, Sir, who practically was saying that I was a liar.

AN HON. MEMBER: Did he say that?

MR. NEARY: Well, flirting with the truth, Sir, is the same as calling a member a liar. It is saying indirectly what you cannot say directly in this hon. House. Your Honour has already made several rulings in that regard, and this is the sort of thing, Your Honour, as you know, that lowers the decorum of this hon. House. I am not going to get into a mud slinging match with the hon. member, if I did, Sir, I am afraid that I would redden his face for him before the afternoon is over.

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Order, please! The hon. gentleman, I believe, made reference to words which he thinks the hon. member from Trinity-Bay de Verde used and that is an accusation or an allegation of flirting with the truth. Obviously my memory does not hold every word the hon. gentleman said. There are a couple of possibilities; one, we shall have to wait until we get the tapes checked; another would be if the hon. gentleman wished, and this is up to him, that he could withdraw any imputation that he might have made. I personally am not able to say now what exactly his words were so we can proceed either one or the other way.

MR. NEARY: Withdraw it. Be a man and withdraw it.

AN HON. MEMBER: Withdrawn.

REPORTS OF STANDING AND SPECIAL COMMITTEES:

MR. SPEAKER: The hon. Minister of Education.

MR. W.HOUSE: Mr. Speaker, I wish to table the following Acts related to education: The Schools Act (Teachers' Salaries) Regulation, 1975; The Schools Act (Transportation of Pupils) 1975; The Confederation Scholarships Regulation 1975, that is an amendment; The School Boards (Allocation of Moneys) Regulation 1975; The School Boards (Allocation of Moneys)(Amendment) Regulations, 1975; The Schools Act (Transportation of Pupils)(Amendment) 1975, and the Schools Act (Teachers' Salaries) Regulations, 1975.

NOTICES OF MOTION

MR. SPEAKER: The hon. the Minister of Municipal Affairs and Housing.

HON. A.B.PECKFORD: Mr. Speaker, I give notice that I will on tomorrow ask leave to introduce a bill, "An Act To Amend The Assessment Act."

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN (see index)

MR. SPEAKER: The hon. the Minister of Manpower and Industrial Relations.

HON. E. MAYNARD: Mr. Speaker, I would like to table the answer to Questions No. 592 asked by the hon. the member for LaPoile (Mr. Neary) to the Minister of Public Works and Services on November 24; and the answer to Question No. 606 asked by the same hon. member to the hon. the Minister of Public Works and Services on the Order Paper of December 9, 1975.

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

HON. J. MORGAN: Mr. Speaker, in reply to Question 687 placed on the the Order Paper of December 5 by the hon. the member for LaPoile (Mr. Neary) The Question: How many aircraft does the Newfoundland Government presently own? And the second part of the question: To what department are these aircraft assigned? The answer, Mr. Speaker, is we have six aircraft, one Beach King-Air, and five Canso aircraft. The Beach King-Air is utilized as an all-weather air ambulance and a medical service vehicle, along with fitting the requirements of a transport aircraft for the use of the ministers of the Crown and the Premier and staff members and also members Crown corporations in performance of government business. The five Canso

Mr. Morgan:

aircraft are used almost exclusively for forest fire suppression as required by the Department of Forestry and Agriculture.

Also, Mr. Speaker, in reply to question no. 678 as placed by the same hon. gentleman, the member for LaPoile (Mr. Neary), he is asking the following three questions with regards to the same project. What work is being done, and what amounts are being paid to firms and contractors in connection with the road towards Burgeo? Also with regards to surveys being completed and what tenders have been called. All the information will be tabled, Mr. Speaker.

Also, Mr. Speaker, for the same hon. gentleman, question 690, Order Paper December 10, I think it was, December 10. To ask the hon. the Minister of Provincial Affairs and the Environment to lay upon the table of the House the following information. But actually the information was from my department. It went to the wrong minister. But the question was in relation to the amounts in monthly totals paid to EPA or reimbursed to workers to and from Labrador since January 1, 1974 with regards to reduction of fares for the residents of Labrador. The total, Mr. Speaker, is listed for each month for the past year.

MR. SPEAKER: The hon. Minister of Municipal Affairs and Housing.

MR. MORGAN: Information, hon.

MR. PECKFORD: Mr. Speaker, I wish to table the answer to question no. 477 placed on the Order Paper by the hon. the member for Port de Grave (Mr. Dawe), the Order Paper of November 24, 1975, relating to how many manufactured municipal incinerators have been installed in Newfoundland in each of the financial years 1970-1975, where installed, the cost of each, the source or sources of the capital cost of each such incinerator; where each such incinerator was manufactured and by whom. I table the answer to that question.

There are quite a few places, really, Holyrood, Harbour Grace, Winterton, Sunnyside, Trenassey, Jerseyside, Catalina, Bonavista, Kings Cove, East Port, Wesleyville, Dark Cove, LaScie, Baie Verte, St. George's, Hawkes Bay, St. Anthony, Harbour Breton, Turin -

MR. POBERTS: Would you speak either French or English, please?

MP. PECKFORD: Well, I would like to -

MP. MORGAN: He is practicing both.

MP. PECKFORD: I like to go from one to the other to just keep my verbosity more flexible, dexterity of language. - Harbour Breton, Burin, Norman's Cove, Long Cove, Traytown, Trinity, Bonavista Bay and Gander has two, I think. Anyway in the total amount-all incinerators were manufactured by Marystown Shipping Enterprises, 1971 Limited. An amount of \$379,000 was paid to the said company for actual construction costs together with transportation costs to various sites. So, that is the answer to that question.

I would also like to table the answer to question no. 618 placed on the Order Paper dated November 27 by the hon. member for Lewisporte (Mr. White) who wanted to know the water and sewer projects and location of projects that have been deferred due to the restraint programme that is now underway in most parts of North America. The answer is given here in full, the names of the places, Arnold's Cove, Berry Head, Bay L'Argent, Bishop Falls, Botwood, Carbonear, Campbellton, Change Islands, Comfort Cove, Newstead, Conception Bay South, Corner Brook, Embree, Green's Pond, Leading Ticks West, Lewin's Cove, Lewisporte, Marystown, Massey Drive, Melrose, Trinity Bay, Musgrave Harbour, Norman's Cove, Long Cove, Placentia, Pouch Cove, Spaniard's Bay, St. Brendan's, St. Jacques, Coomb's Cove, Glenwood, Goulds, Harbour Grace, Stephenville Crossing, St. Lawrence, and Torbay. I hereby table the answer to those questions.

MR. MORGAN: All information, boy. You want information, you get all the information. No secrets over here.

MR. SPEAKER: The hon. Minister of Finance.

MP. DOODY: I have some answers to questions asked by the hon. member for LaPoile (Mr. Neary) who seems to be a real digger out of pertinent information. Question no. 685 on the Order Paper of Friday, December 5. Did the government receive a letter of resignation from Mr. D.A. Peper, former Deputy Minister of Finance and Comptroller of the Treasury?

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Mr. Doody:

If the answer to one is yes, please table the correspondence.

The answer to the first part is yes and the answer to the second part is no.

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MR. DOODY:

There is also Question 613 of November 27, asked by the hon. member for LaPoile (Mr. Neary) in which he asks how many writs have been issued under the Retail Sales Tax Act and what is the amount outstanding? It is a very long and an involved one with a lot of financial and other implications which I am sure he will take great delight in analyzing thoroughly before he incorporates it into his book.

On Question No. 671, asked by the same hon. member, December 4:

Since January 1 how many brewers licences, agents licences have been issued by the Newfoundland Liquor Corporation Licencing Board? The answer is 618. The detail on it is in this booklet which I attach, which not only provides him with that information but lets him know how much it costs, for instance, to obtain a licence to distribute sacramental wine. There are all sorts of vital details in here which I am sure - it is all in here - and I am sure the gentleman will have a very happy Christmas in examining the relevant details.

MR. NEARY: That is about all I will be able to afford.

MR. DOODY: Not according to the co-operation you are getting from your colleagues. They would be delighted to help you out.

MR. NEARY: I would like them to give me my \$3,500.

MR. DOODY: They did not. Excuse me, Sir.

ORAL QUESTIONS:

MR. SPEAKER: The hon. Leader of the Opposition.

MR. ROBERTS: Mr. Speaker, I have a question, I believe, for the hon. Minister without Portfolio but perhaps one of his colleagues may wish to answer it specifically, possibly the Minister of Intergovernmental Affairs. Could we have a clear statement, Sir, of exactly what, if anything, the government intend to do with respect to the widening of the Prince Philip Parkway? There have been a great number of confusing statements, and everybody is in the act from the General Hospital Corporation to the City Council to so forth. Could we have a clear statement, please, of exactly

MR. ROBERTS:

what the government are going to do in this coming year to take part in an upgrading and expansion programme for that parkway?

MR. CROSSIE: Mr. Speaker, it is always grand to have an opportunity to set the Leader of the Opposition's mind at rest, if it is humanly possible to do that. The position is quite simple and it has been explained a number of times. This government instituted a new policy last September after considerable thought -

MR. STRACHAN: Yes, and actually in time for the election.

MR. CROSSIE: Well, that was just a coincidence.

MR. STRACHAN: Yes.

MR. CROSSIE: After considerable thought and planning, Mr. Speaker, to put some financial assistance for the City of St. John's, and among the assistance was a grant to the St. John's Transportation Commission to assist them, because of the heavy deficits there and to assist the customers of that system. In addition we have told the City Council that we will share in the cost of the improvements to Prince Philip Parkway. We agreed to pay half of the improvements that they had carried out in this intersection of Portugal Cove Road and Elizabeth Avenue, MacDonald Drive and that in the Prince Philip Parkway area and the Higgins Line area, where there are a lot of government buildings and the university and so on, we had agreed to pay seventy-five per cent of the cost of necessary road improvements there. We are doing that for improvements made this year and in the future.

Now, Mr. Speaker, they have been preparing plans of what needs to be done in that area, and they have discussed them with the Department of Transportation and Communications. The work cannot be done all in one year anyway. It will have phased over three or four years, physically. When it comes time for the estimates to be decided for next year, the government will decide what, if anything, the government can contribute next year towards road improvements in that area, and the City Council will have to decide what, if anything, they can contribute towards it. They will have to pay twenty-five per cent of the cost. That will have to be considered with all the road needs of the Province for next year and when all the decisions are made by Cabinet on the full

Mr. Crosbie.

basis, the full information, then we will know what work we can help them finance for next year, if any. That is the position. We are willing and will pay seventy-five per cent of the cost, but that does not mean to say that we are going to do it all in one year or that the City Council can afford to do it. But we realize that it is urgent and that it is work that needs to be done. It was lack of planning in the past that has caused a lot of this. If it had been visualized in the past, the tremendous traffic artery that Prince Philip Parkway was to become and the fact that it was cutting through the campus and the campus would have to expand and so on, other provisions could have been made very cheaply in the past, Mr. Speaker. But the problem there now is a very, very expensive one to solve, but we will do it within the best of our financial ability. But we cannot say what work for next year until we decide on the estimates and then see if the House approves it.

MR. ROBERTS: Mr. Speaker, a supplementary.

MR. ROBERTS:

I thank the minister, and I think he has laid my mind at rest.

It seemed quite clear that the government are committed to 75 per cent of the expenditure but they do not just when the expenditure will or how much will come in any given year. Well that is fair enough. Is there any contingency involvement of the federal government, and I ask because the minister is alleged to have said or is quoted to have said that somehow the Government of Canada through some department or other are expected to be involved in this programme.

MR. SPEAKER: The hon. Minister of Mines and Energy.

MR. CROSSIE: Mr. Speaker, I have never suggested at any moment and I do not know who has, but if they did they are quite mistaken, there is absolutely no involvement of the Government of Canada in that project at all. The only thing that they are involved in in the St. John's area of that nature is a harbour arterial road which was their project and that of the last administration's and which we are carrying on, and the regional water supply from Bay Bulls.

They certainly have agreed to no other involvement in roads in the St. John's area, and we would not even dare to ask them to do it. It would be a misuse, in my opinion, of possible DREE funds. Now we may in the future ask them if we can tie to some kind of economic development criteria to participate in something like a ring road or a cross-town arterial although I do not know how favourably they would look on it. But we certainly have not asked and will not to help in this area here.

MR. ROBERTS: Mr. Speaker, a further supplementary -

I am glad of the hon. gentleman's answer but he might want to see today's Telegram which has a question, is he aware that he is reported to have told the council that it would be a federal project. He may want to take up the matter with the City Council.

MR. CROSSIE: Who said?

MR. ROBERTS: The Telegram quotes you, I mean, I do not know who said it.

MR. SPEAKER: The hon. member for LaPoile.

Mr. Crosbie: Mr. Speaker, look I want to answer. The Telegram cannot be quoting me because they have never spoken to me about it, and I have never said it.

MR. ROBERTS: The Telegram is quoting you. I am not saying they spoke to you.

MR. CROSBIE: Well they are doing the impossible.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: If the little private meeting is over now, Sir, I would like to put a question to the hon. Minister of Transportation and Communications. Would the minister tell the House if he has received any complaints in the last couple of days about the icy road conditions between Gander and Grand Falls, and along the Trans-Canada Highway, and if so would the minister indicate what action he has taken on these complaints?

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

HON. J. MORGAN: Mr. Speaker, I received one complaint only. That was from a trucker who made a complaint to the Premier's office at Grand Falls which was relayed on to my office yesterday morning, but one complaint only, and that I think was mainly because he felt there was not sufficient salt on the road, not because the road was not salted.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I am dissatisfied with the answer given by the hon. minister, Sir, and I wish to debate the matter during the late show this afternoon at 5:30.

MR. MORGAN: I would love to.

MR. NEARY: Sir, I have a question for the Minister of Manpower and Industrial Relations. Would the minister indicate to the House how drastically the cutbacks are going to be in Newfoundland this year in Manpower training, especially in relation to the adult upgrading centre at Stephenville and the other adult upgrading centres around various parts of Newfoundland? How serious are the cutbacks going to be?

MR. SPEAKER: The hon. Minister of Manpower and Industrial Relations.

HON. E. MAYNARD: Mr. Speaker, there are no cutbacks in terms of the money being made available by the Federal Department of Manpower. As a matter of fact our budget will be more in terms of dollars than it was last year. It will not buy as much training. Exactly how much we do not know because of the installation factor, but I would assume that there will probably be 50,000 man-days less this year than there was last year because of the -

MR. NEARY: How hard will it hit us?

MR. MAYNARD: Well I cannot state it in a number of people because different courses take different number of days and different people take different courses. I can only state it in the number of man-days of teaching or training that will be available and there will be approximately -

MR. NEARY: Fifty thousand will be lost?

MR. MAYNARD: Fifty thousand man-days less this year than there was last year. As well the special programme that was put forward by the Department of Manpower two years ago whereby \$1 million was made available in the fiscal year 1973-1974 or 1974-1975, and \$2.5 million was made available in the fiscal year 1975-1976 for special programmes for those people drawing unemployment insurance and for some people on social assistance. That programme will terminate on March 30, and there is no indication as yet that it will be replaced by anything from the federal government.

MR. NEARY: A supplementary question for the minister, Sir.

MR. SPEAKER: The hon. member for Lapointe.

MR. NEARY: Could the minister specifically deal with the adult upgrading centre in Stephenville? Does he know now how drastically that operation out there is going to be cut back?

MR. MAYNARD: No, Mr. Speaker, I cannot give the hon. member any specific details relating to the adult centre as such. But I will attempt to get that information and possibly answer it at some future date.

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

MR. R. SIMMONS: Mr. Speaker, a question for the Minister of Manpower. He made reference to the special programmes over the last couple of years, the upgrading programmes. I wonder would he indicate whether his department has made any representation to Ottawa to have these programmes - I am thinking of the one in the head of Bay d'Espoir, for example - to have these programmes continue beyond March 31, and if so what response has his department had from Ottawa?

MR. SPEAKER: The hon. Minister of Manpower and Industrial Relations.

MR. MAYNARD: Yes, Mr. Speaker, we have made representation. The officials of the department have made representation both on the regional and the national level. I made a special trip to Ottawa approximately a month ago and had a meeting with Mr. Andras to discuss this problem with him because it is going to leave a large gap in the training that we have been able to do over the past few years. The minister was fairly sympathetic to the argument that we put forward. However he did not give us any indication that the programme would be continued. He said that there may be some possibility of another programme similar to it after the end of this fiscal year. However I understand since that time that the Department of Manpower and Immigration's budget has been slashed very drastically and I would doubt very much whether we will get a positive response from him. But we have not as yet received an official response to the requests that we have made.

MR. SPEAKER: A supplementary?

MR. SIMMONS: Mr. Speaker, I have a question for the Minister of

Mr. Simmons

Industrial Development. I wonder would he indicate whether his task force or whatever, his committee looking into the Burgeo fish plant situation has yet reported to him and if so if he could indicate what the findings of the committee and the recommendations of the committee are?

MR. J. LUNDRIKAN: The answer is yes, Sir.

MR. SIMMONS: A supplementary, Mr. Speaker. Would the minister indicate what the findings of the committee are or what their recommendations are insofar as a fish plant in Burgeo is concerned?

MR. LUNDRIKAN: Sir, I will be able to make that kind of an indication soon.

MR. SPEAKER: The hon. member for Exploits.

MR. SIMMONS: Would the minister - a supplementary, a supplementary, Mr. Speaker!

MR. SPEAKER: I am sorry, I recognized the hon. member for Exploits unless he yields, I can only recognize one at a time.

MR. SIMMONS: A further supplementary to the Minister of Industrial Development. Would he indicate just how soon he is going to do this and will he be doing it through a public announcement or through a ministerial statement in the House or how?

MR. LUNDRIKAN: The answer, Sir, is very soon.

MR. SIMMONS: Oh, come off it!

MR. LUNDRIKAN: How much do you want?

MR. SPEAKER: The hon. member for Exploits.

MR. MURROONEY: Mr. Speaker, a question to the Minister of Education. Would the Minister of Education inform the House whether or not he is aware that the present system of marking public examinations in this Province, in view of the detrimental effects it has on the future lives of our students -

MR. SPEAKER: Order, please! I should call to the hon. gentleman's attention that in asking questions the information he is seeking and he may put in

Mr. Speaker.

information necessary for the understanding of the question, but not opinions one way or the other.

MR. MULROONEY: Mr. Speaker, could I rephrase the question, then?

MR. SPEAKER: Certainly.

MR. MULROONEY: Could the Minister of Education state whether or not he is aware of injustice being done to the students under the present marking system?

MR. SPEAKER: The hon. minister of Education.

HON. W. HOUSE: Mr. Speaker, the matter of marking public examinations, the matter is always open to questions, always under review. I have not been made aware by any student that he has suffered any injustice, and there are steps that he can take if he thinks he has suffered an injustice. He can make representation to the department, and none has been made.

MR. SPEAKER: A supplementary.

MR. MULROONEY: Mr. Speaker, I wish to state that I am not satisfied with the answer and I wish to debate it during the late show under Standing Order number 31(g).

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I would like to put a question, Sir, to the Minister of Fisheries. Would the minister inform the House if he has yet selected the community for the pilot project to promote quality of fish through new methods of containerization and freezing and so on?

HON. W. CARTER: Mr. Speaker, the answer to that question is no.

MR. NEARY: Well, a supplementary, Sir: Could the minister indicate when he will be making an announcement on the selection of this community?

MR. CARTER: Mr. Speaker, soon.

MR. SPEAKER: The hon. member for Terra Nova.

MR. T. LUSH: Mr. Speaker, a question to the Minister of Municipal Affairs and Housing. In view of the high capital cost of installation of water and sewer services in many parts of Newfoundland, particularly the rural areas, I wonder if the minister is in a position to tell the House if his department has considered an alternative method which is being promoted and

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Mr. Lush.

encouraged at this particular time by Professor Evans at the University and which on the surface would appear to have some distinct and definite advantages for this Province. I refer specifically to the humus toilet.

MR. SPEAKER: The hon. Minister of Municipal Affairs and Housing.

MR. PECKFORD: Well, Mr. Speaker, I do not want to waste any words on answering that question, but I have had some discussions and correspondence with the gentleman mentioned who was promoting the idea, both through him and through the city of St. John's whom he has been working with to try an experiment and also to try an experiment in another part of the Province. We are presently negotiating and looking into and reviewing that with the hope that in the Spring we can do a number of experiments with that humus toilet to see just how effective it would be in different sizes of communities and this kind of thing to see whether it can be actually implemented on a larger scale. So we have had correspondence with him. I have talked to him in my office, and we hope to be able to do some experiments with this new concept in the Spring of 1976.

MR. SPEAKER: The hon. member for Conception Bay South.

MR. NOLAN: Mr. Speaker, a question for the Minister of Transportation and Communications. Could the minister give us an update report on the current position of the government on the arterial road? What percentage is the Province paying and the federal government paying? Do you intend to go ahead with it, to complete it, and to where?

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

MR. MORGAN: Mr. Speaker, I will take notice of that question and give the information on tomorrow.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Sir, I would like to direct a question to the Minister of Fisheries. I wonder if the minister could bring the House up to date on what is happening now in connection with updating the Federal Unemployment Insurance programme for fishermen and what is happening in connection with the Income Support programme for fishermen? Does the minister have any late communications from Ottawa, correspondence or anything that he could tell us in connection with this programme?

MR. SPEAKER: The hon. Minister of Fisheries.

MR. CARTER: Mr. Speaker, the federal Minister of Fisheries announced during his visit to the Province some time ago that he would

Mr. Carter.

be introducing, I believe he said before this present session of parliament ends, the necessary legislation to initiate an Income Support programme for fishermen. We have talked to the minister about this, and we have suggested to him that if the programme is going to be delayed for any length of time that the government consider amending the present U.I.C. Act and have the effect of making it more equitable as far as our fishermen are concerned.

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

MR. SIMMONS: A question for the Minister without Portfolio in the absence of the Premier and the Minister of Public Works. Would the minister indicate to the House whether the government has taken any decision now on the provision of additional office space for the public service?

MR. SPEAKER: The hon. Minister without Portfolio.

MR. WELLS: No decision has yet been made.

MR. SPEAKER: The hon. member on a supplementary.

MR. SIMMONS: A supplementary, Mr. Speaker, to the same minister. Would the minister indicate whether the government has arrived at any agreement, either a formalized agreement or a verbal agreement with the Trizec people concerning the provision of office space?

MR. WELLS: No agreement has been entered into at all with Trizec.

MR. SPEAKER: The hon. member for Conception Bay South.

MR. SIMMONS: A supplementary, Mr. Speaker.

MR. SPEAKER: I have recognized one hon. gentleman so it is up to him if he yields.

MR. SIMMONS: A further supplementary to the minister. Would he indicate whether there have been any recent discussions - when I say recent, over the past two, three or four months-with the Trizec people concerning the provision of office space downtown?

MR. WELLS: No, there have been no such discussions.

MR. SPEAKER: The hon. member for Conception Bay South.

MR. NEARY: He gave up his turn and yielded to the hon. gentleman.

MR. NOLAN: I was just recognized by the Speaker.

MR. SPEAKER: He may have given up his turn at the time but he has been recognized now.

MR. NOLAN: Mr. Speaker this question is to -

MR. NEARY: They are all learning to be as nasty as their leader.

SOME HON. MEMBERS: Oh, oh!

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

MR. NEARY: It is bloody awful.

MR. ROBERTS: Hell has no fury like a woman scorned.

MR. NEARY: There are four there now.

MR. SPEAKER: Order, please!

MR. NOLAN: Is it okay to ask a question now, Mr. Speaker?

MR. DOODY: Go ahead 'John'.

SOME HON. MEMBERS: Oh, oh!

MR. NOLAN: You owe me a teabag Steve.

Mr. Speaker, this question is to the Deputy Premier or possibly to the House Leader. The member for St. John's West (Mr. Crosbie), I understand is the Deputy Premier. It seems to me that today I heard something on the air about the Japanese and the Shaheen enterprises. I am wondering if one of the gentlemen can clarify the situation on this matter? Is there something current that the House should know concerning financing of the refinery?

SOME HON. MEMBERS: Oh, oh!

MR. NOLAN: If it is, will you please tell us?

MR. SPEAKER: The hon. Minister of Mines and Energy.

MR. CROSBIE: Mr. Speaker, I better first clarify this. There is no Deputy Premier.

MR. ROBERTS: Hear, hear!

MR. CROSBIE: When the Premier is gone -

MR. NOLAN: Speak up!

MR. CROSBIE: - when the Premier is gone there is an Acting Premier, and the Acting Premier at the moment is me or usually is me.

SOME HON. MEMBERS: Hear! Hear!

MR. CROSBIE: Thank you.

MR. NOLAN: Beware the Ides of March.

MR. CROSBIE: Just a brief moment of glory, or it might be the Minister of Justice or the Minister of Finance. At the moment it is me. Now as far as the Japanese are concerned, as far as the situation with the oil refinery is concerned, you know, there is still no settlement of the problem down there although it is still being negotiated. All we can do, the government can do, is wait and see what arrangements are finally come to between this Japanese creditor and the E.C.C.D. principally and the Shaheen organization themselves. That is still being worked on. The refinery is operating there. We understand that their operation is improving. They have had some problem with the hydrogen plant and other work that they had to do during the last three or four months. It is supposed to be operating more satisfactorily physically. But we are just not in any position to, you know, give more details until this is finally concluded. But it is being worked on. As a matter of fact the Japanese gentleman was in touch with me this morning. While I do not mind giving information privately to hon. gentlemen, there is nothing we can say publicly because it is a delicate situation naturally. There is nothing to report at the moment.

MR. SPEAKER: The hon. member for LePoile (Mr. Neary).

MR. NEARY: Mr. Speaker, I have a question for the hon. Minister of Mines and Energy. Would the minister indicate to the House what is happening now in connection with the Churchill Falls office in Montreal? Is it going to be closed down and the head office moved to St. John's? What is the government's position on this office now, this situation?

MR. CROSBIE: You mean the CILCo office? Well the position on the CILCo office, Mr. Speaker, is that that office was left in Montreal when the government acquired the controlling shares of CILCo and it is still

Mr. Crosbie:

there because there seemed to be some need to leave it there and also there was some - we could not disturb all the personnel that were there. Some of them may have wanted to leave, had we moved the office to St. John's immediately. But it is our intention to move the CLFCo office to St. John's. Just when that will be I cannot say for sure but within the foreseeable future, within the next -

MR. NEAPY: Hear! Hear!

MR. CROSBIE: Well it would be dangerous to say the next few months but it will be moved here.

Now in connection with the Lower Churchill project, the delay that has been announced means that we have a chance now to have a good look at what we are going to do in connection with the Lower Churchill project, because there was an office of consultants and so on in Montreal. It is our intention when this project proceeds in full again that we are going to have the main offices here in connection with the project. If it is inconvenient for contractors and suppliers they will have to put up with it. But they will all be moved here in the fairly near future.

MR. NEAPY: Hear! Hear!

MR. SPEAKER: The hon. Leader of the Opposition.

MR. ROBERTS: A question for the Minister without Portfolio. Could the minister indicate whether the government have opened a branch of the office of the Premier, or the Premier's office in the Labrador part of the Province?

MR. SPEAKER: The hon. Minister without Portfolio.

MR. WELLS: No, we have no knowledge of any such office, Mr. Speaker, in that area.

MR. SPEAKER: The hon. member -

MR. CROSBIE: Hold it.

MR. HICKMAN: No, hold on there. Hold on now.

MR. SPEAKER: I thought the hon. gentleman had completed his answer.

MR. WELLS: Within the last three weeks or month the Premier has

Mr. Wells:

opened an office in Happy Valley, I am informed.

MR. SPEAKER: The hon. member for LaPoile (Mr. Neary).

MR. NEARY: The Minister of Intergovernmental Affairs, I imagine.

Could the minister tell us when - I beg your pardon?

MR. NOLAN: When are you getting an office?

MR. NEARY: As soon as I become Premier I will have an office down there, which will not be much longer I do not think. Would the minister tell the House if the government intends to proceed along the lines of setting up a separate Department of Consumer Affairs or is it going to expand the Department of Provincial Affairs and expand the consumer branch of that department?

MR. CROSSIE: That question has been under study and the Premier has appointed a committee of persons to study that. I think the report is in the works somewhere but it has not come before government yet. So I am not sure what the final conclusion is going to be but there is a report just about to come to government and presumably there will be action in the next few weeks or a month or two.

MR. NEARY: Mr. Speaker -

MR. SPEAKER: A supplementary?

MR. NEARY: No, Sir, it is not a supplementary.

MR. SPEAKER: Correct. Then I recognize the hon. gentleman, and then I recognize the hon. gentleman from Fogo.

MR. NEARY: Mr. Speaker, I would like to put a question to the Minister of Health, Sir. Would the minister indicate to the House what action his department has taken on statements that have been made by the Drug and Alcohol Foundation that there is a high rate of alcoholism amongst the unemployed in this Province? Does the minister have any programme to deal with this matter? What action has the government taken on this matter?

MR. SPEAKER: The hon. Minister of Health.

MR. COLLINS: Mr. Speaker, we have received a report from some people who are involved in that particular organization. A report came in I think about two or three days ago, and is now being studied by the officials of the department and hopefully we will get some recommendations from them.

MR. SPEAKER: The hon. member from Fogo.

CAPT. WINSOR: Mr. Speaker, a question to the hon. Minister of Tourism. Would the minister confirm or deny whether or not he has received an offer for the purchase of the Norma and Gladys from a Caribbean company?

MR. SPEAKER: The hon. Minister of Tourism.

MR. DOODY: Take it. Take it.

MR. HICKEY: Mr. Speaker, I have received no offer and there is no point in anyone making one. That is right.

AN HON. MEMBER: It is not for sale.

MR. HICKEY: There is not enough money to buy it.

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

MR. SIMMONS: Mr. Speaker, a question for the Minister of Tourism, I refer in a question to the present road map, the present batch of road maps. I wonder would the minister indicate whether the maps were printed in the Province and if so where?

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: You know, Mr. Speaker, when the House last sat this matter was discussed, or I think it was raised by way of question and I answered it then. I will repeat it for the benefit of the hon. gentleman. That was the one and only contract for printing which was let outside the Province and it was let outside the Province because of a differential of something like \$16,000 between that bid and the next lowest.

MR. SIMMONS: Mr. Speaker, a supplementary for the minister. Can he indicate to the House whether the printers who supplied the job since been reimbursed for the performance of their work?

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, I have heard some rumours. I hear they are not paid. I cannot say for sure. I could only express the hope that they are and in doing that at the same time point out that if they are not there is certainly no responsibility on the Department of Tourism as the people with whom we have dealt with have been paid and that ends our responsibility.

MR. SIMMONS: Mr. Speaker, I gather then from the minister's answer that the contract was not directly between his department or the government and the printer or the outside printer. Would the minister indicate then for the information of the House just what arrangement transpired, who were the go-betweens, who had the contract with the government for the performance of the work and the second - well I will raise the second question after.

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, that is already a matter of record. The firm of Cabot Group 4 which -

MR. SIMMONS: Oh! Oh!

MR. HICKEY: - came in for quite a bit of controversy last year was the firm that dealt with the government, and dealt with the government with regards to that issue and also some other brochures, and I am advised, and I have in fact satisfied myself, that the other printing was done in the Province. This is the only one that was done outside

MR. HICKEY: the Province and there was really no alternative but to award the contract in this instance, even though we knew at the time before making the award that indeed the printing would be done outside the Province because there was a differential of something like \$16,000 and I would not want the hon. gentleman to quote me on the figure exactly. I can check and get the exact amount but it is somewhere in the area of \$16,000.

MR. SIMMONS: Mr. Speaker -

MR. SPEAKER: This shall have to be the final question answered. The hon. member for Burgeo-Bay d'Espoir.

MR. SIMMONS: A further supplementary on the subject to the same minister. I understood, first of all, that the government has honoured its contract with Group 4 and has paid out the full amount. I also understand that the printers have not been paid and I believe the minister indicated this is his knowledge as well, or he may understand this is the case, this is the rumour he has heard. Would the minister indicate whether his department under the terms of contract have any control over this matter insofar as insuring that the printer is paid for the outstanding amount?

MR. HICKEY: No, Mr. Speaker, Unfortunately if this is the situation and, I repeat that I have no accurate information that it is. I want to repeat again, I have only heard it by rumour. It would be wrong for me not to acknowledge in fact that I have not heard the rumour, but I can say that there is nothing the Department of Tourism or indeed any other department can do where this kind of situation arises unless the people who are owed the money were to be in touch with the department or with the government before the cheques are issued from the Department of Finance.

ORDERS OF THE DAY

MR. SPEAKER: Order 10.

Motion second reading of a bill, "An Act To Empower The St. John's Municipal Council To Raise A Loan For Municipal Purposes By The Issue Of Bonds." (No. 6).

MR. SPEAKER: The hon. Minister of Municipal Affairs and Housing.

HON. A. B. PECKFORD: This is a fairly routine bill, although when one looks at the amount of money involved perhaps it is rather dangerous to say routine, but it is and it is giving authority to the St. John's City Council to raise a loan through the issue of bonds for the amount of \$10 million. The major amount of this \$10 million is to be used for financing the parking garage downtown that they had agreed to earlier in the overall proposal for the hotel and parking garage down near the waterfront. So I think something around \$9 million is to be used out of the \$10 million for that purpose, and that was in the commitment that the City Council - an agreement that the City Council had at the time when this whole project was being entered into, and was going ahead. And the other \$1 million is to be used for normal municipal purposes by the city. Under the City of St. John's Act and so on it is necessary for the House to approve through, as a bill of this kind, in order to authorize the city to do this, to raise this \$10 million, and these are the purposes for which it is to be used, and there is little more, Mr. Speaker, that I can add to it. The detail is there setting out exactly how they go about it and so on. So having said that the \$10 million is to be primarily used for the parking garage which was entered into by the city, I would move second reading.

MR. SPEAKER: The hon. member from Lewisporte.

MR. F. WHITE: Mr. Speaker, I just want to say a few words about this particular bill. We of course here are going to vote for this, Mr. Speaker. It was not my understanding that this \$10 million was going to be used for the parking garage. I talked with some of the City Council people and it was my understanding that some of it was going to be used for upgrading within the city and some of

Mr. White:

it to be used for the capital works projects on the Summer Games, the 1977 Summer Games. It is also my understanding, Mr. Speaker, this passage of this bill does not give the City carte blanche to go and borrow the \$10 million, and that the Lieutenant-Governor in Council still has authority to issue at appropriate times when they want to go to the market. It is also my understanding that the city can go to the market on their own and probably in some cases get a better interest rate than the City of St. John's - or than the government would.

I just wanted to make one comment, It sort of irks me that the kind of money that is going to be spent on the 1977 Summer Games is going to be spent, A few years ago when it was announced it was okay because we did not foresee then the kinds of cutbacks in municipal services in Newfoundland that we had seen. And in my district several projects have been cutback recently as we all know and in other districts throughout the Province as well. If the time several years ago were now I would certainly not want money going into Summer Games in St. John's or even into a parking garage - but of course the government has got nothing to do with that - but certainly into the Summer Games. I would not want to see it go into the Summer Games when we have projects deferred throughout the Province, but we will support this bill, Mr. Speaker.

AN HON. MEMBER: Hear, hear!

MR. PECKFORD: Mr. Speaker, I just want -

AN HON. MEMBER: Oh, oh!

MR. PECKFORD: Oh, I am sorry.

MR. SPEAKER: The hon. member for St. John's East.

MR. W. W. MARSHALL: Yes, Mr. Speaker, there is one observation I would like to make about the bill and ask a question of the minister with respect to it. In Section (7) - first of all this is a bill, of course, authorizing as the minister says the City Council to borrow \$10 million. And Section (7) of the bill says, that the council may establish a sinking fund for the redemption of bonds if other than

Mr. Marshall:

serial bonds. Now I just pose this question to the minister as to the advisability, and if it is possible or whether it should be that the word "may" should be "shall", in other words to require the City Council to establish a sinking fund for the retirement of the monies that it borrows and whether this is possible, whether it is advisable, and I would ask him

Mr. Marshall:

if he would just direct his attention to it because there is somewhat of a danger. I know there is a lot of money that is needed to run the city of St. John's, or any municipality, and we must borrow, but there certainly is a danger of any local government or provincial government, or for that matter any entity borrowing without being forced to provide for a sinking fund itself. Otherwise you are going to find that they are only paying interest on the bonds, and after a long period of time there is an astronomical amount owed which is going to be a burden on the taxpayers of the Province.

MR. SPEAKER: The hon. member for LaPoile (Mr. Neary).

MR. NEARY: Mr. Speaker, I was not quite sure, Sir, if I had heard the minister correctly so I went across the House there when my hon. and learned friend was making his few remarks to check the point to see if I had heard him correctly, when the minister said that \$9 million of this amount that is going to be borrowed by the City of St. John's is to be used for the construction of a parking garage. The minister confirmed that I had heard him correctly, \$9 million. Well, Sir, this House has a great opportunity now in its hands to rescue the people of St. John's, the taxpayers of St. John's, from having this albatross around its neck forever and ever. Because there is no way, Mr. Speaker, that parking garage is going to pay, no way. There is not one in North America that is paying. We have a great opportunity, Sir, to make the City of St. John's produce the tax—produce the facts and figures to show that they can amortize the loan for this parking garage. I do not think they can, Sir. We would be doing a great service to the people in the City of St. John's if we saved them from this expenditure, if we forced the council to stop this foolish nonsense of building a parking garage in downtown St. John's that will never pay for itself, that the taxpayers of this City will be called upon to subsidize in increased taxes.

I do not know how committed the City is to this project, Sir.

MR. WHITE: They are hooked.

MR. NEAPY: Pardon?

MR. WHITE: They are hooked.

MR. NEAPY: They are hooked? They are hooked on it? No, they are not hooked on it, Sir, because the people who are constructing Atlantic Place have changed the ground rules since they started that hotel office building downtown. There was a secret meeting -

MR. MURPHY: It is three-fourth's built now.

MR. NEAPY: I know, but the original deal, the ground rules have been changed substantially. CN is no longer going to become involved in it. CN are going to stay where they are, apparently, down in Hotel Newfoundland.

MR. MURPHY: It is the parking garage we are talking about.

MR. NEAPY: That is what I am talking about. But the parking garage was a part of the package deal was it not?

AN HON. MEMBER: Yes.

MR. NEAPY: Sure it was. It was a part of the deal that was made with the people who are constructing Atlantic Place in return for certain concessions and certain deals and arrangements that the builders of Atlantic Place would get a parking garage, free gratis and for nothing provided by the City of St. John's, by the people of St. John's. I am against it, Sir, and I am going to vote against this bill no. 15, An Act To Further Amend The City Of St. John's Act that will pass \$9 million or authorize the City to borrow \$9 million for a parking garage.

MR. MURPHY: Bill no. 6.

MR. NEAPY: Oh 6 is it. Sorry. Well whatever bill it is I have it here somewhere in front of me. But I am opposed to it, Sir. I think the people of St. John's would be ever grateful to the members of this House, especially the elected representatives that represent St. John's districts, they would be ever grateful. The minister is shaking his head in approval - the member is shaking his head in approval. If we sabotaged this thing, made them stop this foolish

Mr. Neary:

nonsense, this extravagance and waste. There is no way it can pay, Mr. Speaker. I have done a little research myself. I did it a year and a half ago when they started this foolish nonsense. I found out, Sir, that there is not a parking garage on the North American continent that is paying its way.

MR. WHITE: That is the City's problem.

Mr. Neary.

This is not the city's problem, it is our problem. Here we are authorizing a bill to give them the powers to borrow.

MR. DOODY: Would the hon. member permit a question? Were you not aware of this when Her Honour the Mayor wrote you that letter of recommendation during the election?

MR. NEARY: I have been aware of it, Sir, since the City Council adopted the motion to approve this project. It has nothing to do with the relationship between Her Worship and myself. I think the world of her, Sir. I think the world of her. I love her. I want the whole world to know that I love Dottie. In the next election - I wore out a pair of shoes in LaPoile when I was campaigning, a new pair of shoes, and I will wear out two pairs to try to get Dottie re-elected. That does not necessarily mean, Sir, that I approve of all the policies that are embarked upon by the City Council. I am against this, Sir, and I think it is a great opportunity for members of this House to show their objection to this piece of foolish nonsense that is being carried on by the city.

MR. SPEAKER (Dr. Collins): If the hon. member speaks now he will close the debate.

MR. PECKFORD: Mr. Speaker, in reply to the hon. member for Lewisporte (Mr. White) where he said he had communication or discussions with some of the city councillors, as I understand it, as the Department of Municipal Affairs understands it, the bulk of the money, specifically \$9 million, is to be used for that parking garage. The other \$1 million could possibly be used for financing of different projects for the Summer Games. As I understand it, it is \$9 million and \$1 million making it \$10 million that we are authorizing here today.

As far as the comments of the hon. member for St. John's East is concerned (Mr. Marshall) I think he brought up a very relevant point relating to Section 7. I think we better leave it like it is right now as 'may', but I certainly will, seriously, discuss this with my officials

Mr. Peckford.

and with officials of City Hall, and hopefully if it is in the best interest of everybody, especially the government, I would suggest to change that to 'shall! Then we will make appropriate amendments later to do just that. I think it is a good point, and I will seriously consider it.

As far as the remarks of the hon. member for LaPoile are concerned, as I understand the whole situation relating to the parking garage and so on that there is an agreement that the city had entered into to provide assistance for the building of this parking garage as part of the whole complex. I do not know what, if one wanted to get into his comments in detail, what we would do if this was cancelled. There would be a fair amount of penalty clauses or compensations would have to be paid under the agreement. The city have satisfied themselves on the situation, and I do not think we have much choice now but to go ahead and authorize them to borrow the \$10 million.

On motion, a bill, "An Act To Empower The St. John's Municipal Council To Raise A Loan For Municipal Purposes By The Issue Of Bonds," (No. 6) read a second time, ordered referred to a Committee of the Whole House by leave.

On motion of the hon. Minister of Municipal Affairs and Housing, a bill, "An Act Further To Amend The City of St. John's Act," (No. 15) read a first time, ordered read a second time now by leave.

Motion second reading of a bill "An Act Further To Amend The City of St. John's Act." (No. 15).

MR. PECKFORD: Mr. Speaker, this amendment to the City of St. John's Act is one that the city council has requested now in line with their new budget because there are a number of changes under the act which directly effect the policies laid down by the city council in their budget.

The explanatory notes in the act details the major provisions here. The first one is a subject that has been of fairly great controversy in the city for the past number of years and that is payment to councillors for their work as councillors or the Mayor as Mayor and so on. And up until now the act has stated, section 22 of the act, that a sum not exceeding \$50,000 shall be allocated and set aside annually as from January 1, 1970 out of the funds of the city for the purpose of payment to the Mayor and councillors in monthly installments as remuneration for their services in such amounts as the council by resolution shall determine. So this House has authorized the city of St. John's to spend the total amount of \$50,000 for the payment to councillors and the Mayor and they could determine what the formula would be, but the maximum was \$50,000. We are changing that now to give the council the power to pay themselves what they deem appropriate, that the hon. House or the Minister of Municipal Affairs or whatever should not perhaps have that power, put the power in the hands of the elected officials of the council and they will determine what they should be paid in line with their budgetary restraints or whatever they have in their budget. So that is a rather major change in the bill that I am presenting here now for second reading.

The second one deals with any new streets that are not already paved in the city that will be paved in the future, and any streets that do not have curb and gutter but will be installing curb and gutter in the future, at the cost of installing those facilities on the streets that do not already have them will be recovered through a cost put against the land owners along that street, both sides of that street. Owners of adjacent land in the manner provided, and if anybody has scanned through it essentially that is what it means, so that the cost will be

MR. PECKFORD: borne equally, or whatever, equally by the land owners along the street that is being paved or along the street where curb and gutters are going to be placed.

Thirdly the bill would empower the city to set up a Parks and Recreation Commission. This one the city has been agitating for some time and under the act now we are now going to give them the power to so create a Parks and Recreation Commission. Up to now they have not had that power. The council had the power by by-law to establish a Parks and Recreation Commission to be known as the St. John's Parks and Recreation Commission, comprised of not more than twelve members, three of whom shall be members of council. And (b) to regulate the manner in which the St. John's Parks and Recreation Commission shall function and to define its powers and duties. So we are now giving the city, and I think they are eager to move ahead on this and to establish this Parks and Recreation Commission. That is the third thing that the bill does.

And fourthly, and importantly for the city now in line with its new budget as is set down in the explanatory notes, the bill will also empower the council to fix interest payable on overdue taxes and assessments and remove the existing obligation to give discounts. Under the old act, under the section of the act that now exists, section 274, the council could give discounts if taxes were paid at a given time. And they want to remove that discount principle from the act altogether and furthermore they want to put in the act all taxes and assessments or either or portions thereof payable to the city under this act and unpaid on the thirtieth day after becoming due, payable to the city shall, until paid, bear and be subject to compound interest computed from the said thirtieth day and calculated monthly on an advance

MR. PECKFORD:

at a rate to be established by council from time to time by resolution. So not only will the discount be eliminated but they will be liable for interest after thirty days if the bills are not paid and the amount of the interest or rate of the interest will be determined and left to the discretion of council to determine from time to time depending upon whether, I suppose, they could put in a fairly low interest now to see whether this has the effect of getting people who are in arrears to pay. If in fact it does not they can always increase it a bit more to try to collect it.

AN HON. MEMBER: There are lots of dead beats around.

MR. PECKFORD: Right. So the council has requested this change as, of course, they have requested all the changes that we put forward. We just do not do it as a government on our own. The city has always requested the Department of Municipal Affairs to bring forward various amendments to their act that they deem appropriate for the better administration and running of the city. So this is an attempt by the city to try to collect a lot of its tax arrears which has led in large part to the present position, financial position, that the city council now finds itself in. Rather than go the unpopular route, I suggest, I can only suggest, of increasing taxes, they think they are going to be able to balance their budget by other cuts but also by implementing this kind of a change having no discounts and putting interest on arrears after the thirtieth day.

So these are the major changes that the city has recommended that we have put in this bill for your consideration. So therefore after these few explanations, Mr. Speaker, I move second reading and will try to answer any question that hon. members might have on the bill.

MR. SPEAKER: The hon. member for Lewisporte (Mr. White).

MR. WHITE: There are a couple of points, Mr. Speaker, I want to make on this. Speaking for our group here in respect to this bill we, of course, will support the bill mainly for a couple of reasons,

MR. WHITE:

particularly the last one which I will mention in a moment. But in connection with council members having responsibility for their own salaries, well so they should. I mean, they are big boys and girls, Mr. Speaker, and they have to answer to their own taxpayers. They have to raise their own revenue. So basically, I suppose, they should be responsible for their own salaries. They will have to justify it to the people.

In connection with that if I might I would like to say a word or two about outside councils, outside St. John's. I know we will have the opportunity to debate this further when we talk about the Whalen Commission, but I have been talking to councils who could not, for instance, raise enough money to attend the municipalities convention in Corner Brook this year and that kind of thing. I think when the time comes around to debating this we have to look at outside councils. I am not suggesting that we pay them or that they pay themselves or anything of that nature but it is a lot to expect out of a group of people to run a town, take all the flak and so on and not get anything for it, not even a cup of coffee out of the council funds.

Another point that I want to talk about, the last one, Mr. Speaker, and that is the removal of the discount on taxes owing the city and charging an interest rate. I am not so sure that council is smart in removing the discount. It enables them to bring in some quick money for people who want to respond to the discount. But that is their own thing. If they want to do that we will support them here. But the interest rate is a good thing because right now what you have in St. John's is a group of people who if they put their money in the bank instead of paying it to council would make money on it in terms of they would be getting the interest in the bank whereas if they paid it to council they would lose it. So they are just holding back on paying. But now with an interest rate on that they will have to pay up or they will have to pay more as the interest will be compounded.

In that connection, Sir, this is a problem too outside St.

MR. WHITE:

John's in other municipal areas. A lot of councils are having trouble collecting funds and that kind of thing. It often results in squabbles between families and squabbles between municipal councils. This is one area certainly where regional government should be thought about in terms of collecting service fees in communities. For instance, if you had one collector for, say, to cover a lot of municipal councils, it would do away with the rift that occurs in small communities when a council who knows everybody are forced to stand up in court and testify probably against his mother and his grandmother and his grandfather and everybody else. So, those are just a couple of points that I wanted to make on this bill and we will vote for it.

MR. SPEAKER (Mr. Collins): The hon. member for St. John's East (Mr. Marshall).

MR. MARSHALL: Mr. Speaker, as a member representing a St. John's area, there are a few observations I would like to make about this bill, and particularly with respect to section 157 of the bill. That is

MR. MARSHALL: a section which, as the hon. minister has explained, provides that the council is empowered to pave any existing streets. It goes on to say the cost of the paving shall be assessed by the council against the owners of land fronting on the street.

Now I represent myself an area which contains a lot of older houses in the St. John's area. The houses that are there have been there for a long time and they are lived in by many people who are retired and on fixed incomes and they find it very heavy today with the increased cost of living. So I am really speaking on their behalf in making this observation.

I would like to know what paving means. It says the council has power to pave any unpaved streets. Does that mean that if there is a complete street laid down the abutters to the street have to pay, the property owners have to pay, or does it mean that if there is any minor repairs of pavement over the street that they are going to have to pay? I think this is significant. I realize that it is fairly hard for municipal governments to get money for improvements but these people have been paying taxes over a long period of time. I think there is a real rationale for charging people who are moving into new subdivisions for the paving of streets and the installation of curb and gutter because this property is now coming into being in the municipality. It has never paid any taxes before, it has really no investment, as it were, in the city.

But with respect to these older homes it is a different thing altogether. People in the older homes who have been supporting the Council for many, many years, have paid in their taxes over the years, have really paid for their streets to be paved once. I feel I know that because costs are so high it is probably unavoidable that this has to be done. I do feel that it is rather regrettable that Council sees the necessity to do it because the older areas of St. John's, the people in these older areas have paid taxes for years and these taxes have been used,

MR. MARSHALL: for instance, to - initially in the late 1940's and early 1950's - for the purpose of establishing the St. John's Housing Corporation. Subsequently the government had to take it over but it was the capital, really, invested from these people years ago that went to establish the newer area.

They have made their contribution to the city and I would hate to see a provision come in where, as I say, a lot of these retired and older people would find themselves encumbered by heavy bills as a result of public works that have to be done on streets. If there has to be a whole street laid down after a certain period of time there might be a rationale for it, although as I say, I would hate to see it. I would like the minister at least to direct himself to the word 'paving' and what does 'paving' mean. Does paving mean normal, ordinary repairs and just how far is this going to extend. That is the first point.

There is one other point that I would like to bring to the attention of the House because it gives me the opportunity in relation to this bill where we are talking about the establishment of parks and recreational areas just for a moment to acquaint the House - because it is very opportune right now - with the affect of neighbourhood improvement in the City of St. John's which, of course, provides money for the establishment of parks.

About one year ago I convened a meeting, Mr. Speaker, in Bishop Field College of residents in the St. John's East area which was the initiating or founding meeting, as someone who used to be associated with us in the political life long ago once said you used to call these meetings, for residents between Church Hill and Ordnance Street and between Military Road and Duckworth Street with respect to neighbourhood improvement. Now Neighbourhood Improvement, of course, is an establishment for the bringing in of funds for the purpose of improving the area, establishing parks where the Park Commission here, the Park and Recreation Commission could well avail of it. That meeting was a great success and I am happy to advise the House that one year, only one year after this, subsequent to this meeting following up there was a committee formed and for the first time, I

MR. MARSHALL: I am happy to say, for the first time, really, in Canadian history under the NHA Act, that the neighbourhood improvement has really worked and worked satisfactorily in Canada. They had it a couple of times in Ontario and they had a great deal of difficulty because of friction that occurred between the committee that must be set up and the City Council.

I am happy to say that the City Council and the Committee in this case have worked along very well and it is a real credit to both bodies. It was just

Mr. Marshall:

today I was speaking with Mr. Richard Carew, who is the president and chairman of the Neighbourhood Improvement area in the St. John's East area, and he tells me that already now - and this is why it is so opportune - twelve to fourteen loans under the Residential Rehabilitation programme, which comes in under the Neighbourhood Improvement, have already been approved and have gone out and houses in this area are being repaired under that particular programme. As I say, this is the first opportunity I have had to report this fact to the House, and it is with a great deal of pride that I report its success. It was a real effort on behalf of everybody, and it shows how these programmes can be brought about and brought into effect for the benefit of all the residents in a certain area when people get together and push them, and I think there is, as I say, a great deal of credit due, particularly to the committee who brought this about. We are going to see even more changes in that area as the programme goes on or the Residential Rehabilitation portion of the Neighbourhood Improvement area within the next year, but as I say, it is a very opportune time right now, Mr. Speaker, now which is just about the first anniversary after the first and initial meeting which was convened and which is going to see a great deal of improvement in that section of the city of St. John's.

MR. SPEAKER (Dr. Collins): The hon. member for Conception Bay South.

MR. NOLAN: Mr. Speaker, I rise to speak on this bill. As the member for Lewisporte (Mr. White) indicated, we are certainly going to support it, but there are a couple of things that I would like to comment on. One, item (a) in the explanatory notes, to fix the remuneration of mayors and councillors. I believe it was following the introduction in this House of the tabling of the Phelan Commission on the City of St. John's, we brought in, I believe, at that time, or I did as minister, a bill in reference to the \$50,000 that the minister mentioned, and it was necessary, and it still is up to this time for the House to pass the necessary legislation to provide funds in this regard for the City of St. John's. I was most disappointed, frankly, shortly after to be driving along and listening to a radio programme one morning and find one of the people who

Mr. Nolan.

were elected in the city of St. John's saying, when they had received a raised, "Oh, well, I am sorry, but that is not my fault. That is the government." I said right there and then that if a bill such as this ever came up to provide a clause such as this to fix the remuneration of the mayor and councillors, I would certainly vote for it, because as the member for Lewisporte (Mr. White) suggested, they are big enough and old enough now to look after themselves. So let them be accountable to the people. But anyway I think it is only right.

The other matter is one I intended to speak on, and the member for St. John's East (Mr. Marshall) has already mentioned it, and that is regarding the paving of streets. It is really not clear to me, and I hope we will get an explanation from the minister. We do not know if a person whose street may be paved, if the householder would be responsible for one foot, two feet, ten feet, 100 feet, 1,000 feet. There is another little matter, incidentally, and that is in connection with paving, curbs, gutters and recover costs from owners of adjacent land. Now what exactly is adjacent land? I would like to have that cleared up, because one of the things that bothers me a little, if there is a street which has been partially developed, on which there is say a widow who has nothing in the way of income other than say an old age pension, and if a council or whoever should decide that if she has 100 feet or 1,000 feet that may have been left to her or something, and they decide to put curb and gutter or pavement or whatever there, I mean are they going to put her in the poorhouse? I mean this is the question that I have to ask here. I am not suggesting that anyone is going to do it. But what we are doing here provides for someone to do it. I mean this is my understanding. At the moment we are here, we are transferring this power and all to the council. I am sure we should be doing this, but I would like to be clear on what we are doing. Am I now - and when I vote

MR. NOLAN: for this, as I intend to, and I would not mind hearing a comment on this by the way from the former deputy mayor of St. John's, the member for St. John's West (Mr. Crosbie), because I recall when I was working on the bill changing the City of St. John's Act, which brought in the necessary legislation, for example, to give women in St. John's for the first time the right to vote, which they never had previously

MR. NOLAN:

unless they were owners of property and other matters of discussing any number of these items with the member for St. John's West (Mr. Crosbie) at that time. And I might say he was very helpful to me on it, with his experience in Council. But I am a bit concerned about this paving business and the streets. I do not know what I am letting some poor unsuspecting citizen in for. And I would like to know, if possible from the minister, just what information he may have available from his officials or from the city on this. If we give the go ahead now, as we will when we vote on this, Mr. Speaker, to pave roads, curbs and gutters and recover costs from owners of adjacent land, adjacent land, what are we letting loose? And I am perfectly prepared for example to say that the people who are presently on council and the mayor, that level heads will prevail and so on and that reason will be used, but I would like to know what I am voting on here and I am certainly not clear on it at this moment. And I think that - I fear, I honestly believe that not enough citizens in St. John's know. Unfortunately, what we are about here today, what we are going to vote on. You know, the member from St. John's East (Mr. Marshall) in my opinion would have been negligent had he not stood up and spoke as he did on this matter. I am sure that if people really realized what we are doing they would be up in the galleries today, but unfortunately this does not come about in our system for one reason or another. So therefore although I do not represent a district in St. John's I would certainly have to ask for some clarification on this item (b) in the explanatory notes. And the other matter is, of course, the law for a parks and recreation commission. I understood that the City of St. John's has a parks commission, there is the Bowring Park Commission, I believe, is there not? And I suppose they are asking this to create a by-law for a parks and recreational commission, I thought they had already had a recreation commission, incidentally.

AN HON. MEMBER: No.

MR. NOLAN: They do not? I see.

AN HON. MEMBER: A stadium commission.

MR. NOLAN: A stadium commission? Well they also have recreation officers.

MR. PECKFORD: That is only a stadium commission or a parks commission such as Bowring Park Commission. They do not have a parks and recreation commission that would encompass all the various recreations.

MR. NOLAN: Right. By the way, while I am on this, if I may be permitted in connection with parks and recreation, and I am subject to correction from any member of the City of St. John's, or from the minister himself on this, I understand that, - I believe, Mr. Noel, known to the trade in hockey as "Hooks" Vinicombe has been appointed, I believe, as recreation director has he not, in the City of St. John's?

MR. MURPHY: In an acting capacity.

MR. NOLAN: Pardon?

MR. MURPHY: He was acting.

MR. NOLAN: Yes, he was acting. You are perfectly right. The member for St. John's Centre (Mr. Murphy) reminds me that he was acting. You are perfectly right there, but I believe recently I heard an announcement that he was appointed the recreation director. I may be wrong.

MR. MURPHY: I think they are waiting for this to pass.

MR. NOLAN: I see. Well if that is so, and if I may be permitted, Mr. Speaker, I would certainly like to offer my congratulations to, and I think our congratulations to Mr. Noel Vinicombe, I mentioned him as "Hooks" in a familiar term because that was what he was called when he played hockey, so valiantly and so well in the city and throughout the Province in years past and he had a close relationship with all kinds of recreation, and he has an immense comradeship with so many people in all forms of recreation. He has been working for some time incidentally, I understand, up in the old Rec Centre I think up in Buckmaster's Field and -

MR. MURPHY: His headquarters are there.

MR. NOLAN: Yes - and doing a quite remarkable job, and I am sure that many people here including I am sure the member from St. John's Centre (Mr. Murphy) over there will be delighted to hear, if what I am saying is true, that he has been appointed as the recreation director for the City of St. John's.

So apart from my question about the paving of streets, and whom we are going to lay it on to, even if indirectly, Mr. Speaker, and I am hoping the minister can help us with that. I would like to say that we, as our friend the member from Lewisporte (Mr. White) suggests, stated, we are certainly going to support this bill.

MR. SPEAKER: The hon. member from St. John's West.

MR. CROSBIE: Mr. Speaker, I just rise for a few minutes on this bill. The bill of course has been explained, as the provisions of it had been requested by the City Council. And I think that Section (2) is only sensible as other members here have agreed. If there is any question of an increase in salary then the City Council themselves should bear the responsibility for that. We have enough here in the responsibility for our own small pittance.

But on the question that the hon. member from Conception Bay South (Mr. Nolan) raised on the paving of streets, as I understand it this only brings a practice of paving presently unpaved existing streets, of which there are very few,

Mr. Crosbie:

but there are a few unpaved existing streets into line with what the law now is on subdivisions, because in any new area now, new subdivisions, the developer has to charge into the price of the lots and therefore charge the abutting property owners the cost of curb and gutter, their share of the cost of curb and gutter and sidewalks and also street paving. This amendment here permits the city also to apply that policy to presently unpaved existing streets. Now that change was made, I think, at the request of the member for St. John's East (Mr. Marshall) some months ago. It would not apply, as I understand it, to repaving some street that is now paved. But there are a few areas where presently existing streets are not paved and the council wants to apply the same policy as if you were in a subdivision and the abutting homeowners would have to pay in accordance with their frontage on that particular street, pay their share in accordance with the frontage. So it does not appear to me to be unfair for us to comply with that request.

Now if it were found that there was some great unfairness or injustice done, there is nothing to stop the House amending the City of St. John's Act again to change that. But as I understand it, it will just make the policy uniform and it is not going to harm anyone who has already paid through their taxes for the pavement of streets where they are now living. It is only going to mean that people who are now in areas brought into the city in recent times where the streets were not paved have to make a contribution.

MR. SPEAKER (MR. COLLINS): The hon. member for St. John's North (Mr. Carter).

MR. CARTER: Mr. Speaker, I echo the concern of my colleagues on this street paving. It has been my understanding too that this would only concern new paving, to bring it in line with existing regulations regarding subdivisions. I would like the minister when he stands up to close the debate on this reading to make it perfectly clear that any repaving of streets shall not be done under this formula. As long as that is absolutely clear this act certainly gets my support.

MR. SPEAKER: (Mr. Collins): The hon. member for St. John's Centre (Mr. Murphy).

MR. MURPHY: Mr. Speaker, I would just like one word, if the minister does not mind, because if I do not speak on it people will say that the member for St. John's Centre did not speak on it and he is against it. But I would like also to support this bill. I am a little bit concerned with reference to this paving thing because it says that opening - what does it actually say - hereafter opened, constructed or used. Now, you know, that is a very broad term. How do you open a street? They open it for - right now what they do, and I think it is quite unfair, if there is a freeze-up in your pipes like - was it last year we had the very bad year? - they charge you for opening the whole thing right into your house, which I do not think -

MR. ROBERTS: Just suppose a main broke they would change -

MR. MURPHY: Yes.

MR. ROBERTS: - opening, a term used in -

MR. MURPHY: Yes, but if they opened LeMarchant Road from the top of Garrison Hill to the Grace Hospital will I have to pay for my frontage, that is all I am worried about.

MR. ROBERTS: That is what open means there.

AN HON. MEMBER: Open to the street.

MR. MURPHY: Does it?

MR. WHITE: Just your section.

MR. MURPHY: Actually if that is so, and I mean I feel that in the older part of St. John's, not some of us who live in the New Jerusalem, as the late Mayor Carnell used to call the newer section of St. John's. But I am very happy that at last they have established a Park and Recreation Committee. As far as their salaries are concerned I can deal with that as a taxpayer rather than as a minister of the Crown, what I feel they are worth. But I would like to have it removed from anybody's mind that the salaries of the St. John's Municipal Council are paid out of the taxes of the people of St. John's and

Mr. Murphy:

not out of the government, and I deal further with the thoughts put forward by the member for Lewisporte (Mr. White). At some time someone will have to face the fact that councillors, wherever they be, should get remuneration, not from government in itself but from the taxpayers on whose behalf they are acting.

As far as anything else is concerned I am very happy to support this bill with the thoughts again that it is about time that St. John's had a Recreation Committee. I think they are about the only large one - as a matter of fact I understand that over the years they could not deal with government to get a recreation grant of any kind because they did not have a commission to do so. So this will enable them to deal now with the government on any grants that are available to cities.

MR. SPEAKER (MR. COLLINS): If the hon. minister speaks now he closes the debate.

MR. PECKFORD: Mr. Speaker, to deal with the comments made as they arose in the debate, of course I think all hon. members will agree with the amendment relating to the payment of councillors and that councillors should have the authority themselves. That was mentioned. The hon. member for Lewisporte (Mr. White) mentioned about outside as did the hon. member for St. John's Centre (Mr. Murphy) about paying councillors in other municipalities. Here is the problem. The hon. member from St. John's Centre (Mr. Murphy) qualifies his statement by saying as long as the payment to the councillors came out of the revenue collected by the municipality. There lies the problem because the municipalities in this Province, outside of ten or fifteen that one could easily and readily name right off the top of our heads, do not have the financial resources because they do not have the tax base to provide the kinds of money so that they could pay themselves. Each dollar is needed. If you cut off \$100 in any one month in some of the smaller municipalities to pay a councillor the garbage would go uncollected for that month or whatever. It is that tight. It is that close. So there is the problem. With greater fiscal responsibility being exercised by a lot of the larger municipalities, especially, I think when that comes, and it will in the next year and a half or two years, I suggest, in a lot of the larger municipalities, town councils especially, I think then you will be able to get to that place. On that very topic, a lot of the smaller municipalities got to get used to the idea of long-term debts and having their own bonds and sinking fund and so on, that there is nothing wrong with that and part of the budget each year will allot that much to pay off this long term thing for getting their project today. So I could not agree more.

The major concern of most hon. members who spoke on the bill concerns the paving. And while the various hon. members were speaking, I just confirmed it for the record with my officials downstairs, that this only applies to unpaved streets in the city of St. John's, and it does not apply to existing streets that are paved. So there is no intent here to suddenly pave Hamilton Avenue again next year and the cost of resurfacing or doing it over and paving it again, putting another layer of asphalt on it, the cost would be recovered from the land owners abutting the street. So now I can put hon. members' minds at rest on that rather important point.

Mr. Peckford.

I should also like to make mention of the comments of the hon. member from St. John's East (Mr. Marshall) who brought up the concept of paving first about, the NIP and RRAP Programme, in his constituency and to say simply that it is, as he suggests, perhaps one of the best run NIP areas in the whole country. The hon. member for St. John's East (Mr. Marshall) and myself attended that meeting that he referred to and the thing has moved along so smoothly it is not even funny. It is just an example of what can be done if you get citizens together, get a good neighbourhood committee going, what can be done with these kinds of programmes. I am happy to hear him say that a number of loans totalling around fourteen have already been approved under the RRAP part of that programme. Just recently, of course, we have announced another one for the Gurling area.

I do not know if there are any other points besides the paving that were of major concern to hon. members. We have talked about the remuneration. I would recommend to the hon. member from Conception Bay South (Mr. Nolan) that he read the parts of the act and not just the explanatory notes when he talks about adjacent because the word adjacent really does not come up in the bill itself. It is used as explanatory notes here but not in the actual sections themselves. I think then it would become clear to him what it is about. Having said that, Mr. Speaker, I do not think there is anything further that I had to address myself to, so I shall retire.

On motion second reading of a bill, "An Act Further To Amend The City of St. John's Act," read a second time, ordered referred to a Committee of the Whole House presently by leave.

MR. WELLS: Order nine.

MR. SPEAKER (COLLINS):

Motion second reading of a bill "An Act Further To Amend the Summary Jurisdiction Act," (Bill No. 9).

HON R. WELLS (MINISTER WITHOUT PORTFOLIO): In the absence of the Minister of Justice (Mr. Hickman), Mr. Speaker, this is a very minor amendment to The Summary Jurisdiction Act. It deals specifically with the Provincial Court which formerly was the Magistrate's Court at Corner Brook. With regard to the jurisdiction of these courts in monetary matters, the jurisdiction of all Provincial Courts or Magistrate's Courts in the Province of Newfoundland is \$1,000, civil matters up to \$1,000 except for the Cities of Corner Brook and St. John's which are \$500 each. There has been a request from the City of Corner Brook that their Provincial Court - that the Summary Jurisdiction Act be amended so that their Provincial Court could deal with matters up to \$1,000 just as the other Provincial or Magistrates Courts in Newfoundland. And, of course, the government has acceded to that request by bringing this act before the House.

Other areas of jurisdiction, for the information of hon. members, are when you get above \$1,000, and now in the case of Corner Brook, when it is a matter involving more than \$1,000 civil claim, it will go to the District Court. When you get to \$10,000 it then goes into the Supreme Court. So with the passage of this amendment, Mr. Speaker, the only Provincial Court in Newfoundland which will have a jurisdiction limited to \$500 will be St. John's where there has been no request for an increase. Corner Brook will have a jurisdiction just as all the other Provincial or Magistrate's Courts of \$1,000.

MR. SPEAKER (COLLINS): The hon. Leader of the Opposition.

MR. ROBERTS: Thank you, Mr. Speaker, as the minister has indicated it is really a very small matter, a very technical matter and one to which nobody could take objection, and accordingly we do not take any objection to it. May I however use the occasion of looking at the Summary Jurisdiction Act to raise a question, one I think the minister would want to deal with, one which I believe would be a

Mr. Roberts:

considerable step forward.

As Your Honour is familiar and without going into at any length, to recover a debt in the Province now through the civil courts, well through - we only have one series of courts, but we are talking here of civil jurisdiction as opposed to criminal matters, one must go through the procedure laid forth of, as I understand it, issuing a writ in a statement of claim and back and forth, the normal process by which litigation is underway. And that process, Mr. Speaker, is the same whether the debt in question is \$50 or whether it is \$50,000 or \$50 million. The process -

MR. WELLS: Elucidate.

MR. ROBERTS: Well the hon. gentleman can elucidate it, but essentially it is the same. It may be a little easier to conclude it, it is certainly an easier question to litigate a small amount than a large one. But my point is not with the procedures per se. My point is rather with the structure of our courts. And what I want to suggest is that the minister and the government give consideration to a new type of court, which they may be considering, but which they have not acted upon if in fact they are considering, and that is a Small Claims Court, a type of court which has developed these last few years in a number of jurisdictions across Canada and has developed with considerable success. Now these Small Claims Courts, Mr. Speaker, are courts in the sense they can make judgments which are binding at law, and the matter in dispute between two parties which comes before those courts and is settled is settled as effectively as if the Supreme Court of Canada had ruled upon it, a judgment is a judgment.

Where they differ from the ordinary courts, Sir, is that they are very much easier of access, there is very much less heed paid to the detailed minutiae of the rules of evidence, and above all, as I understand the way they work - and this is the secret of their working - the need for a counsel for lawyers, for legal counsel, is not present. Now there is no need now in law, there is no law of which I am aware of that says that any individual whether he is a member of the Bar of this

Mr. Roberts:

Province or not cannot appear in his own behalf in any court. All that the Law Society Act says is that only those of us who belong to the lawyers trade union, the Law Society of Newfoundland, may appear and act for somebody else. But if Your Honour

MR. ROBERTS: tomorrow wished to sue somebody for \$50,000 and Your Honour wished to draw up the papers and prepare them, that is perfectly up to Your Honour. Indeed it is not unanalogous to the medical profession where, as I understand it, I may treat myself medically but I may not treat anybody else in the normal terms of the medical world because I am not licenced to practice medicine in this or any other province.

The Small Claims Courts do away with the need for a lawyer. I suppose one could be represented by a lawyer in them. There is no -

MR. WELLS: In some Small Claims Courts the lawyer is actually prohibited.

MR. ROBERTS: I thank the hon. the minister. I was not aware of that. But I was going to say that a lawyer is not required and he has gone a little further and said that in some Small Claims Courts a lawyer is prohibited. That may very well be a very good suggestion for moving quickly towards the resolution of what are essentially simple questions.

Now obviously there must be safeguards, Mr. Speaker. If there are matters of law in dispute I would think that the Small Claims Courts are prohibited from dealing -

MR. WELLS: They have the right to appeal.

MR. ROBERTS: Yes. The hon. gentleman has again come to my aid by saying, "Well, there is the right of appeal." My understanding is that the judges who hear actions and matters in the Small Claims Courts, who I believe are magistrates - we call them magistrates, Provincial Court judges, a new name, one which I do not particularly like but it seems to be the vogue now to call the officer who was formerly known as a magistrate to be called a Provincial Court judge.

MR. WELLS: The official title is still magistrate.

MR. ROBERTS: Yes, the hon. gentleman is quite right, the official title is still magistrate and I hope it will long remain so. But the hon. gentlemen who fill the position as magistrate, many of them prefer to call themselves Provincial Court judges.

MR. ROBERTS: I have no objection to it. I do not particularly like it but it matters not by what name a, "Rose is a rose is a rose/" and they are just as sweet one way as the other.

The point I am making about the Small Claims Courts is that if a difficult matter of law arises then, of course, that is a matter that cannot be resolved in the Small Claims Courts, as I understand it. That is a matter that must be referred to be dealt with in the normal legal process, the process which by and large has grown up over three or four hundred years, since the courts became readily accessible and particularly since what? - a century past when the English courts finally were made into some sense through the Judicature Act of 1875.

But to come back to the Small Claims Courts, these are courts, Mr. Speaker, that deal with factual matters, matters that do not involve great arguments on law, matters which are simply questions of fact. Is a debt owed and, if so, how much? Then arguments can be brought in, evidence can be brought in and then bingo! The matter is settled for once and for all.

There is, of course, a right of appeal. An aggrieved party has the right to appeal to a higher court and if any injustice is done, if any wrong judgement is rendered, then that can be remedied at the higher level.

The advantages of Small Claims Courts, Mr. Speaker, are very substantial. First of all they are quick and there is nothing quick now about the process by which our courts judicate. I do not practice downtown. I have never been in practice as such, but I understand that it can often take months or longer to get a matter resolved. In the normal course by the time a demand is made - let us talk about an action in contract - a demand is made, a formal demand is made, that demand is rejected, then a writ is issued, a statement of claim is served. Then there is a right of reply, and there may be a right of further reply, and so forth and so on. Then when the parties have finally settled the matters in issue before them on the pleadings, then they have to go before the judge on a motions day and have a date for

MR. ROBERTS:

hearing set down, and that may take a while because the court can have a lot of hearings, a lot of matters to be heard.

When it comes on then it takes some time to settle. Even then there is no saying when the judgement will be rendered. We have had some examples, I believe, in our courts of this Province of judgements being a long time, of a judgement being considered well beyond the point of maturity to the point where it begins to become very old indeed. Indeed so serious was that problem at one point that an amendment was put through the House to the Judicature Act. I do not know if it has ever been used, I do not know if it has ever been availed of, but it is on the books.

A Small Claims Court, Mr. Speaker, is quick, it is quick to get there. As I understand it, all that is needed is to give notice to the other party so that he is aware he has to come before the court, and the court will then hear the matter and give a speedy verdict. If the verdict is wrong, if there is some injustice, well, it can be appealed.

These courts also are very much cheaper. One does not need a lawyer, indeed, as the minister has said, sometimes lawyers are prohibited. But a man can appear and he can say, "Your Honour" or "Sir" to the gentleman or the lady hearing the case, "This man owes me some money and here is why I say he owes it to me." Then the magistrate will say to the other gentleman, "What do you have to say to this now? You have heard it, you have heard the witnesses, what do you have to say?" Out of it will come some resolution and the magistrates hearing the case will say, "Very well, I find that you are owed the money and I now certify that the money is owing and you may take the steps available at law to collect your money." Resolved!

Mr. Roberts.

Some of them, as a matter of helping people to gain access to our courts, sit at nights. Many people do not have access to courts during the regular sittings. The courts sit at quite gentlemanly hours. I believe 10:00 a.m. or 10:30 a.m. is normally when a court sits. Then there is a leisurely lunch hour, and then perhaps an afternoon of work and adjourn in time for dinner. That is the pattern of the courts. So, Mr. Speaker, all I am suggesting is a new court be instituted in this Province, or our own Magistrate's Courts or Provincial Courts, to call them that name, be given authority and direction to sit in this way, a means of allowing people quicker access - I was going to say, to justice. That is really not the word or not the concept here. The courts in this sense are resolving disputes. Two people cannot settle a matter between themselves. Three cannot settle it among themselves. They go to a court. The court resolves it, one way or the other, whatever the matter in dispute is, and they are usually, as the very name of the court says, small claims, matters involving money, money owed, money owing, and then relatively small amounts of money. They do not get into motor vehicle cases where you get into the question of liability. They do not get into negligence cases. They do not get into the libel and slander actions, none of the great historic actions that are argued out in the law courts, which is where they belong, because questions and issues of law are involved there very often. These are to give our people access to a ready means of resolving disputes, and that is one of the functions of our courts, Sir. Our courts now perform as well as they can within the limitations circumscribed upon them, but they are not able to meet this function as they should.

Several of the provinces of Canada have adopted a small Claims Court. I believe it is working very well. None of the lawyers have gone bankrupt as a result of it. Many people get a quicker resolution of their dispute. It seems to be a satisfactory one. You do not hear great claims of injustice and any of that. The system does work very well. I see no reason why we cannot do it in Newfoundland, and I think the way to start would

Mr. Roberts.

probably be to assign magistrates to it, to make it a part of their functions now. I am not aware that many of our magistrates are overworked. There may be some in St. John's who are overworked, but most of the ones I have known outside St. John's, Sir, admit quite readily that they do all that they are asked to do and are required to do, but that they could do more, and I would think all we need might be some - I think the judges make the rules, I have not bothered looking up the Provincial Court Act - but some rules to be made, some procedures to be set down and then I think with that very simple step the courts could be made more available and could better serve their function. I do not know what that has to do with the Summary Jurisdiction Act, Your Honour, except I suppose it is as close to the principle as it can be. The principle of the bill is to extend the jurisdiction of a Provincial Court in small claims, in civil matters involving fairly small amounts of money, a thousand dollars and under. I am suggesting we go the step further and that we set them up, possibly here in St. John's and in Corner Brook to start with, and then let us see how the system works. It works in Nova Scotia. It works in Ontario. I think that we should learn from the experience in those provinces. I think it would be a benefit to the people of this Province, and it would not cost us very much money at all; a few dollars more for lights, a few dollars more possibly for clerical assistance, maybe a few dollars more for the magistrates, but really not very much more. I think it would provide a significant benefit to the people who have to resolve disputes, who cannot resolve them without recourse to the courts, and really the present system works marvelously for certain types of disputes, but it is not the answer for a dispute over \$50 or \$100, you know, in trying to collect a debt that is owing to you.

So I suggest it to the minister, and I would hope that the administration will consider it, and indeed I would hope the consideration will lead to a positive result and quite quickly. Thank you.

SOME HON. MEMBER: Hear, hear!

MR. SPEAKER: If the hon. minister speaks now, he closes the debate.

The hon. member for St. John's South.

DR. COLLINS: I have a few brief comments on this matter. I listened to the hon. Leader of the Opposition with great interest there, and I was glad he brought up the point that he perhaps was not speaking directly relevant to the bill under consideration, because I would like to actually just speak on the point he brought up. So if Your Honour felt that he was relevant, perhaps he will permit me to speak in that vein too.

MR. ROBERTS: If the Deputy Speaker were in the Chair, you would never get away with it.

DR. COLLINS: Right.

It was just on the point that I noticed in, I think it was, British Columbia recently where there was a phone-in legal service instituted, I believe, by law students, and this was much in the same way. It was an easy access to legal opinion by people with relatively minor problems, but sometimes by more major problems, but certainly a way that the ordinary common folk, of which I am one, can very readily get hold of legal opinion.

DR. COLLINS: Now this I think would be a great benefit here because I think many ordinary people are in considerable awe, not only the courts but also the legal profession itself. I suppose there is nothing against a person ringing a lawyer and trying to get some information from him over the phone and probably it would be given, although I do not believe it is common practice. As the Leader of the Opposition (Mr. Roberts) says, this works very well in the medical field, or at least he said something else worked well in the medical field, and this particular thing also works well in the medical field.

MR. ROBERTS: But Dr. Gulliford got in trouble.

DR. COLLINS: You can get in trouble. You have to be careful. You have to use judgements.

MR. MURPHY: If I phone the member for medical advice would he ask me to quote my Medicare card number?

DR. COLLINS: He might and might not, Sir. But I do not think he would necessarily have to have this to get his opinion. And I would suggest that many medical matters are settled very expeditiously in this way and I would suggest that in the legal field there might be some value to this now. I know this has nothing particular to do with the government instituting something. It really would be something more for the Law Society to bring in. But I just bring that up in follow on to the Leader of the Opposition's remarks.

MR. ROBERTS: Hear! Hear!

MR. SPEAKER: Before recognizing the hon. minister, I now indicate to the House what matters will come up for debate on the motion to adjourn at five-thirty. Now I have received notice of four matters, and as hon. gentlemen know there is only time and provision for three. I read the relevant part of the Standing Order, 31 (j) "When several members have given notice of intention to raise matters on the adjournment of the House the Speaker shall decide the order in which such matters are to be raised. In doing so he shall have regard to the order in which notices were given, to the urgency of the matters raised and to the apportioning of the opportunities to debate such matters among the members of various parties in the House."

MR. SPEAKER: The four of which I received notice were two from the hon. member for LaPoile (Mr. Neary), one from the hon. member for Windsor-Buchans (Mr. Flight), one from the hon. member for Exploits (Mr. Mulrooney), and in terms of the relevant part of the Standing Order, the three will be one from each of the gentlemen.

It follows on, "The Speaker may at his discretion consult with representatives of the parties concerning such order and be guided by their advice." Their having decided that there would be one from each hon. member, I then consulted with the hon. member for LaPoile to determine which of the two of which he had given me notice he preferred to have for debate at five-thirty and he indicated which one.

So the three matters which will be debated at five-thirty are a matter raised by the hon. member for LaPoile resulting from a question to the hon. Minister of Industrial and Rural Development regarding the resignation of Mr. William Millen, former manager of the Marystown Shipyards, and the related question of the purchase of steel for construction of proposed government stern trawlers. The second matter results from a question asked by the hon. member for Windsor-Buchans to the hon. Minister of Mines and Energy (Mr. Crosbie), and pertains to the location of a school of mining. The third matter results from a question asked by the hon. member for Exploits (Mr. Mulrooney) to the hon. Minister of Education (Mr. House), with reference to the system of marking public examinations.

If the hon. minister speaks now he closes the debate.

MR. WELLS: Mr. Speaker, obviously there is no objection to the principle of this small amendment to the Summary Jurisdiction Act so I would, with the latitude that has been granted, address myself to the remarks of the hon. the Leader of the Opposition (Mr. Roberts) on the small claims court.

The small claims courts have worked well in provinces where they have been tried and this is something that is being considered by the Department of Justice here in Newfoundland. It is also something

MR. WELLS: that the Law Society, the benchers of the Law Society, have under review. When I mention the benchers, of which I am one, I am reminded of the member for LaPoile speaking in the last session when he called that body, "that faceless bunch of power mongers," a phrase which amused me somewhat. But anyway there is no doubt, Mr. Speaker, that the small claims court is being considered. I think myself there is a place for it, and I think a very useful and good service could be provided. The

Mr. Wells.

hon. member opposite mentioned that lawyers do not have to appear in the Small Claims Court. My understanding of the way these courts work for the most part, Mr. Speaker, is that lawyers are not permitted in the Small Claims Court.

MR. NEARY: Hear, hear!

MR. WELLS: I think my hon. friend, his views have not changed over the month. Hear, hear he says. I think that would be a very good thing actually, Mr. Speaker, because when you get down into amounts of a couple of hundred dollars, \$50, \$25, the sort of case that comes up in the small claims court, obviously it is not worth anybody's time to employ legal counsel in such matters. I think it is much better in these cases for the persons who have the dispute to go down and say to the magistrate or presiding justice, whoever it might be, look, here is the gist of the issue on both sides, and let him decide it then and there. I think this has worked out very well and something which I think we have to consider for the future here in Newfoundland.

Insofar as the hon. member for St. John's South (Dr. Collins), his comment on the business of telephoning for legal advice, I think that Legal Aid does fill the bill to a large extent. In that regard telephone calls are made to the Legal Aid office all the time. I might say that telephone calls are made always to lawyers in private practice asking matters of legal advice. I think this is a very common sort of thing.

MR. NEARY: Do you ever charge for telephone calls?

MR. WELLS: I myself have never in my life. I do not know if anybody else does. The interesting side light to that, Mr. Speaker, is that when the R.C.M.P. recently began their crackdown on the highways, what it meant, of course, was a good many of the people who were taken in and the demand made on the breathalyzer, it was always two o'clock in the morning. For some weeks now, I myself am awakened, you know, anywhere between twelve and two or two thirty and answering the phone. This, of course, was somebody who has been stopped. So I have never detected the slightest reticence on

Mr. Wells.

the part of members of the Newfoundland public to call and ask for legal advice no matter what time of the day or night, Christmas Day or anything.

MR. DOODY: I never get arrested before midnight.

MR. WELLS: So if my hon. friend, yes, could manage ten thirty or eleven.

MR. NEARY: Do you charge for telephone calls?

MR. WELLS: What is that? No, as I say, I have never in my life I have never charged for these telephone calls. I do not know if anybody else does. So at any rate, Mr. Speaker, the principle of the bill itself in extending the jurisdiction and the amendment to the Summary Jurisdiction Act, there is, of course, no objection on anyone's part. I move second reading of the bill.

On motion second reading of a bill, "An Act Further To Amend The Summary Jurisdiction Act," read a second time, ordered referred to a Committee of the Whole House presently by leave.

MR. SPEAKER: Order (11). On motion second reading of a bill, "An Act Further To Amend The Highway Traffic Act." (Bill No. 12).

The hon. Minister of Transportation and Communications.

HON. J. MORGAN: Mr. Speaker, this act is an amendment to Section (78) of the Highway Traffic Act and is a means of enabling the introduction of compulsory third party liability insurance which was passed by the last legislature, the last session of the legislature, by amending the act. But because of certain anomalies in the amendment, this is the reason for this new amendment now. The reason for this amendment is as a result of consultation and meetings with the insurance people, the Insurance Bureau of Canada and the local members and the legal advisors, because a previous amendment was putting the onus on the insurer, the companies that were issuing the policies. Strictly it was on them whereby they had to notify the registrar of motor vehicles of either the termination or cancellation or expiration of a policy. But now this new amendment is putting the onus on the insured as well as the insurer, so that the insured now has the obligation to inform the registrar of motor vehicles whenever a policy is terminated or expired.

MR. MORGAN:

For example, if a person who has insurance, if he decides to cancel the insurance at his discretion, if he is not satisfied with the insurance company or with the agent, or any reason, he could cancel the insurance, he could cancel it. Therefore prior to this amendment if the insured was cancelling the insurance we felt it was wrong to have the onus on the companies to make sure the registrar was informed. So the situation is now with this amendment that if the insurer terminates a policy for any reason, no later than six days from that date, from the termination date, he has to inform the registrar, in other words an official notification. If not, if he does not do that, the policy stays into effect.

Now this means if I am driving a vehicle and the policy is terminated by the company, as long as the company does not notify the registrar that I have not got any insurance anymore, even if I am involved in an accident, that they must honour my policy, my insurance policy. So that puts a pretty heavy onus even now on the companies. They must make sure that the registrar of motor vehicles is notified so as they will not have to honour policies which are not being paid for, for example, for a period of time.

Section 6, if an insured terminates a policy the insurer or his agent shall in fifteen days give notice to the registrar that the policy has terminated. So there are two periods there. One is six days from when it is terminated by the company and the other is fifteen days when it is terminated by the insured.

Now section 7, which was not there before, when an insured terminates his policy or if his policy expires, if he just does not make his payments, he will now immediately notify the registrar as to whether he has purchased a new policy with a new company or he must provide the registrar - I should not say 'or' - and he must provide the registrar with all particulars relating to the insurance as the registrar may require. Now that is the major change in that part of the amendment as it was previously.

Mr. Morgan:

There is also another major change with regards to the fines. The fines are, they were—in the early amendment it was just the one fine and that was for the failure to have and maintain a policy in respect of a motor vehicle. Now the fines are in four categories. Naturally there are four different offenses. Number (1) is to obtain the registration, if you go in to get a motor vehicle registered and if you indicate you have insurance but yet you have not got it and you get your registration, now there is going to be a fine for doing that because it is against the law. When you apply for your registration, you will now sign a statement indicating that you have insurance. It will not be necessary for you to provide evidence that you have insurance. You are just signing a statement on your application that you have insurance. But prior to this there was no stipulation on the application stating that the applicant must have insurance. On the new applications there will be a stipulation.

Of course the second fine is the operating, or the permitting operating of a vehicle without a policy. Number three offense is failure to surrender a vehicle license and identification plates. Number four offense, which was not in the previous amendment is now included, which is failure to produce proof that a policy is in force. In other words, failure to provide information to the registrar regarding the policies and regarding insurance on the vehicle whether it is on the vehicle, expired, renewed or whatever the information may be. Failure to do that is also an offense. The fines are increased from what they were previously, in the previous amendment. The minimum is now \$250 and the maximum is \$700, and sixty days minimum or three months maximum. These are the changes to the previous amendment which introduced public liability or third party liability insurance which will now assure that all the drivers in the Province

Mr. Morgan:

have to have third party liability insurance. I would like to mention one point with regards to compulsory insurance, just one important fact regarding the number of uninsured accidents that occurred in this Province over the past three years. In 1973 there were 3,419 uninsured accidents in Newfoundland; in 1974 there were 3,930 uninsured accidents; and in 1975 there were 3,381 uninsured accidents. Now in these cases, the settlements had to be made through the Judgment Recovery Fund, because they were accidents where they were uninsured and the only means of settlement was usually through the courts and settlement by the Judgment Recovery Fund. Now these are my few remarks in introducing this amendment and I will listen to the comments of other speakers.

MR. SPEAKER (COLLINS): The hon. member from LaPoile.

MR. S. NFARY: Mr. Speaker, I do not think we have much choice but to go along with the recommendations of the minister, but it does open up the whole question, Mr. Speaker, of state owned insurance again. It seems to be a matter that has been raised in this House now just about every year.

This particular amendment to the bill that the minister referred to only deals with compulsory third party liability automobile insurance. In other words, it makes it compulsory now for every automobile owner in Newfoundland to have insurance, and it is going to mean a real bonanza, Sir, for the insurance companies. But nevertheless I guess it is one of these - well the minister shakes his head, no - but it is going to create a bonanza for the insurance companies. Now mind you, it is not a bad thing. It is not as good as having our own provincially operated insurance plan. But in view of what happened out in British Columbia recently with the great propaganda campaign that was carried on in that election out there by the insurance companies and the defeat of Premier Barrett, the Socialist Premier of British Columbia, and the NDP Government, I doubt if anybody in this Province, any government in this Province now, any party leader would dare for the next few years to take on that monumental task of bringing in a provincially operated insurance plan in this Province.

Mr. Neary:

I would say now most -

MR. MARSHALL: Have you got life insurance?

MR. NEARY: - of course - I mean they have it in three provinces of -

MR. WHITE: It would not work.

MR. NEARY: It would not work. No, Sir, the member for Lewisporte (Mr. White) says it would not work. He also told us when -

MR. WHITE: I did not say that.

MR. NEARY: - he was doing minitorials or editorials that social assistance would not work, and he condemned unemployment insurance and recipients of social assistance, -

AN HON. MEMBER: Who was that?

MR. NEARY: - told us they should all be taken out and drowned, but, Sir, -

AN HON. MEMBER: The member for Lewisporte.

MR. NEARY: - it is working in three provinces.

SOME HON. MEMBERS: Oh, oh!

MR. SIMMONS: Neary's version of the truth.

MR. NEARY: It is not my version - listen to little -

MR. SIMMONS: Neary's version of the truth.

MR. NEARY: - high heels.

Mr. Speaker, it is working -

MR. SIMMONS: Jealousy will get you nowhere.

MR. NEARY: - it is working, Sir, in other provinces of Canada, although in British Columbia -

MR. SIMMONS: Neary's version of the truth.

MR. NEARY: - in British Columbia, Mr. Speaker, -

MR. SIMMONS: Who wants to deal with him? Not me!

MR. NEARY: I wish this intellectual, this academic ignoramus, Sir, of the rules of this House would just restrain himself for a few moments and go and try to get his little landing pad in Burgeo.

MR. SIMMONS: Brilliant, is he not?

MR. NEARY: Mr. Speaker, it is working in other provinces and it is something that we are going to have to face, Sir. What we are

Mr. Neary:

doing now, Sir, is forcing every automobile owner to take out an insurance policy, get third party liability. And the Minister of Justice can shake his head all he wants, but it is going to create a bonanza for the insurance companies, but it is also going to protect the public.

AN HON. MEMBER: And the hon. insurance companies.

MR. NEARY: Now I have a couple of suggestions to make to the minister, and one that I would like to make, Sir, that I think is worthy of note by the minister, is that when the time comes and incidentally the figures that the minister just gave are rather interesting a little over 3,000 non-insurable or accidents where there was no insurance, a little over 3,000 in the three years -

MR. MORGAN: No, 3,381 -

MR. NEARY: Yes, well it is running practically -

MR. MORGAN: In the past year alone.

MR. NEARY: It is running just slightly over -

MR. MORGAN: In one year.

MR. NEARY: I beg your pardon?

MR. MORGAN: 3,381 this past year - this year only.

MR. NEARY: Right. But it is 3,000 a year, just a little over 3,000 a year for the three year period. So it seems to be fairly

MR. NEARY:

consistent, the number of accidents. They are going up. I know it is increasing slightly but it is slightly over 3,000. In each case, the minister went back three years, it was a little over 3,000. So the figure is fairly consistent. But, Sir, when the time comes I do hope that the, whichever minister is responsible, that he will keep a tight lid on the insurance companies and not allow them to up the rates whenever they feel like it.

MP. MORCAN: You will hear from the Insurance Board if we pass a law like that.

MR. NEARY: Right. I realize that. I am well aware of that. And one of the recommendations that the minister might pass along to that board is that when the time comes, when they want to get their little pound of flesh, that they take it out of the hides of the people who are causing the accidents and not out of the hides of innocent people like they are doing now. If you have, if the main cause of these accidents, Sir, is alcohol, if they are caused through booze - why is the minister looking at me so quizzically? At least he is listening to me today.

MR. SIMMONS: He is paranoid! Paranoid! Paranoid!

MP. WELLS: Does the hon. member know how everything works, these uninsured accidents.

MP. NEARY: I beg your pardon?

MP. WELLS: Does the member realize how this works, these uninsured accidents that Judgement Recovery is involved in? What happens is that these accidents the minister was speaking about, the 3,000, if the person goes to Judgement Recovery and Judgement Recovery pays the money, all the writers of automobile insurance in Newfoundland contribute to that Judgement Recovery fund in the proportion in which they write automobile insurance in Newfoundland.

MP. NEARY: Yes, right.

MP. WELLS: Now obviously they have got to get that money back somewhere if they are going to stay in business, so that the cost of that is spread among the premiums of the insured drivers in Newfoundland. But this will at least spread the cost among all drivers rather than you and me and,

MR. WELLS: you know, somebody else who might have insurance. That is how it will improve it.

MR. NEARY: Well I thank the minister for that little piece of valuable information. But probably the minister is aware also of another little racket that I figure was going on in connection with restricted licences. When a man lost his licence, for instance, say he was nicked up, he was driving a highways truck, nicked up for drunken driving, lost his licence for six months and then he got a restricted licence - of course, that has been wined out now - but it was a little bit of a racket in the past. He was forced to get a blue slip and he had to get insurance. Now here he is driving a vehicle, Mr. Speaker, belonging to the government where his insurance is absolutely no good to him. He is not allowed to drive his own vehicle. Yet he is compelled to get insurance on a vehicle that is owned and operated by the government, that is not covered under any insurance plan because the government will pick up the tab for any liability or any responsibility they have for accidents. So here he is paying \$350, in some cases, for an insurance policy that is absolutely no good to him. He may be driving an Avis rent-a-car or a Hertz rent-a-car and that is already insured when he takes it out.

MR. WELLS: I have never heard of that.

MR. NEARY: Well, I have heard of it. I have heard of it and it is something that has been going on for years.

MR. NOLAN: Rip-off!

MR. NEARY: It was a bit of a rip-off, Sir, but now of course with the doing away with the restricted - but in the meantime there is no doubt about it that, as the minister says, and I hope he is right, that it will lighten the burden on all the people who are insured. But, you know, insurance companies, I suppose, are amongst the most greedy corporations in the world. The time will come, Mr. Speaker, when they will want their pound of flesh. So the suggestion I am going to make to the minister is that they classify the people and whack it to those who are causing the accidents.

If it is the people who are hauled up for drunken driving, well make them pay and not make the innocent suffer for the guilty. Classify

MR. NEARY:

them. Whack on the premium. Soak it to the premium. I mean, they have computers and they can keep statistics. These are the ones who should pay because I presume it is on the history of accidents over a period of a year or two that the premiums, on which the premiums will be based. You know it has been customary in the past, Sir, to soak it to everybody. You know, you may not have an accident in your whole lifetime. Yet these people who are going out and causing accidents, the reckless drivers, the drunken drivers and so forth are the ones who are driving up

Mr. Neary.

the premiums, and if there is any way to get around that, and I think the insurance companies can because they keep a pretty good record of statistics, and I think this is one area that the minister should take a good hard look at and bring it to the attention of these advisory boards.

So having made these few remarks, Sir, I think that I will probably vote for it. I am not exactly happy about the whole thing. I still have my socialistic tendency, Sir, despite -

MR. DOODY: It is an improvement.

MR. NEARY: I beg your pardon?

MR. DOODY: It is a big step forward.

MR. NEARY: It is an improvement, and it is going to provide protection to the public who have not had protection in the past.

I hope it will not turn out to be a bonanza, a real Klondike for the insurance companies. I hope the Advisory Board will keep a tight rein on them, and I hope they will not force people to whack out \$350 or \$250 or \$150 in one crack and that they will be able to pay it on a monthly installment. I had a case about a year ago under this restricted drivers' licence set-up where a fellow had to cough up \$350 in one smack, and he had to go to a finance company and borrow it in order to hold on to his job. He was driving a highways' truck, and the insurance that he was paying for was of absolutely no value to him. If he had an accident in the highway truck, he could not claim under the insurance anyway. This is the sort of thing that the Advisory Board and the minister are going to have to safeguard the public against.

So, Sir, until the day comes when we have a socialist government in this Province -

MR. DOODY: Come over here! Come over here!

MR. NEARY: No, Sir, they are all Liberals. No, there are two Tories over there, the member for St. John's East (Mr. Marshall) and the member for St. John's North (Mr. Carter) are the only two Tories over there.

MR. NEARY: No, I think the Minister of Justice would probably fit into that category. The rest of them I would say are all Liberal. They are far from being socialists.

MR. HICKEY: Where are the Tories?

MR. NEARY: The Tories, the member for St. John's East (Mr. Marshall), the member for St. John's North (Mr. Carter) and the Minister of Justice.

MR. HICKEY: No more?

MR. NEARY: The only three Tories over there. The rest of them are all Liberals. They were either all card-carrying Liberals in their day, or -

MR. NOLAN: Defrocked Liberals.

MR. NEARY: Well maybe defrocked but I think they are Liberal at heart. They are not socialists.

MR. MURPHY: What about St. John's Centre?

MR. NEARY: The Minister of Finance, I believe, when I met him years ago, he was a bit of a maverick and a radical.

MR. DOODY: That was before I got into the pickel barrel.

MR. NEARY: He had the revolutionary tendencies -

MR. SPEAKER: Order, please!

MR. NEARY: - and, Sir -

MR. SPEAKER: Order, please!

MR. NEARY: - until that day comes -

MR. SPEAKER: Order, please!

Would the hon. gentleman return the remarks in line with the third party liability for automobile insurance?

MR. NEARY: Well, Sir, until such time as we have a better plan, and I do not think we have any choice but to vote for this.

MR. SPEAKER: The hon. member for Fortune - Hermitage.

MR. J. WINSOR: Mr. Speaker, I rise to support this bill, Bill No. 12, the amendment to the Highways Act. I, and my colleagues support this amendment of Section 78 of the Highway Traffic Act. It is progressive legislation, and

Mr. J. Winsor.

certainly needed. Too many parties have been aggrieved by being left holding the bag after an accident with a non-insured vehicle. The hon. Minister without Portfolio assures us that now, of course, this is spread over all the insurance companies. If there is an unpaid claim, I think he says, it is spread over all the insurance companies which means that your premium automatically goes up. Did I understand that? Is that correct? Did I understand that any unpaid claim would be taken up by the insurance companies and paid for the aggrieved party?

MR. WELLS: If the hon. member would permit. Because everybody will have insurance, it will be compulsory. There will be, of course, - the Judgement Recovery set-up will have to remain in existence because there will be always a certain number of drivers no matter what law you make who will not comply, and will not have insurance, so there has to be somebody for them, and also for drivers that run down somebody and get away and are never caught. There are so many of these every year. So you have to keep a Judgement Recovery sort of thing in place even though you have compulsory insurance.

MR. J. WINSOR: I thank the hon. gentleman for a very detailed explanation. I am sure everybody here appreciates it, certainly those of us who travel the highways and byways quite a bit to get from our districts into the hon. House.

MR. J. WINSOR: I am wondering if there would be any forms available for the insured that would be available from the insurance companies so that if the time came when he did have to notify them would these forms be available to them. Because some people, out of ignorance, might not really know how to inform the Department of Highways that he is not insured, he would have to have some help with that. That is for the ordinary Joe. I may get out of order here, but I would ask the hon. member if it would not be possible to stiffen the act somewhat to make it more difficult for some very inefficient, unsafe, decrepit heaps to obtain insurance. If your car is over one year old you have to get it inspected by a competent mechanic and some of the cars that I see on the road, if they are passed by competent mechanics I doubt it. They are certainly no great help. If they happen to brush by you they would tear you up or tear up your car. I would have been happy if you had also included the reduction of the speed limit to 55 m.p.h., compulsory use of safety belts, something else that might have been brought into this amendment as well, I suppose, I may be out of order. All, of course, are no good, any of them, unless they are enforced, speed limits and nailing the fellows who do not have insurance. This is going to be very difficult. If it is not properly enforced and thoroughly enforced it will still be the same old story, some will get away with it. However, I leave this to the minister. I am sure he knows best how to handle this. But I am very happy to say that it is good, progressive legislation, certainly not come too soon and I am sure that all my colleagues are in accord with it, and in accord with the amendment as outlined in Bill No. 2.

I would like the minister to think about the other items that I brought up. I am sure they are going to be needed to make our highways a bit safer. You have to be an expert now to get over the road alive. I have been driving for forty-three years and have not had an accident. It is more by good luck than anything else, I can assure you. However, we do support the bill and I am happy to make these few remarks in support of it. Thank you very much.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: Order, please! It now being five-thirty, the motion to adjourn is deemed to be before the House and the Chair recognizes the hon. member for LaPoile (Mr. Neary), on the topic of the resignation of Mr. William Millen and the related question of the purchase of steel for the construction of stern trawlers.

MR. NEARY: Mr. Speaker, the position taken by the Minister of Industrial and Rural Development (Mr. Lundrigan), Sir, concerning the mysterious removal of Mr. William Millen from the Marystown Shipyards is very disappointing indeed. The present minister apparently, Sir, has lined himself up with caretaker manager Rennie in attempting - instead of coming to grips and dealing with the problems of the Marystown Shipyards - is attempting to slander and belittle Mr. Millen.

As I stated in the House yesterday, Mr. Speaker, the letters which I read in this House on Friday last concerning charges of poor management of the shipyards during the time that Mr. Rennie was in charge, were not placed in my hands by Mr. Millen. And it is about time, Sir, that the minister, who has been making sort of off-the-cuff remarks and innuendoes and insinuations to me about getting these documents at breakfast over at the Holiday Inn from Mr. Millen, are false and it is about time that the minister and his caretaker manager stopped attempting to draw a red herring across the trail of this issue by levelling accusations against Mr. Millen.

MR. NEARY:

Mr. Speaker, the minister has side-stepped and evaded my question that triggered this whole exposé of mismanagement of the shipyard as to whether Mr. Millen resigned or was asked to leave. My usual reliable source of information, Sir, informs me that the manager of the shipyard was -

MR. MORGAN: Tell us your source of information.

MR. NEARY: I beg your pardon?

MR. MORGAN: Tell us your source.

MR. NEARY: No, Sir. I am like the newsmen, Sir, I will not divulge my source of information. But the manager of the shipyard apparently was told of his removal by one of his workers who happened to be in Scotland on his vacation and accidentally bumped into the new manager, a gentleman who had previously been one of the unsuccessful applicants for the job previously. Mr. Speaker, further and finally, the Board of Directors of that shipyard, Sir, have been totally irresponsible, delinquent and obviously incapable of operating such an industry. The minister, Mr. Speaker, can twist and he can turn all he wants, and he can talk about the effects of this controversy, Sir, that it may have upon the future of the shipyard. This is merely a red herring, Sir and is sheer nonsense. If anything, Mr. Speaker, my revelations will clear the air for that shipyard and improve the morale of people who work in that shipyard and place the shipyard, Sir, in a more favourable position to compete and secure contracts that otherwise would be looked upon, Mr. Speaker, with suspicion in the ship building industry.

Mr. Speaker, the inescapable fact of this matter is that the Board of Directors and not the general manager of the yard are the ones that should have been removed, because they have failed miserably, Sir, to do anything about proper marketing and to try to bring business to the Marystown Shipyard. All they would appear to have done, Mr. Speaker, is to sit on their fannies, completely ignorant of that competitive business world out there and wait for federal and provincial governments to route

Mr. Neary.

the odd bit of business down to the shipyard in Marystown. Therefore, Mr. Speaker, if the shipyard is to survive and prosper the government has no alternative, Sir, but to get rid of the present Board of Directors, who proved themselves so grossly incompetent and replace them with a group of individuals capable of getting down to business with a facility, Sir, that can physically, I suppose, rank amongst the best in the North Atlantic.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The Hon. Minister of Industrial and Rural Development.

HON. J. LUNDRIGAN: Thank you, Your Honour. First of all, Your Honour, I would say the biggest red herring that I have seen around here for some time is the hon. member from LaPoile (Mr. Neary).

MR. DOODY: A pink herring.

MR. LUNDRIGAN: Certainly he is a political red herring because instead of indicating his intentions of trying to work towards the improvement of the yard, the image of the yard, the attitude of the public towards the yard, he has certainly done nothing in that direction. It is also a red herring to indicate here that I have tried to belittle or slander the former manager. I have made no comments along these lines. I have gone out of my way to avoid these kinds of comments. As a matter of fact, I consider that not to be my role. My responsibility is to try to improve the situation in the yard. I further will indicate I am not getting involved in any more nonsense of this nature which has nothing to do with improving the yard. It is a political endeavour by the hon. member at the moment. I think that he is hurting the situation in Marystown very seriously.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Windsor-Buchans on the subject of the location of a school of mining.

MR. G. FLIGHT: Thank you, Mr. Speaker. Mr. Speaker, the Minister of Mines and Energy has admitted in the House of Assembly that Buchans is not being considered as a site for the location of a proposed mining school. I have to address myself to this as I am very concerned about where the school goes, and I would like to hereby address myself to the situation as it now exists.

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MR. FLIGHT:

Now, in answer to one of the question, Mr. Speaker, the hon. minister said that the idea for a school and the location for such a school came from the breast, the breast of the member for Green Bay (Mr. Peckford). I think in doing this his purpose was to indicate what a hard working and capable minister and member the hon. member is indeed. I can accept that.

SOME HON. MEMBERS: Hear, hear!

Mr. Flight:

In all sincerity I suggest, Sir, that the minister in question is probably one of the most hard working and one of the more capable members. As a matter of fact, he is one of the few bright lights on the other side opposite.

MR. ROBERTS: Hear, hear!

MR. FLIGHT: Now I again agree -

SOME HON. MEMBERS: Hear, hear!

MR. FLIGHT: I also agree that the idea must have come from the breast of the member, because it is not the type of an idea that would come from the head of a fair-minded individual.

AN HON. MEMBER: Hear, hear!

MR. FLIGHT: I am astounded at the admission that the school at Buchans was not considered, Mr. Speaker, and I intend to try to force this government to justify the decision. I want to see them reconcile this decision with their claims that all of their decisions are made on a priority basis. The minister has indicated that the life expectancy of the mine is approximately three years. There is a government-appointed task force presently working to recommend ways of guaranteeing the ability of Buchans to remain a viable town, in the event the mine does indeed close. The original idea of a mining school came from Buchans, it came from a gentleman in Buchans. I do not know what part of his body it came from but I will guarantee you it came from Buchans. If this government is to maintain any degree of credibility in its claim that it is concerned about the future of the people of Buchans, then they must give consideration to the establishing of such a school in Buchans. To do otherwise would be an admission that their decisions are completely politically motivated. They are showing a complete lack of concern for the welfare of the people of Buchans, and indicating to all of the people of Newfoundland that they have no appreciation at all for the contribution that the people of that town have made to the economy of Newfoundland this past forty-six years.

Mr. Flight:

I feel that most fair-minded people, knowing the future that the Town of Buchans presently faces, would demand that Buchans be considered as the most desirable location for the school. In response to a question, the Minister of Mines and Energy indicated that the mines are not presently closed, and therefore are not being considered as a site. It is this type of approach and rationale, Mr. Speaker, that has Buchans in the situation it is in today. If this is any indication of the approach that the government is going to take with the recommendations made by the Buchans Task Force, then I feel that that task force should re-examine its terms of reference and seek assurances that its recommendations will be considered on a priority basis and not be subject to crass political considerations. Thank you.

MR. ROBERTS: Hear, hear! Well said.

AN HON. MEMBER: Oh, oh!

MR. ROBERTS: St. Lawrence will take care of the hon. gentleman from Grand Bank.

MR. FLIGHT: St. Lawrence! You have got problems enough in St. Lawrence!

AN HON. MEMBER: There are no problems in St. Lawrence.

AN HON. MEMBER: Oh, oh!

MR. FLIGHT: Now, my son, heave it out of you.

MR. SIMMONS: That is another red herring.

MR. FLIGHT: Another red herring.

MR. SPEAKER: The hon. Minister of Municipal Affairs and Housing.

MR. PECKFORD: Mr. Speaker, in the 1960's in the District of Green Bay there were three or four mines; one in Tilt Cove, one in Little Bay, one at Whalesback site near Little Bay, and one at Gullbridge Mines which, geographically speaking, was in the then District of Grand Falls, but all the employees of that mine came from Green Bay. As a result of a lack of high grade ore and as a result of the fluctuating copper prices on the world market, the Tilt Cove mine closed down, the Little Bay mine closed down, the Whalesback mine closed down and the Gullbridge mine closed down. All of these mines were employing over 200 individuals. There has built up in the Green

MR. PECKFORD:

Bay area over the last decade a great number of people who have spent most of their lifetime, working lifetime, in a copper mine or some other similar mine. As a result of the eventual close down of the Whalesback Mine, initiatives were made by various individuals in the Green Bay area, myself included and other people, to activate that mine which still had some mineable ore left, and the Green Bay mine was started and opened while the copper prices were fairly high. Subsequent to that, and unfortunately and tragically, the mine had to fold because there was a significant drop in the price of copper concentrate in Canada, and

Mr. Peckford:

the mine at the time was selling the concentrate to Noranda in Quebec. As a result of the close down of the Green Bay mine, which was down on the Whalesback site, I initiated or requested that an inter-departmental committee representing federal and provincial officials be established to look into the possibilities of doing something with the Whalesback site, subsequently called the Green Bay mine site. So a study was initiated looking into the feasibility of a mining school which would co-ordinate its activities with the vocational school presently in existence at Springdale.

The present facilities available at the Green Bay mine site are extensive, and the whole idea was to establish a mining school using the remaining ore body there so that once the mining school, if it did prove feasible, got into operation it could operate on its own without any further government input of money. That study has been completed by the inter-departmental committee representing federal and provincial agencies and is now presently before government for some study to see whether in fact that is possible.

The Buchans Task Force is established and it is going to make recommendations to government as well as to what can help provide for the continued viability of the, hopefully, municipality of Buchans. So I see no conflict at all. The study is completed to look into the possibility of a mining school at the Green Bay mine site. The Task Force from Buchans is sitting to recommend ways and means by which that community can continue to exist and perhaps one of the things they may come up with is a possibility of a mining school in that area. I can only then reiterate what has been said by the Minister of Mines and Energy yesterday, that efforts were made because of the shut-down. All of the men in the Green Bay area who mine, who were miners, are working in Daniel's Harbour, Labrador City, Nahush, Thomson, Manitoba; Lynn Lake, Manitoba, British Columbia, several over in British Columbia as well.

As a result of having that kind of expertise in mining skills that many of the population of Green Bay had, as a result of

MR. PECKFORD:

the phase-down of four mines, as a result of the activation and close-down of the Whalesback Green Bay mine site this kind of a thing was initiated. After government has studied it and looked at it and the federal government has had their input into it, some decision will be made. The Buchans Test Force might in fact recommend something along the same lines for there or some other development that will help ensure Buchans continued existence.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: The third matter for consideration is the marking of public examinations raised by the hon. member for Exploits (Mr. Mulrooney).

MR. MULROONEY: Mr. Speaker, this afternoon I asked a question because I have been wanting to know the answer since I went in on the marking board here in this Province in 1973. Mr. Speaker, the injustice that is done to the students in Newfoundland is shameful. We speak of spending millions of dollars in education to develop a better student and the student is crucified through the public examinations here in Newfoundland through a Scrooge's budget that is allocated to the CBE department. Mr. Speaker, I know what I am talking about. I was on that examination marking board for two years in this Province.

It is not a fault of the school boards, Mr. Speaker, it is not a fault of the schools, it is not a fault of the teachers, it goes back directly to the government, to the Education Department. The minister said that there was no representation made on this behalf. Mr. Speaker, I call to your attention that when you were in the Department of Education I wrote you a letter and I got a reply from yourself and a reply from Mr. McCarthy. Mr. McCarthy pointed out that a meeting we had with Dr. Jones discussing the students English was a waste of time, that we should have been using this time for marking exams. I attribute that to neglect of responsibility of Mr. McCarthy himself, Director of Public Examinations.

Mr. Mulrooney.

Mr. Speaker, during those two years quotas were set to mark exams. These quotas were set far too high for the number of teachers that the Department of Education had hired on during the Summer months. The time limit of fifteen days was far too short a period for the teachers to do justification to marking those exams. We were set in 1974 a quota of 578 papers each. We were not able to meet that quota. We could only meet a quota of 480 per day. We were asked to increase the quota. We increased it. We increased it. We increased to 844 papers, but all seven who were marking those questions went to the chief examiner, the chief marker, and told him that the papers had not been marked properly, that no student of those 844 papers had received their total and true marks. We were told - our simple reply was that they would average out. The marks would average out. What our table did not give the students, another table would. Mr. Speaker, those papers were going through like Gatling gun fire, and it is because the Education Department has not taken the time to put the effort into looking at this matter seriously.

AN HON. MEMBER: They presented the Woodford report.

AN HON. MEMBER: Grade XI.

MR. MULROONEY: Mr. Speaker, the hon. members across the way, if they would keep quite and silent, I would appreciate it, because this matter irks me beyond no end when students, 7,200 students, are being marked under a system whereby there is very little fairness shown, because of the pressure placed on the teachers and the marking boards. When students' papers are passed through for final tabulation and a student receives a mark, one out of six, and that paper is handed back through just a note of curiosity, and that mark is jacked from one out of six, to six out of six, there is something dreadfully wrong with our marking system, and this has happened. Papers were set at a quota, as I said, of 578. One particular table could not meet the quota. They were falling behind constantly, until they got to the point that they were 600 papers behind. The chief marker came down and advised them of the situation. In that one day, not only was their

Mr. Mulrooney.

quota marked, but the 600 papers that they were allocated, that they had fallen behind, a total of 1,178 papers, when before they could not meet the quota of 578. Do you call this justice? Far from it.

MR. HOUSE: Is the hon. gentleman saying that the government countenance this?

MP. ROWE: Ignore him!

MR. MULROONEY: Mr. Speaker, there was representation made to this department. The reply was that this would be looked into, that the senior officials would make the necessary changes, that this would not happen in the foreseeable future. Mr. Speaker, I will tell you that it did happen. This past summer there were teachers on that marking board, marking biology papers who had never had a biology course in their whole career of university, and they had to go and find the answers from another source so that they could sit down and mark the Grade XI papers of our students. How can they determine, if there is an answer in doubt, how can they determine whether an answer deserves recognition or not if they are not qualified.

AN HON. MEMBER: Maybe the same people can -

MR. ROWE: What is so humorous about this?

MR. HOUSE: It is a shocking indictment of the teaching profession if it is correct.

MR. MULROONEY: I am not questioning the integrity of the teachers. I merely stated the fact that the department has ignored their responsibility to ensure that sufficient teachers are placed there. This was brought to the department's attention. The department has refused to acknowledge it in the proper manner.

MR. ROBERTS: Hear, hear!

MR. HOUSE: Are you suggesting -

AN HON. MEMBER: Have you got proof?

MR. HOUSE: - that the professional teachers correcting biology examinations -

MR. ROBERTS: Hear, hear!

MR. MULROONEY: I have proof, Mr. Speaker.

MR. SPEAKER: Order, please!

MR. MULROONEY: I have proof, Mr. Speaker. I have proof. I can have teachers come here. If the department wants to set up a board I can have teachers come here and testify to the fact that these inefficiencies went on because of the fact that they requested extra time to mark the papers, but were refused, because of budget, Mr. Speaker, and we speak of millions of dollars, and we cannot afford a few extra hundred dollars to permit teachers extra time to come back and mark these papers.

MR. MULROONEY:

Mr. Speaker, I bring this up because this affects any parent in Newfoundland, any man or woman that has a child going to school in our Province and have him submitted to such abuses in the Department of Education is unforgiveable.

MR. ROBERTS: Hear! Hear! Well said. Well said.

MR. SPEAKER: The hon. Minister of Education.

SOME HON. MEMBERS: Oh! Oh!

MR. SPEAKER: Order, please! Order! The hon. Minister of Education.

HON. W. HOUSE: Mr. Speaker, I rise to speak to this. I am very disappointed to hear that a lot of our teachers are perhaps irresponsible in their handling of the marking of public examinations. I have worked on the marking board too, and I know a little bit about it also. From the hon. member's question at the beginning, had I been made aware—and I take it, had I been personally made aware—of these kind of discrepancies, I would have to answer no, I had not. I have not had time to get back and look at past representation. But being in the field of education for a long time I know year after year these kinds of questions come up and nobody is completely happy with public examinations and the marking of them. That is one of the reasons why we have ongoing committees set up trying to deal with the matter. For instance, we have gone from marking all examinations in grade eleven at the department level and sharing with the schools. The schools give fifty per cent of their own evaluation so that it can be more, we think, fairer and there can be a comparison made. We are also talking about introducing accreditation of schools, accrediting schools so that the schools can give their total marks. But obviously that is going to take time.

Now, as I said, I have been on the marking board too, and I do believe that I have had as much experience as the hon. gentleman in that field. I know that quotas have to be set. I used to get upset with that kind of thing. But if you do not set quotas you are going to run into problems. I may say something now that perhaps is going to be an indictment, or I am going to be classed irresponsible, but I have seen certain boards, certain

MR. HOUSE:

questions being answered and people are working industriously around the table and their quotas are going through. Other times I have seen people sit around half a day telling stories and, of course, the books pile up. Now I am not saying that that is what happened in the hon. gentleman's case or at his table. But I do take the question seriously. I do not think there is anybody who is going to look at the needs of pupils and the fairness with which they are treated any more than I will from my point of view, and I will certainly take it up with the department and have it discussed because I think it is really a serious matter.

One thing I would like to remind hon. gentlemen is that he talked about the marks being made up. One of the things the fifty/fifty evaluation does indeed is let you look at the students' marks from both the school and from the department and I think the students are given every consideration. But I will take the points that the hon. gentleman raised and I will look into the matter.

MR. SPEAKER: Order, please! It will be recalled that earlier this afternoon a matter came up and the attention of the Chair was drawn to it by the hon. member for LaPoile (Mr. Neary). He took exception to a remark of the hon. member for Trinity-Bay de Verde (Mr. Rowe). At the time I did not recall what precisely the remark was. I since checked the typed script and the precise phrase to which exception was taken reads as follows: "It should not cause him to flirt with the truth." That is the phrase or sentence to which exception was taken. Having checked it I do regard it as an imputation, although an indirect, one but an imputation and I would ask the hon. gentleman to withdraw it and then the matter be disposed of.

MR. ROWE: Of course, Mr. Speaker, I withdraw that statement. I am only sorry that my departed buddy from LaPoile is not here to hear my emotional retraction of the fact that I said that it showed - it should not cause him to flirt with the truth.

MR. HICKMAN: Tell me about the meeting.

MR. ROBERTS: Did you hear about the new appeal court judge?

MR. ROWE: I did not mean to impute the motives of the hon. member, Mr. Speaker. The only thing I can simply say is much which the member said

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Mr. Rowe.

was simply not true.

MR. SPEAKER: The motion before the Chair is that this House do now adjourn. Those in favour "aye", contrary "nay". In my opinion the "nays" have it. I now leave the Chair until eight this evening.

On motion the House adjourned until 8:00 p.m.

The House resumed at 8:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please! At 5:30 the House was debating Bill No. 12, "An Act Further To Amend The Highway Traffic Act."

If the hon. minister speaks now he closes the debate.

The hon. Minister of Transportation and Communications.

HON. J. MORGAN: Mr. Speaker, with reference to some of the comments made by hon. gentlemen on the other side of the Chamber; The hon. member from LaPoile (Mr. Neary) mentioned the fact that he was concerned over the possibility that this may be a bonanza for the insurance companies because liability insurance is now compulsory. I would like to emphasize the fact that legislation was passed in the last session of the Legislature setting up the - if you would bear with me for a second, now -

AN HON. MEMBER: To set up the Advisory Board.

MR. MORGAN: Not the Advisory Board - It was the Compulsory Insurance Board under the legislation of the Automobile Insurance Act, which is not administered by my department, but instead by the Department of Provincial Affairs and the Environment. Legislation was passed by this Assembly that the Newfoundland Automobile Insurance Board be established, and that Board is now established, and the purpose of that Board is to control the rates of insurance and to make sure that this is not really going to be a bonanza for the insurance companies by means of having compulsory insurance in the Province. And that Board may investigate any matter it thinks fit respecting automobile insurance in the Province, including rates of insurance, benefits and the availability of automobile insurance. For example, there could be a question of whether or not automobile insurance -

AN HON. MEMBER: Do not go on too long now.

MR. MORGAN: - third party liability is available or not. So this Board is to assure that, first of all, there is availability of insurance, and number two, to make sure that the insurance companies do not take advantage of the situation of having compulsory insurance whereas every motorist must have and must purchase third party liability.

Mr. Morgan:

And that Board also, by the way, stipulates, the legislation stipulates - which is, again I will emphasize, not administered by my department but instead by the department of my hon. colleague, the Minister of Provincial Affairs and Environment - that Board also must, it must receive from the insurance companies - and this was indicated in the previous legislation - prior to January 1, 1976 the insurance companies had to file the rates of their insurance prior to that date. Now this means that the compulsory insurance comes into effect January 1, but all insurance companies had to file with this Board, which comes under the hon. Minister of Provincial Affairs and Environment, that

MR. MORGAN:

their rates of insurance and their rates of insurance cannot change after January 1 without this board having given approval. So this eliminates the possibility of what the hon. gentleman from LaPoile (Mr. Neary) indicated, a possible bonanza for insurance companies whereby because it was now compulsory for all motorists to have to purchase insurance, that they could up their rates overnight. This cannot happen because the board has control. So the Newfoundland Automobile Insurance Board - and I understand it consists of the following persons: It consists of Mr. Frank O'Dea as chairman, and Mr. David Baird, who is a chartered accountant as a member of the board, and Mr. A.B. Butt, a CIU member as a member as well. The board consists of these members at this time.

MR. MURPHY: If I may just advise the minister, last week we had two men from Alberta who advised the four people on this Committee on procedures.

MR. MORGAN: Yes. The hon. gentleman mentioned to me earlier that last week this board met with the officials from the Province of Alberta where compulsory insurance has been in effect for some time and got their opinions and advice on the procedures to follow after January 1. Now there was a - so that I think prevents the possibility of insurance companies, like I mentioned earlier, having a bonanza for themselves by increasing rates, or having total control over a situation whereby all motorists are compelled to have insurance. That board can control that.

Now, the hon. gentleman from Hermitage-Fortune (Mr. J. Winsor) mentioned the fact that maybe there could be forms available from insurance companies that could be sent out to the insured. I think that is a point well taken because sometimes the insurance companies are not always prompt in informing the policy owners, the insured, that their policies have expired or the payments are due or overdue and because they are overdue or not paid that their policy could expire. That point with me is well taken and I will pass it along to the Automobile Insurance Board in the hope that the insurance companies

MR. MOPCAN:

could follow up with that kind of procedure in the future.

With regards to the point made by the same hon. gentleman in regards to vehicles on the road, sometimes the vehicles are not in good condition, I would like to point out to him that under the regulations of the Department of Transportation and Communications, Registration Division that all vehicles two years and older must be inspected prior to being registered. So that eliminates the possibility of having old and decrepit vehicles on the road which are not and really should not be on the highway or on the roads in the Province.

So, Mr. Speaker, that is the only, I think, the only comments made by the speakers in this debate on this amendment. I am pleased to present this amendment to the Assembly and after January 1, 1976 it now means that if the bill is passed tonight, it now means that all motorists in the Province must have insurance, third party liability insurance and he must keep the Registrar of Motor Vehicles fully informed of any changes with regards to their insurance. Thank you, very much.

MR. MURPHY: Good job.

SOME HON. MEMBERS: Hear! Hear!

On motion a bill, "An Act Further To Amend The Highway Traffic Act," read a second time, ordered referred to a Committee of the Whole House presently by leave.

Motion second reading of a bill, "An Act To Provide For The Restructuring Of The Anglican Diocese Of Newfoundland," (No. 8).

MR. WELLS: This bill was introduced by the hon. Minister of Justice, Mr. Speaker, but in his absence I will move second reading. Very briefly, Mr. Speaker -

MR. DOODY: Carried, carried!

MR. WELLS: Now my hon. and learned colleague must give me five minutes to extol -

MR. DOODY: You are opening the floodgates. Everyone will want to speak.

MR. WELLS: That is right. There is a problem with them.

Mr. Speaker, the Anglican Church in Newfoundland has always been under one diocese, and it was a diocese for, of course, the whole Province and that part of Labrador which is the Province of Newfoundland. The preamble of the bill sets forth the facts very clearly, that a synod or a biennial session of the diocesan synod of Newfoundland was held at St. John's in November, 1973 and the resolution was adopted that the Anglican Diocese of Newfoundland be restructured into three separate autonomous dioceses. At a meeting of the synod of the Ecclesiastical Province of Canada held at St. John's in June, 1974, the resolution was approved in principle. The formal consent of the general synod of the Anglican Church of Canada was granted at a meeting of the general synod held in Quebec City in June, 1975 and it was agreed there that the Diocese of Newfoundland be restructured into three separate and autonomous dioceses. This of course then is the act to bring that situation which is requested by the Anglican Church of Canada in Newfoundland to create the three autonomous dioceses and the divisions are set out in the act itself. Essentially you have a diocese of Eastern Newfoundland and Labrador which is described, a diocese of Central Newfoundland, and a diocese of Western Newfoundland. Each of these dioceses will be a body corporate, Mr. Speaker, and will have all the powers, duties, rights and responsibilities in their own right as separate corporate entities as the present Diocese of Newfoundland now has.

Mr. Speaker, there is very little more to be said than this. I myself have some familiarity with the diocese and the way it is operated. It is certainly the wish of the people and the wish of the clergy that this be enacted. I am sure that the House will be very pleased in due course to grant passage of this bill and I have much pleasure, Mr. Speaker, at this time in moving second reading.

MR. SPEAKER: The hon. Leader of the Opposition.

MR. ROBERTS: Mr. Speaker, my colleagues and I with a considerable degree of pleasure join in supporting the bill, the second reading of which has just been moved by the hon. gentleman from Kilbride, the Government House Leader (Mr. Wells). It is an historic occasion because as the hon. gentleman said this bill will provide for the creation of, I was going to say the creation of three dioceses, but I am not sure, I do not know enough about the Anglican canonical law to know whether or not that is so, It will provide for the creation of three corporations, three legal entities, each of them to correspond to the dioceses, but I would think what we are doing here as a Legislature is merely enacting into law the decisions taken by the Anglican Church in Newfoundland and ratified by the appropriate Anglican authorities in Canada. Well, that is right and proper and as a member of the House and as Leader of the Opposition I am delighted and very happy to be able to take part in that process. What we are doing is facilitating a decision taken by the Anglican Church. As the minister has pointed out, in introducing the bill, the bill will create three separate dioceses each of which will be a body corporate and which will have perpetual succession and have all of the powers that can be vested in a corporation at law.

That has been the tradition of this House. I am not sure when the first bill, or the first act to incorporate a church body was enacted, but, of course, there are three Roman Catholic dioceses, the Archdiocese of St. John's and the Western diocese which is called the Diocese of St. George's, and the Grand Falls diocese, the old diocese of Harbour Grace and then laterly the diocese of Harbour Grace - Grand Falls. These have been incorporated by law. I believe the Salvation Army and the United Church both have been incorporated by act of this House and in this Province they have corporate status. And I think it is entirely fitting that we on the civil side of society are enabled to take part in this way in facilitating the decisions of the religious bodies, the religious societies.

MP. ROBERTS: One could say a great deal about the role of the Anglican community in this Province, Mr. Speaker, but I would think that is not necessary. Anybody the least bit familiar with the history of this Province of ours and of the country which preceded it, and the colony which in turn preceded that,

Mr. Roberts:

is familiar or is aware, or very much aware of the fact that the Anglican Church has become very much part of the warp and woof of life in Newfoundland and Labrador, and the men of the Anglican Church, and the women, too, have played a notable part as long as there have been clergymen in Newfoundland. And I do not know when first an Anglican clergyman, a clergyman of the Church of England, the established Church of England, when first he came to Newfoundland, I would not have been surprised if Sir Humphrey Gilbert was accompanied by a chaplain, although I do not have any knowledge of that. But certainly back in the earliest times, certainly in the days of John Guy's colony, there would have been clergymen and they would have been representative of the Anglican Church, in those days the Church of England following the separation of 1533. And since then the Anglican Church has played a very prominent role and many of the men whose pictures grace this House worshipped in the Anglican communion, and many of the men who have been Premier's of this Province worshipped in the Anglican communion, and of course the bishops and the priests of the church have provided notable leadership in the religious field, but also, Mr. Speaker, in the related fields of education and of social life, social issues in general.

So it is a pleasure, Sir, for those of us on this side to support this bill. I believe one or two of my colleagues wishes to say a word or two, and there may well be other hon. gentlemen in the House who wish to say a word or two on this occasion. And so I will content myself with one small, not a reservation, one small comment. It is entirely a decision of the Anglican Church, and I respect it, and I shall support it, but I do wish as a Newfoundlander it would have been so much nicer if there could have been found names other than the Diocese of Eastern Newfoundland and Labrador, the Diocese of Central Newfoundland and the Diocese of Western Newfoundland. It is not a criticism, Mr. Speaker, it is not for us to criticize, but it is

Mr. Roberts:

too bad that those who drew up the bill could not have gone just a little step further - and I suspect it is because they had not had it put to them or did not think of it - and find some great historic name perhaps the, you know, Diocese of Avalon and the Labrador, or the Diocese of Exploits, or the Diocese of Humber and St. George's, or some of the historic names that geographically describe the various parts of this Province of ours. That is a very small point indeed, and I make it merely as a comment. It is a pleasure to be able to support this bill and I think everybody in the House, Sir, feels a sense of pleasure and of gratitude that we are enabled to, in this way, to make into law part of the historic move adopted by the Anglican Church to divide the historic Diocese of Newfoundland into the three dioceses of Eastern Newfoundland and Labrador, and Central Newfoundland and Western Newfoundland.

We shall support the bill, Sir, and do so with much pleasure.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member from Terra Nova.

MR. W. LUSH: Mr. Speaker, it is with a great degree of pride and pleasure and delight that I stand here to speak to and support this act to provide for the restructuring of the Anglican Diocese of Newfoundland, as I am sure all of my colleagues will and all hon. members.

I would like to commend the government for introducing this Act. It demonstrates the government's concern and appreciation, and I am sure the concern and appreciation of all hon. members, for the immeasurable and the invaluable contribution made to the life of this Province by the Anglican Church. Sir, I am especially delighted to speak to this Act today because I had a very minor role to play in helping to bring this restructuring about. When any body, institution or organization attempts to affect a change there is always a tremendous amount of what I refer to as behind the scene activity, and of course in this matter the same was true. In convincing the General Synod of Canada of the necessity and the rationale for dividing

MR. LUSH:

Newfoundland into three dioceses, one important task was the preparation of a slide, a tape presentation to the General Synod in Quebec. These slides attempted to portray as much as possible about the life of our people and gave a geographical description of the Province, and tried to show the relationship between the Church and the people.

It was my pleasure, Mr. Speaker, to be the narrator on this tape and I am led to believe that that tape has met a lot of success and it has been played around in Canada now to Anglican congregations. As I said I was simply the narrator. The gentleman who prepared the tape was a very close professional colleague of mine and a close friend, in the person of Reverend Rex Kearley.

Mr. Speaker, the Anglican Church has had a very long, influential, and historic association with this Province. My colleague wondered about the first clergy in this Province. I believe the first clergy was a Reverend Erasmus Storton who was with, as he pointed out, the Guy colony in 1611. That was the first official clergy, a Reverend Erasmus Storton,

Mr. Lush.

and he was also right in saying that with Guy there was a chaplain. But the first official clergy was a Reverend Erasmus Storton, and Mr. Speaker since that time, since Storton's time, the Anglican Church has played a very prominent role and continues to play a most prominent role in the growth and development of this Province, contributing to both the quality and quantity of the lives of the people of this Province. That church, Mr. Speaker, in the pioneer days provided this Province with clergy whose leadership was impeccable, men whose superb qualities of character continue to inspire Newfoundlanders today. There was the Reverend Jones who in 1726 established a day school in Bonavista.

MR. ROBERTS: Under the SPG.

MR. LUSH: Right. It was the first school in North America. Reverend Jones, to illustrate his dedication, ran that school from 6:00 a.m. to 9:00 a.m. so as not to take up, of course, too much of the day so that he could free himself for pastoral duties. So he operated that school from 6:00 a.m. to 9:00 a.m. in the morning which illustrates the kind of men that came to Newfoundland in these days. There was also a Reverend Bullock of Trinity, who served not only the spiritual needs of the people but the physical needs as well and Reverend Bullock worked with Jenner in some capacity in perfecting a smallpox vaccination. Reverend Bullock also wrote a hymn that I think illustrates very well the close mutual kinship between the people and between the Province, if you will. I would like to just recite for you a couple of these lines.

AN HON. MEMBER: Sing them.

MR. LUSH: I will not sing them.

It says: "We love the place, oh God/ We love thee Newfoundland." It is a hymn that is well-known among Anglicans.

Bishop Spencer and Bishop Feild were two men who made their mark on the church and on our people. Sir, the Anglican Church has produced, in this Province, four native bishops. We have Bishop White, Bishop Meaden, Bishop Legge and now, of course, the bishop elect, Genge; all men, Sir, of sterling character and of tremendous influence.

Mr. Lush.

Mr. Speaker, the Anglican Church then has not only served the spiritual needs of our Province, but has served our people in every area of human endeavour. My hon. colleague mentioned about the contribution to education, and that was a tremendous contribution, and we only want to look at some schools in the city, in the capital city to recognize the great contribution of the Anglican Church to education. There is Bishop Feild College. There is Bishop's Feild Elementary School. There is the Blackall Elementary School, called after Dr. Blackall, who was the first Anglican superintendent of education in this Province, and there is I.J. Samson Junior High School, which was called after the second superintendent of Anglican education in this Province.

Sir, the Anglican Church has contributed to every area of life in this Province, spiritual, temporal and also, Sir, it has contributed greatly to our cultural heritage. Just think for a moment, the number of people in this Province who, like in other churches, of course, have become interested in music through the influence of the church in song, in hymn. In addition to that, of course, the church has throughout this Province numbers of buildings that enhance and beautify every community in the Province. In St. John's we have the parish cathedral, which is probably one of the finest examples in North America of Gothic architecture. We have the St. Thomas' Church, which was a garrison church, I believe built in 1836. With that point I believe the first official Anglican Church was built in 1699, I believe, and it also was a garrison church built at Fort William.

MR. LUSH:

In recent years the Anglican Church has celebrated some milestones, some historic moments in the life of the Church, if you will. In 1973 the Anglican Church celebrated its 100th anniversary of the diocesan synod of Newfoundland. This was established in 1873 by Bishop Feild and of course this meant the end to monarchical bishop. Last year it commemorated the 275th anniversary of the parish cathedral here in the capital city. This House has already recognized Archbishop Seaborn as Metropolitan for the Ecclesiastical Province of Canada. Today, Mr. Speaker, I am sure will be another milestone, another historic event, namely, the day when the House of Assembly will give passage to an act providing for the restructuring of the Anglican Diocese of Newfoundland.

The diocese of Newfoundland, Sir, is asking for the restructuring into three dioceses, not primarily for an administrative convenience but to enable the church to continue in a more effective and efficient way to serve the needs of its people. Mr. Speaker, in view of the great contribution made to our people by the Anglican Church, both in a spiritual and temporal manner, it gives me great pleasure to be able to support this act today. Thank you.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: The hon. Minister of Health.

MR. H. COLLINS: Mr. Speaker, I do not plan on delaying the business of the House too long but I think I would be remiss in my duties if I did not stand on my feet in support of this bill because, being a member of that fine Anglican Church, St. Martin's in Gander, I am sure the people of St. Martin's and indeed all of the Anglicans and indeed all of the people in the region which this diocese will encompass are happy with the move and would want to congratulate the bishop-elect, and I am sure I speak on behalf of all the people when I say that.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: The hon. Minister of Finance.

MR. DOODY: Only a word, Sir, to offer my best wishes and to say that, as

MR. DOODY:

one of the spokesmen for government, it gives me one of the rare opportunities when a Minister of Finance can stand up and say something without getting involved at all in finances or being pinned down with financial responsibilities and problems. I am most happy to endorse this bill and to say that I congratulate, first of all, the centenary of the church and the recent appointment of Lord Archbishop Seaborn, a gentleman whom I know well and whom I have great regard for, a gentleman whom I have had the opportunity of meeting on several occasions and a man whom I think is a man amongst men. I can certainly endorse this bill, Sir, and I can say that I can wish only the very best for the Anglican Diocese of Newfoundland. I have some reservations about the word 'restructuring'. We have had some experience with that ourselves, but that was not our choice but nevertheless, Sir, I can only say once again, I can only endorse the sentiments of the bill and wish the Anglican community well and offer them the complete support of government in anything that they may attempt to do in the future.

MR. MORGAN: Are you an Anglican?

MR. DOODY: 'Mr. Morgan' just asked me if I am an Anglican. What he probably means is am I a holy Catholic!

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: The hon. Minister without Portfolio.

If the minister speaks now he closes the debate.

MR. WELLS: Well, Mr. Speaker, I think all hon. member who have spoken in the debate have expressed the views and the feelings of all of us on this occasion. I think it is unnecessary for me to say anything further. So as I say I am very, very pleased and very proud to move second reading of this bill.

On motion a bill, "An Act To Provide For the Destructuring Of The Anglican Diocese Of Newfoundland," read a second time, ordered referred to a Committee of the Whole House presently by leave.

On motion second reading of a bill, "An Act To Ratify, Confirm And Adopt An Agreement Entered Into Between The Government, Wabanex Energy Corporation Limited And Power Corporation Of Canada Limited With Respect To The Conduct Of A Survey Into The Feasibility Of Using The Disused Iron Ore Mines At Bell Island For Hydrocarbon Storage And, If Feasible, To Lease Land And Pertinents Therefor, And To Make Statutory Provisions Respecting Matters Connected Therewith." (Bill No. 5).

HON. C.W.DOODY (Minister of Finance): That was the short title of the bill, Your Honour. It was an original composition that was drafted by the learned people in the organization.

This bill is a source of great satisfaction to me as I know it must be to my friendly sparring partner across the aisle, the now member for LaPoile.

AN HON. MEMBER: The one who dug the hole.

MR. DOODY: Well yes, he did participate in part of the digging of the hole, if I remember, and probably his forefathers before him.

The point of this bill, Your Honour, in all seriousness, is to provide an opportunity for the use of the abandoned iron mine facilities on Bell Island in a way that can provide, hopefully, an opportunity for the people of the island and the Province to benefit from the abandoned iron ore facilities that are over there.

In April of last year - well, in 1973 really - the government or the Province supported by the federal government engaged the firm of Phoenix and Susson of Oklahoma to do a study on the feasibility of converting the abandoned iron ore workings into an oil storage facility. These people did just that and came up with the conclusion that it was indeed feasible technically to convert the facility into a storage capacity of something in the nature of 90 million barrels. Some time after that we started to solicit attention from the various companies around the world that may be interested in that sort of business and we got four serious, or what appeared to be serious companies interested. Two of them

MR. DEEDY:

came through with what appeared to be reasonable offers. One of them was a company called Geo-tech who were centered in France, whose headquarters are in France, and they invited us to visit their operations in that country. Myself and the Deputy Minister of Industrial Development, at that time, went to France at their invitation. I remember the member for Bell Island (Mr. Neary) at the time asking if we went at their invitation or ours and I was nasty enough at that time to say that it made no difference. But the fact is that we did go at their invitation and they showed us in France, in Caen on the Normandy Coast, a facility which they had converted - an iron ore mine which had been abandoned - they had converted into an oil storage facility which had a capacity of 30 million barrels. This was in use and was being actively used and was a definite asset to the area.

The employment factor was relatively small. I think there were something like thirty to forty people engaged in the operation of the storage facility itself but it did mean that from this abandoned iron mine the town had gotten some new economic life and the pipeline that ran from that town down to the nearest harbour showed a great deal of economic opportunity.

We also visited at the same time other facilities which this company were engaged in

Mr. Doody.

completing or building. One of them was a chalk mine which they were actually drilling out. They were literally opening a mine there. They were drilling chalk out of a deposit to use as a storage facility, and there was also a salt area there. They were leaching or dissolving the salt in another area there to use as a petroleum storage facility. So in France alone at that time they had used underground storage facilities for crude oil, diesel oil, fuel oil, butane, propane, natural gas, just about any of the petroleum products that you can think of, and of all of them the one that was most economical, of course, was the one that had already been done, which was the abandoned iron ore mine. At the same time we received a proposal from a company in Canada, the Power Corporation. The Power Corporation is a company which I am sure many hon. members of this hon. House are familiar with. It is probably the second, if it is not the first, largest single Canadian owned company that there is in Canada. We were indeed happy to talk to them and do business with them, and to hear that they were interested in involving their money in the development of the proposed iron ore facility, or the abandoned iron ore facility over there.

Now the Power Corporation, which is almost completely controlled by Mr. Paul Desmarais, has in its corporate structure such companies as Consolidated Bathurst Limited, and Montreal Trust, Great West Life Assurance Company, the Investors Group, Imperial Life Insurance, Laurentide Finance, Canada Steamships and on and on it goes. It is just a small collection of some of his holdings, but it was a great pleasure indeed and a most satisfying one, from where I sat in Industrial Development, to find a company like that coming in and saying that we are interested in developing a facility.

MR. NEARY: Is he any relation to Peter Newman?

MR. DOODY: I have read his article on Desmarais. Of course, you probably have too.

MR. ROBERTS: No, no, which one? Is it the one that was -

MR. DOODY: No, I read the book.

MR. ROBERTS: The book, what page?

MR. DOODY: No, I saw the one that was pasted over. I did not see the underline.

MR. ROBERTS: According to that nobody has.

MR. DOODY: Oh, I see. No, I did not see what was -

MR. ROBERTS: Desmarais was -

MR. DOODY: Anyway, Mr. Desmarais and his lawyers notwithstanding, we were quite pleased as you can imagine to have a company come in and say that we are willing to invest \$2 million of our own money into examining further the possibilities of developing this oil storage facility. Now this a rather long and complicated agreement here, and I would be only too happy to go through it, if the House so desires, both in terms of the benefits to the Province and to the benefits to the community. As a matter of fact the town council in Wabana, to their amazement, received the first cheque for \$50,000 in lieu of taxes from Wabanex a few weeks ago or a month or so ago, and I think they are absolutely amazed. They have been so used to having promises. But this, Sir, as I have said -

MR. MURPHY: Was that because they got a new member or what?

MR. DOODY: No, no. I am afraid it is not. I am afraid it is a tribute to the company that they are dealing with, the Wabanex group who are not only the Desmarais crowd, the Power Corporation, but a group called Gulf Interstate Engineering Company, who are a Texas based firm with a great deal of knowledge in the sort of thing that we are talking about, the organization capabilities, marketing, storage and general know-how of the oil storage facilities. But during the past few weeks, which makes me even more happy, is the knowledge that the Geo-tech Corporation, whom we visited in France, have also been included in this conglomerate now, and their expertise and knowledge in the storage facilities themselves are being taken advantage of or are being utilized by the Power Corporation and their people. There are no promises in this, Sir. There is no guarantee that this thing will take place. It is obvious to us that the company would not have put at risk the \$2 million or more and their corporate

Mr. Doody.

name and so on if they did not feel it was going to be successful. To date we understand that most of their work has been done in marketing studies. In the Spring and early Summer they will get into what they feel may perhaps be unnecessary, but with the amount of money involved they are going to do it anyway, which is a restudy or a run through of the original Phoenix-Sussons Report underground, but since there has been no salt water leakage into the mine during the years that it has been abandoned, then there is really no

MR. DOODY:

technical or environmental problems that these people can visualize so that from that end of it we really have no problem. There is no salt water leakage into the mine to date which is absolutely remarkable and a tribute to those engineers who worked underground for so long to make it happen.

MR. CARTER: Fresh water, though, gets into the mines.

MR. DOODY: Fresh water gets into mines but that is a lot lighter. The oil and the water do not mix so that one of them offsets - it is a very long technical thing. I will not bore you with the details on that.

MR. CARTER: I am not bored at all.

MR. DOODY: Oh if I only could! Excuse me, Sir, I would much rather be at the throat of my hon. friend across the way than have my hon. friend on my left -

SOME HON. MEMBERS: Oh, oh!

MR. DOODY: All I can do, Sir, is I can go through this document in great detail. I am sure many of our people have. I think perhaps the more appropriate way of doing it in the interest of the time of the House, is to say that I think it is an excellent opportunity for the people on Bell Island to get some advantage from the work that has been done there and from the abandoned facilities that are there. If it comes to fruition I understand that the work force involved in the operation of the thing itself will probably not exceed somewhere between forty to sixty people. However the operations in the docks, in the shipments, in the longshoremen, in the tugs and in all the other things that are possible will be substantial. I understand that also the opportunities and we have clauses in here to make sure that opportunity is given to industry establishing on the Island that the first choice in terms of cost of oil and so on and government reserves for the use of the Province and hence for the Island a certain proportion of the storage facilities, and hence the economic advantage to a company establishing there.

So I think that insofar as it is possible we have done what

MR. DOODY:

can be done in terms of getting a reasonable deal. The percentage of the gross revenue and when I say gross revenue I mean total sales that accrue to the Province as outlined in section 3 (a) on page 16, which is, I think, a reasonable one. We fought long and hard over that one. This is the best that we could do with it. The forty year lease was one that gave us some cause. They had opted for sixty, we fought for less. They said they could not raise the necessary hundred-and-some million dollars necessary to advance the facilities under less than that. We felt that was a reasonable compromise.

But rather than go through this whole document which is at the disposal of all hon. members of the House, I think that I will just move the adoption of the bill and if there are any questions I would be only too happy to answer them.

MR. SPEAKER: The hon. member for Trinity-Bay de Verde.

MR. F. ROWE: Mr. Speaker, it is with a great deal of pleasure that we support this particular piece of legislation.

AN HON. MEMBER: Oh, oh!

MR. F. ROWE: Yes, Sir, we give credit where credit is due and this is one accomplishment of the present administration, at least as far as the paper work is concerned, and we will support any piece of legislation, Sir, that will bring employment to our fellow Newfoundlanders, the few Newfoundlanders this project will employ, and rejuvenate some of the old stuff, so to speak, on the Island of Bell Island.

Sir, one of the things that gives us a great deal of confidence in supporting this particular bill is the reputation of the company involved, the Power Corporation of Canada Limited, which I understand is a very reputable company and the very fact that this company is involved with this gives us a great deal of confidence in the future of this particular development on Labrador. I think, Sir, it is something that all members.

AN HON. MEMBER: Not in Labrador!

MR. F. ROWE: What?

MR. F. POPE: Mr. Speaker, I think this is something that all members on both sides of the House regardless of political persuasion have been advocating for a number of years, particularly my friend and ex-colleague from LaPoile (Mr. Neary). This has been a pet

MR. ROWE:

idea of his I know for a number of years because he was very closely related to, obviously, the people of Bell Island and was desperately looking for an alternative for the use of the mines after they were closed up. Sir, I am not quite sure about what the minister said with respect to leakage. It seems to me some years ago when I was at university I happened to be studying a number of courses in geology and it seems to me that they did have a leakage or water problem in the mines at Bell Island. I do not know whether I am correct in that or not. I was quite surprised to hear the minister suggest I think there was no problem with respect to the leakage of salt water.

MR. DOODY: What kind of water?

MR. ROWE: Salt water. But there is certainly a water problem.

MR. DOODY: Fresh water.

MR. ROWE: Water is water, Mr. Speaker. There is a little bit of sodium chloride in ordinary water. But obviously -

MR. DOODY: Do you know the difference between the two?

MR. ROWE: Yes, I know the difference, Mr. Speaker. Five per cent sodium chloride in fresh water makes natural salt water with a little bit of potassium chloride thrown in. But the fact of the matter is, Sir, water and oil is an odd mixture to say the least and we would like some clarification on this. Presumably that is the purpose of the feasibility survey. They will -

MR. SIMMONS: They are counting on the oil floating.

MR. ROWE: Well, obviously the feasibility survey will be looking at the technological feasibility as well as the financial feasibility of this whole project. One other point, Sir, that I may raise here is this whole business of - and I am not an expert in a narrow sense on this particular subject, but old crude oil I understand, hydrocarbons have a certain amount of sulphur, native sulphur content. I could be corrected but if I remember correctly there is a certain amount of sulphur content in oil.

AN HON. MEMBER: That is right.

MR. ROWE: Sir, the mines themselves obviously are iron mines. It is

MR. ROWE:

hematite iron and again if I -

AN HON. MEMBER: How do you pronounce it?

MR. ROWE: Hematite, Well, that is like labradorite or labradorite.

It depends on what school of geology - labradorite.

MR. LUNDRIGAN: The hon. member is right in his element now.

MR. ROWE: Right.

MR. DOODY: I do not think so.

MR. ROWE: The point that I am trying to make, Mr. Speaker, is this. I think a very serious look and study and analysis had to be made of the possibility of an actual chemical reaction occurring between the iron in the mines and the native sulphur in the oil, because it would be converted into - I cannot remember whether it is - an iron sulphite of some kind and the possibility also of hydrogen sulphide which is a deadly poisonous gas and explosive gas. So I just bring this point up as a very detailed thing but presumably this is the kind of thing that the engineers and the chemists will be looking at, Sir. But we take great pleasure in supporting any piece of legislation such as this, which, in looking through it, seems to have been worked out quite carefully and has a very reputable company involved with it and has a great potential for the employment of people in an area which became very depressed after the closure of the mines. So, Sir, it is a great pleasure to support this piece of legislation. I suppose in closing one might likely ask what is to happen with the mushrooms in this particular mine. But, Sir,

AN HON. MEMBER: Sell them to 'Steve' (Mr. Neary).

MR. ROWE: I would expect, Sir, that the ex-member for Bell Island (Mr. Neary) and the present member for LaPoile (Mr. Neary) will have a great deal more to add to this particular debate on the second reading of this bill. For our side, Sir, I will simply say that we take great pleasure in supporting it.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, first of all I want to thank members on either side of the House, Sir, for supporting this bill, An Act To Ratify And Confirm And Adopt An Agreement Entered Into Between The Government And Wabanex, want to on behalf of my fellow Bell Islanders I want to thank members on either side of the House for their support of this piece of legislation, especially the Minister of Finance who has put so much work into this, Sir.

Mr. Speaker, one thing the minister omitted to tell the House was that when they held their public meeting on Bell Island -

MR. MORGAN: You were against it!

MR. PECKFORD: Go ahead. Let him tell it.

AN HON. MEMBER: Go ahead.

MR. NEARY: When they held their public meeting on Bell Island, Sir, to discuss this matter with the people and the representatives of Power Corporation were in attendance that I had the pleasure of sitting on the platform, on the stage with the hon. minister and the hon. the Premier and the official party from the government and from the Power Corporation -

MR. YOUNG: You got booed.

MR. NEARY: No, Sir, I did not get booed. As a matter of fact I was invited upon the stage as the sitting member at the time for the district of Bell Island and I witnessed the agreement. The minister omitted to tell the House that, that you will find that my signature, Sir, is on that historic document.

AN HON. MEMBER: Yes, there it is.

MR. NEARY: I did not see it. I looked at the page.

MR. DOODY: Page thirteen.

MR. NEARY: Page thirteen, there you go, Sir.

MR. DOODY: Vice President of the Power Corporation.

MR. NEARY: There you go in case the member for Burgeo-Bay d'Espoir

MR. NEARY: Sir, thinks that I exaggerate the truth sometimes. There it is in black and white, signed Stephen A. Neary, witness.

MR. SIMMONS: It is your name, boy.

MR. NEARY: And I am proud of it too, Sir.

MR. DOODY: No political partisanship that time.

MR. NEARY: No political partisanship, Sir, and it was a very interesting meeting. I must say it was not as well attended as I would have liked to have seen it. There were only about 300 people I think in attendance at the CLB Armoury that night. But, Sir, in case hon. members of this House do not know what Wabana means, there is one gentleman sitting in the gallery who spent most of his life underground, who knows the underground workings of these mines better than some of the members know the House of Assembly. He spent most of his life working underground. He is now working as a security officer with the Department of Public Works and sitting in the gallery, and I believe he is here every day, probably got better attendance in this House than most of the members because he is one of the ushers in the public galleries. And prior to his coming there there was another gentleman who used to relieve my friend, the Sergeant-at-Arms, he is retired now, a Mr. Mercer. I remember Mr. Mercer when he worked in the mine and he was active in the union over there, the Steel Workers Union, the former Wabana Mine Workers Union and my friend will remember him. He was very politically active, very politically minded.

MR. YOUNG: Island Cove man.

MR. NEARY: That is right. He is an Island Cove man or he is from over that way some where, Peg Mercer. You know Peg?

MR. YOUNG: Yes.

MR. NEARY: Well, Sir, I never saw a man who was as great a Liberal as he was, who was as pro Smallwood as he was.

MR. LUNDRIGAN: One of my greatest admirers.

MR. NEARY: Because he is a very fair man. He is a decent chap. He spent several years here.

MR. SIMMONS: He admired you anyway, 'John'.

MP. NEADY: He spent several years here in the House of Assembly, Sir, and, you know, we often talked it over, when we were working on Bell Island and my friend seated in the gallery and Mr. Mercer and all of us, you know, we are a peculiar breed, we Bell Islanders, whenever we meet we have to sit down and talk about old times and Reg and I often talked here in the House. We never thought when we were working on Bell Island that either one of us would have ever gotten to the House of Assembly. I do not think he in his wildest imagination ever thought that he would ever come in and sit on the floor of this House and hear the debates that were going on. And he got a great chuckle out of that just the same as my friend who is seated in the gallery this evening.

But Wabana, Sir, is a word, it is an Indian word that means a place where the light first shone. I remember making a statement in the stadium over on Bell Island when Mr. Smallwood came over when the final mines was closing down on Bell Island.

Mr. Neary:

Mr. Smallwood came over and held a big public meeting, You might remember he was trying to attract a German firm to come in.

AN HON. MEMBER: The contract was on his desk.

MR. NEARY: That contract was certainly on his desk, and anybody who says otherwise is doing the former Premier an injustice. The contract was there, and the fact that it was not signed was not his fault. It takes two to sign a contract. And I could tell the story about that firm, Sir, that came over from the Ruhr Valley.

MR. J.A.CARTER: He led us into believing that the one on his desk was signed.

MR. NEARY: I beg your pardon?

AN HON. MEMBER: He led us into believing it was signed.

MR. NEARY: Indeed it was, Sir, and perhaps this might be a good debate, Sir, in which to tell the member, who obviously does not believe it, the story of why it was not signed. But anyway it is an Indian word, Sir, meaning a place where the light first shone. And I remember that night -

MR. MURPHY: It is a wonder your mother did not christen you Desperado.

MR. NEARY: I remember that night at the Stadium and it was blocked to the doors, There were about 3,000 people in the Stadium and everybody was grasping for straws, hoping against hope that the last mine would not close down. And I remember one of the newsmen came to me, I do not know but it was my friend, I do not believe it was though. Were you with CJON at the time?

MR. WHITE: No.

MR. NEARY: Somebody came and stuck a microphone in front of my face and said, well, what do you have to say, because the situation at the time was pretty grim. Well I said, Wabana means a place where the light first shone, and I do not think that light has yet gone out.

AN HON. MEMBER: Hear, hear!

MR. NEARY: And I never did give up hope for Bell Island, Sir, and I have not to this day.

AN HON. MEMBER: Hear, hear!

MR. NEARY: And nobody fought harder to keep Bell Island afloat, to keep here going, as much as I did, and probably got crucified in the bargain.

But, Sir, I suppose it is one of the greatest human interest stories that could ever be told on the North American Continent. In 1959, Mr. Speaker, there were 2,250 men working on Bell Island, 2,250 and that included people who worked on the surface in shipping and so forth, but most of them worked underground. And within a short span of seven years, Sir, seven short years, Mr. Speaker, by the end of June 1966 there was not a man working on Bell Island! The one industry we had was wiped out. The stroke of a pen in a Montreal skyscraper had closed down the last mine! And a lot of people are under the impression that the mine closed in 1966. That is not so, Mr. Speaker. The first layoff occurred in 1959 when one mine was closed, 650 men were laid off, their services were terminated. And at that time I think we had something like 350 men working from the north shore of Conception Bay, mostly from Upper Island Cove where my hon. friend hails from. And good workers they were, I can tell you that, and I made some pretty good friends with the Upper Island Covers, the old cocks we used to call them over on Bell Island, and they are still pretty good friends of mine. They think the world of me and I think the world of them.

MR. YOUNG: So far, so good.

MR. NEARY: I beg your pardon? But, Sir, within seven years there was not a job remaining in the mining industry on Bell Island, 2,250 men had lost their jobs in one of the most dramatic stories, I suppose, of unemployment that could ever be told in the whole history of Canada. We were getting up towards a population of 14,000 people in 1959. That is unbelievable! Members, I suppose, members really cannot fathom that almost 14,000 people lived and existed on Bell Island and thrived off that mining industry over there, almost up to 14,000. Now the population is down I think to somewhere around 7,000. But everybody thought for sure that Bell Island was doomed, she was going to become a ghost town. Members who are old enough will remember

Mr. Neary:

the casket being dragged around the streets of St. John's. The members will remember the great struggle, the great fight to try to bring the Germans to Bell Island, and the political issue that that became simply because my hon. colleague from Twillingate (Mr. Smallwood) made a statement during a provincial election that there was a contract on his desk waiting to be signed. And, Mr. Speaker, the contract was there, and

MR. NEAHEY:

some contract it was. It was a good contract. Mr. Speaker, I had quite a bit of dealings with the Germans when they were here. We used to fly them back and forth to Bell Island and sometimes we would go over on the ferry. They went over. They were deeply interested in coming over and working that mine. But, Sir, they were getting their iron ore at the time from Alsace-Lorraine in France, and France was a member of the European Common Market. When the word got out amongst the Common Market nations, especially the Government of France, this company was told that if they came to produce iron ore in North America to compete against the iron ore that they were getting from France, then they would not sell one more ton of steel in France. That is why they had to back away from the contract. That is why it was never signed. My hon. friend might be surprised to learn that.

MR. HICKEY: The hon. member was led down the garden path.

MR. NEAHEY: We were not led down the garden path, Sir. We were told there was a contract on the Premier's desk.

MR. J. CARTER: The implication was -

MR. WHITE: The same as in this election.

AN HON. MEMBER: The same with the water and sewerage.

MR. WHITE: That is right the same with the water and sewerage, if nothing else.

MR. NEAHEY: Mr. Speaker, you would want to be pretty narrow-minded indeed, and you would want to be pretty bigoted indeed, and you would want to be pretty partisan to convince yourself that there was no contract. The contract is down in the office of the Minister of Industrial Development. I have got a copy of it home. It was published in the newspaper.

MR. DOODY: It is at Kennas Hill.

MR. NEAHEY: It is where?

MR. DOODY: We do not have it. It is at Kennas Hill.

MR. NEAHEY: It is at Kennas Hill?

MR. DOODY: They wiped out every record. There is nothing in the

Industrial Development. It is all in records.

MP. NEADY: Well so are the former Premier's granddaughter's notes that were written to him at Christmas over at Kennas Hill. So what? There was a contract. That just proves what I am saying.

MP. DOODY: Were you involved in that?

MP. NEADY: The minister agrees with me?

MP. DOODY: If the hon. member says there was a contract, there was a contract, but there is no copy in Industrial Development.

MP. NEADY: Well, there was, Sir, but I am not going to rehash that, Mr. Speaker. But I can tell the hon. House this, Sir, that the people of Bell Island underwent a great deal of suffering and hardship and ridicule and neglect -

AN HON. MEMBER: And deceit.

MP. NEADY: Not deceit, no, Sir! There was no deceit when I was the member. You know, Mr. Speaker, one thing I am proud of in this world: that right in the midst of the closing down of the final mine on Bell Island - and it took four layoffs before they closed the final one, which was number three - three times during that whole controversy, that whole matter of phasing out the mine, three times I was re-elected on Bell Island. I must have been doing my homework.

MR. HICKEY: A smaller majority each time.

MP. NEADY: No, Sir, not a smaller majority. As a matter of fact, the second last time, Sir, I got a bigger majority.

AN HON. MEMBER: Did he beat you?

MP. NEADY: Ah, my hon. friend is talking about the 1972 -

MP. DOODY: Do not get involved with the Tories here.

MP. NEADY: No my hon. friend is talking about the 1972 election. Well the 1972 election, Sir -

AN HON. MEMBER: Oh, oh!

MP. NEADY: No. The whole of Newfoundland was going Tory and I salvaged the only Liberal seat east of Cape Bonavista, east of Bonavista North. I had the only Liberal seat. Sometimes I am highly amused when I hear

people stand in this House and say - not in this House, outside of the House - he is not a Liberal. I kept Liberalism alive on the East Coast of this Province.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: Order, please!

MR. NEARY: And I will keep it alive in Newfoundland, too, if I have to.

MR. LUNDRIGAN: Do not box yourself in now.

MR. NEARY: No, I am not boxing myself in, Sir.

MR. SPEAKER: (Mr. Collins): Order, please!

I do not want to pour water on troubled oil, but could we get back to the debate please?

MR. NEARY: Yes, Sir, it all has to do - I am leading up to this bill, Sir, because the people of the Island, the people of Bell Island, my fellow Bell Islanders, Sir, although I suppose in one sense they realize that some day it would have to come to an end, the history of Bell Island was up and down, Sir, up and down. We had our good times and we had our bad times. We lived high on the hog, Sir, and we saw poverty and deprivation and practically starvation. We had it all. And I guarantee you when the mine went down on Bell Island, Mr. Speaker, you could not go out and cut wood, you could not go out and get rabbits, or go out and shoot your turrs or pick your berries. The place was practically barren. You could not do that. You had to pay for everything you got. Although we had our good times and our prosperous times, Sir, I remember many's a morning - I am sure my hon. friend sitting in the gallery will remember it, too - many's a morning when you got up and there was nothing on the table for breakfast and you had to go to school hungry. But anyway we survived, Sir. We managed to get there.

Unfortunately a lot of my fellow Bell Islanders following the layoffs had to make extreme sacrifices. They had to

Mr. Neary.

give up their homes, their life's investment on Bell Island, because over on Bell Island there was no housing projects by the Newfoundland and Labrador Housing Corporation, by CMHC. Everything you had you had to pay for it. The money was scraped off Bell Island. I remember the former Premier standing in this House and telling us that you take the money off Bell Island, and you spend in the less prosperous parts of Newfoundland. We used to almost go right out of our minds, because we were eating dust, and we had no water and sewerage. What was the hon. minister going to say?

MR. DOODY: You never brought it in the House and complained about it.

MR. NEARY: I was not in the House then. I used to come in on delegations, looking for a hospital for Bell Island, looking for this for Bell Island.

MR. DOODY: When you did come in, you cowered in that corner over there.

MR. NEARY: When I came into this House I came in the same as every other hon. gentleman who came in. I came in as a backbencher.

MR. DOODY: You cowered in the corner, and you never screamed about it then.

MR. NEARY: I certainly did not cower in the corner, Sir.

As a matter of fact I was responsible for, I believe, the only time, at least, - perhaps the Minister of Mines and Energy can correct me. We may have had one other debate. I believe only once since I have been in the House that the order of business of this hon. House has been suspended to discuss debate on a matter of urgent public importance and that was the closing of the mine on Bell Island, and I was the one who moved that motion and debated it in this hon. House.

MR. DOODY: I am glad to hear it.

MR. HICKEY: It was time you said something.

MR. NEARY: Ah, Mr. Speaker, I was one of the most vocal backbenchers since I have been in the House anyway, and I am not boasting about it, but I was most vocal.

MR. DOODY: Since 1972.

MR. NEARY: No, Sir, I was most vocal since -

MR. DOODY: Before Marshall and Carter.

MR. NEARY: Since 1962.

Mr. Speaker, there is no doubt about it that the people of Bell Island have undergone severe strain and hardship. It was a great psychological blow to a very proud people who produced some of the best hockey teams, I suppose, and best hockey players that Newfoundland has ever known, and they are still playing hockey today.

MR. MURPHY: Good soccer players as well.

MR. NEARY: Good soccer players - a community, Sir, that was noted for its sport and its recreation, and every year there was an annual event on Bell Island, and I do not know but my hon. friend, the Minister of Provincial Affairs would go over. It was called the A.A.U. sports. It was a big event. Thousands of men and women and children from the mainland would come over to Bell Island on the 15 of August every year when Monsignor Bartlett would host the A.A.U. sports, and you know, that today - and he built the stadium over there. Monsignor Bartlett, the stadium is called after him. He kept sport alive. He kept hockey alive in Newfoundland after the Princess rink burned down. You know, today, Mr. Speaker, you cannot even get his name put into the Hall of Fame, the Sports Hall of Fame. I have tried.

MR. DOODY: It should be done.

MR. NEARY: It should be done, I realize that. They tell me you have to get a provincial sports body to sponsor the name. I have not been able to get anybody to do it so far.

MR. MURPHY: What about the N. H. A., the Newfoundland and Labrador Hockey Association?

MR. NEARY: Well it is not the N.H.A. Well I do not know - Yes it is now. There is no such thing as the A.A.U. any more.

MR. NEARY: It is something that should be done, Sir, and I could go on and on. I could tell all kinds of stories, all about the history of Bell Island and the closing of the mine. The most significant thing, Sir, and this is one of the things that I was trying to get done when I was the member, and the hon. minister might keep this in mind, there is a gun emplacement on Bell Island, Sir, that was put there during the Second World War, and as far as I know, Mr. Speaker, it is the only place on the North American continent where shots were actually fired from land at German U boats. It is the only place that I know on the North American continent where German U boats fired at a land mass and blew up one of the piers over on Bell Island during the war. I remember it well. I have been trying to convince the historic site people to turn that gun emplacement into either a provincial or a federal historic site.

MR. MURPHY: Will Colonel O'Driscoll back you on that, because he was the one in charge?

MR. NEARY: Colonel O'Driscoll was in charge for a while but he was not the only one. There were other people in charge over there. I wish I had time, Sir, to go into the story of the torpedoing of these four ships on anchorage just about a quarter of a mile off Bell Island. It is an interesting story and sometime in this hon. House when I get an opportunity I would like to just put it into the records, for historic value if nothing else because I have done a lot of research on it.

But, Mr. Speaker, every time you meet somebody from Bell Island who worked underground -

MR. DOODY: In favour of this?

MR. NEARY: Am I in favour of it? You got my signature on the back of it, have you not? They talk about the mines. Bell Islanders, Sir, are an unusual breed of people. Miners are an unusual breed of people and when they meet the first thing they want to talk about is the old days on Bell Island and the mines.

MR. MURPHY: The Green and Joe Basha.

MR. NEARY: Yes, Joe Basha on the Green, that is right. So, Mr. Speaker, not only the people on Bell Island but people who have left Bell Island, people now who are living up in Ontario, people who have had to sacrifice their homes for \$1,500 or less.

AN HON. MEMBER: Could the government pay them any more?

MR. NEARY: No, Sir, it was not the government. The government put in a floor price and that is all they could do. But this is where the great sacrifice took place, Sir. And now a lot of these people are scattered all over Newfoundland and all over North America. Most of them are up in Ontario, up in the Gault-Kitchener-Georgetown-Toronto area, and they are all watching this situation very closely, Sir. And my hon. friend referred to mushrooms down there. Well, Sir, I can tell this hon. House that there were at least 300 to 350 proposals put forward in one way and another to the previous administration, and I do not know how many this administration

MR. NEARY: have received, in connection with establishing an industry on Bell Island. At least 350, Sir, minimum. From growing mushrooms, to turning the mine into a museum, to using the mine to generate power, perhaps the Minister of Mines and Energy (Mr. Crosbie) might be interested in this. There is a study that was done to use the salt water, the Atlantic Ocean by driving shafts and using the underground operations to generate electricity. It can be done and they are doing it in other parts of the world.

And so we tossed around, Sir, proposal after proposal after proposal. Even my former colleague, the Minister of Industrial Development I think he was at the time, the member now for Conception Bay South (Mr. Nolan), he and the Premier and another hon. gentleman, I do not know if it was the Leader of the Opposition (Mr. Roberts), went and looked at tank farms because with the offshore drilling -

AN HON. MEMBER: What was it?

MR. NEARY: Tank farms. I believe they went to Holland. Holland is the place where they have huge oil storage tanks. They went over and looked at these because with the offshore drilling that was taking place in Newfoundland, and with the discovery of oil in the Arctic and the Manhattan going to the Arctic, members will remember that the big problem was getting these huge ships up through the ice, back down as quickly as possible, transfer the oil on shore somewhere and then transship it in smaller tankers. And so Bell Island was looked at in those days, Sir.

MR. DOODY: Tell us about the tank farm?

MR. NEARY: The tank farm? They looked at Bell Island in those days, Sir, to establish either storage tanks on the surface to make Bell Island a transshipment port because there is deep water there, or to use the underground operations.

So the idea, Mr. Speaker, that we are talking about tonight in this bill is not an original idea. It is not a new one, Sir. It is one that was looked into by the former administration and one that was talked about in this hon. House before, Mr. Speaker. As a matter of fact, Sir,

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MR. NEARY: Golden Eagle, and I forget the name of the gentleman who was manager at the time, Golden Eagle did their own feasibility study

Mr. Neary:

but it did not materialize because of the changing situations in the world and it did not emerge again, Sir, until we had the energy crisis. And I say, Thank God for the energy crisis! Because that is why today, Sir, that we have this bill before this hon. House, due to the energy crisis in the world. When people started to take a look at where you could store oil very cheaply, enough oil that could supply, for instance, Eastern Canada for about ten years, and somebody must have remembered the proposals about storing oil on Bell Island, and they came and took a look at it and there was a feasibility study done by this firm down in the United States, and the feasibility study showed beyond any doubt, Mr. Speaker, that you could store oil underground for a few cents compared to a few dollars a barrel to store it on the surface.

And, you know, Mr. Speaker, the hon. Minister of Finance now can come in and try to claim a little credit and I do not blame him for that -

MR. DOODY: I thought I was pretty competent.

MR. NEARY: -for this, Sir. But I remember when the administration wanted to seal off number four slope and number six slope. These are the only two slopes that are not sealed off. And I got into a great battle with the former Minister of Mines and Energy (Mr. Barry) and I embarrassed the government. We had petitions, we had pickets over at number four slope, my hon. friend will remember. There was a group of men and women out carrying pickets. They did not want that mine sealed off. It is the only remnants of the former mining operation on Bell Island. They wanted it turned into a historic site or into a mining museum. And I had a terrific hassle to get the administration to change its mind about sealing off -

MR. DOODY: Are you trying to filibuster this bill?

MR. NEARY: No, I am not trying to filibuster it. I am trying to give the minister some support here, that is all.

MR. NEARY: And it is a lucky thing, Sir, that I did fight that battle, otherwise they would have had her sealed off and nobody would have been able to get down in the mine, not even the great Power Corporation. Two slopes are still opened. It would be worth - you know, the minister - he was Minister of Fisheries once. He was never in a fishing boat in his life and now he is Minister of Mines and Energy. It might be worth the minister's while to go over on Bell Island and trot down in the mine.

MR. CROSBIE: I would want you to come with me.

MR. NEARY: Well, I certainly will and maybe we will take our friend in the gallery because he knows more about the underground operations than I do.

AN HON. MEMBER: Oh, oh!

MR. NEARY: And you talk about, Mr. Speaker, you talk about mining colleges. The most suitable mine, Sir, in this Province, bar none - Buchans, Green Bay, Whalesback, any other place - the most suitable mine to put a mining college is on Bell Island.

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: I doubt very much if there will ever be a mining college established in Newfoundland, but if it is, if it is I think Bell Island is more suitable than any other mine. It is the safest mine, it is the driest mine, you can walk down into it, you do not have to go down a shaft, you go down slopes, you can go over today and if you can get in through that iron gate up at number four slope and you have a lamp and a pair of rubber boots you can walk out two and a half miles out under the ocean.

SOME HON. MEMBERS: Oh! Oh!

MR. NEARY: I beg your pardon?

AN HON. MEMBER: Provided you can get past.

MR. NEARY: You can walk about two and a half miles, Sir, down the main slope, and you can walk almost down to Bauline if you walk east and you can almost go up to Spandard's Bay, if you go on the west side of her.

AN HON. MEMBER: two and a half miles.

MR. NEARY: Two and a half miles.

AN HON. MEMBER: Oh, oh!

MR. NEARY: Then you talk about putting a tunnel - that is straight out, but then she is mined out east and west, Practically the whole Bay is undermined.

AN HON. MEMBER: Oh, oh!

MR. NEARY: But, Mr. Speaker, people are watching this particular development with great interest, Sir. And I must say that I am rather pleased that there is a ray of hope for the people of Bell Island even though I no longer represent that district in the House of Assembly, Sir. And my hon. successor was chiding me on election night saying that he wished that he had been able to take me on. I am sure the hon. member would have liked it, I would have liked it myself, but because of organizational changes, of course, we could not

MR. DOODY: It was not to be.

MR. NEARY: have a confrontation but maybe some day we will. Maybe

MR. NEARY:

some day we will because at least the people over there did not have to get an appointment to see their former member.

MR. DOODY: That is right. We had nothing else to do!

MR. NEARY: Now, I meet them out in front of Confederation Building. I ran three departments of this government once and I guarantee you they did not have to make an appointment to get to see me. I would say, Mr. Speaker, that I have the world's record for placing men in employment from Bell Island. I found more jobs than the whole hon. crowd of this House put together. I worked night and day at it. But anyway I brought her where she is today and then passed it over to my hon. friend. I hope that he does not let the people over there down. But during the crisis, Sir, and you know this is why I got to look over at the Tories on the other side, Sir, - during the crisis we built a vocational school on Bell Island. We paved the roads. We put in water and sewerage that was never there before. We built a hospital.

MR. DOODY: Diefenbaker! Diefenbaker!

MR. NEARY: Diefenbaker did not build a vocational school on Bell Island. It was the former administration that took the decision to build that vocational school on Bell Island. Twenty-five per cent of the cost was paid by the taxpayers of this Province.

AN HON. MEMBER: Diefenbaker did the seventy-five.

MR. NEARY: Diefenbaker, my foot! Go over and look at the cornerstone, the cornerstone laid by J.R. Smallwood, the Hon. J.R. Smallwood, Premier of Newfoundland.

MR. DOODY: Where did the money come from?

MR. NEARY: The deal was at the time, Sir, that the Government of Canada paid fifty/fifty. Diefenbaker came in and stepped it up to seventy-five per cent.

AN HON. MEMBER: You did not turn it down.

MR. NEARY: We got twelve vocational schools -

MR. DOODY: Who put the ferry terminal service over there?

MR. NEARY: Hold on now, Mr. Speaker. We have got twelve vocational schools built in Newfoundland.

AN HON. MEMBER: Ha!

MR. NEARY: And the decision to build these schools in the various places was by the provincial government, taken by the provincial government. One of them was built on Bell Island. The ferry terminals were put there by the provincial government. So, Mr. Speaker, I hope that the hon. member carries on the good work that was started by his predecessor. I sincerely hope, Sir, that this thing materializes to store oil in the Bell Island mine. But my hon. former colleague, the member for - where is he from now? from - my former colleague, who spoke -

AN HON. MEMBER: Trinity-Bay de Verde.

MR. NEARY: Trinity-Bay de Verde, my former colleague is right that the big problem is leakage in the mine.

AN HON. MEMBER: Hear, hear!

MR. NEARY: That is the problem, Sir. I would not play it down. I would not treat it too lightly. That is the problem.

MR. DOODY: When I get a chance I will explain it.

MR. NEARY: There is no problem at all, Sir, to store the oil in the mine. All you got to do is put in your bulkheads, put in the pumps, put in the pipelines, seal her off and you got your storage space. But the real problem, Sir, is leakage. The mine, Sir, is not leak proof. Any mining man, anybody who worked in that mine will tell you, and the minister says there is no salt water coming in - maybe the salt water is not pouring in. If you go down in any of the sinkings in that mine right now and drink the water there, it is salt water. Salt water is seeping into that mine, maybe not to any great degree, most of it is fresh water running down from the surface, down the slopes, and some underground. But, Sir, I am told by people who have quite a deal of experience with these mines that one of the big problems with storing oil is making her leak proof. Maybe they can do it, seal her off. Maybe you can. But I know the environment people are

MR. NEARY:
worried about it. I have read editorials about it. I would say, Sir,
that this is probably the only hang-up right now. I would say they
would be going full speed ahead.

MR. DOODY: That is not correct.

MR. NEARY: Well, it is true, Sir, because - I do not know if the minister
saw the article in MacLeans magazine, I think it was the other day, about
the Arabs. Apparently this Power Corporation so they say, are fronting
for the Arabs. It is the Arabs who want to store the oil on Bell Island.
They have got so much money they do not know what to do with it. We would
be glad to have them here. I hope it is the Arabs. I am told that you can
store enough oil in the Bell Island mine to keep Eastern Canada supplied
for ten years. And that is a lot of oil, Sir.

MR. DOODY: It would keep the oil refinery going.

MR. NEARY: For how long?

MR. DOODY: Ninety million barrels would keep Home By Chance operating.

MR. NEARY: A year. But 90 million gallons is only the start, the beginning.

MR. DOODY: 90 million barrels.

MR. NEARY: Barrels rather. They are talking about putting much more oil
than that underground. That is only the beginning.

MR. DOODY: Is that so?

MR. NEARY: Yes, Sir, they tell me that you can store enough oil there
to supply Eastern Canada for ten years. It does not create all that much
employment, Mr. Sneaker. You would probably end up-if the project goes
ahead you may end up with twenty-five, thirty, thirty-five jobs. Not a
great deal of employment, Sir, but it is an industry and it will attract
attention to Bell Island. The people who were at the meeting that night
that I attended, talking about the project after, and as a matter of fact
some of the questions that were put to the representatives of the Power
Corporation were: Would this lead to an oil refinery on Bell Island?
Does the hon. minister remember that question. It was put by a gentleman
in the audience, and the possibility was not ruled out. It could conceivably

MR. DOODY: But there were no promises.

MR. NEARY: No, Sir, as a matter of fact -

MR. DOODY: There were no promises.

MR. NEARY: That is right, Sir. The whole deal may or may not materialize, may or may not, Sir. I am not trying to leave the impression that the minister is deceiving anybody. Everybody was perfectly frank and honest at that meeting. I thought it was a pretty good meeting. But the fact -

AN HON. MEMBER: Do you plan to be much longer?

MR. NEARY: I beg your pardon?

AN HON. MEMBER: We want to get home and hear what the Prime Minister has to say.

MR. NEARY: Well this is more interesting than what the Prime Minister has to say.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: But, Sir, the possibilities are unlimited if this project goes ahead, and that is why, Sir, that I was quite prepared -

MR. SIMMONS: Why did you not try?

MR. NEARY: Oh, listen to pumps.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: Why do you not get up on your pumps?

AN HON. MEMBER: It is Christmastime, it is Christmastime.

MR. NEARY: Yes.

Why do you not get up on your spikes? Get up on your spikes so they can see you. Every time the hon. member speaks in the House he needs a pair of stilts.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: But anyway, Sir, if this project goes ahead I can see, Mr. Speaker, that the possibilities -

MR. SIMMONS: To a point of order, Mr. Speaker.

MR. SPEAKER: A point of order has been raised.

MR. SIMMONS: My abject apologies to the member for having offended him.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: What was that, Sir?

MR. SIMMONS: My abject apologies to the member for having upset him. He is in a very touchy mood tonight. I would not want to upset him.

MR. NEARY: Well, Sir, I withdraw my remark about the hon. member having to use stilts, Sir, every time he speaks in the House.

MR. SIMMONS: At least, I do not read my speeches.

MR. NEARY: Mr. Speaker, I have gone on, I suppose, what? I have logged more time in Hansard in the last four years than any member on this side of the House, and I never had a note in front of me. I do not have to get up like the member for Lewisporte (Mr. White) the other day and read his speech or the member for Burgeo - Bay D'Espoir (Mr. Simmons) and read his speech. I can get up any time I want to. I can get up and go off the cuff.

MR. SPEAKER: Order, please!

I request the hon. gentleman to confine his remarks to the principles of the bill.

MR. NEARY: Sir, the principle of this bill is very, very sound indeed, and that is why, Mr. Speaker, that I am so happy to brush aside -

MR. WHITE: At least, we say something.

MR. NEARY: Ho!

MR. SPEAKER: Order, please!

MR. NEARY: There is the spokesman for CJON, the minitorial expert.

SOME HON. MEMBERS: Oh, oh!

MR. NEARY: He does not believe in welfare or unemployment insurance.

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

MR. NEARY: Mr. Speaker, the principle of this bill is very, very sound indeed, Sir. It is very sound, and I am glad, Sir, that hon. members on this side of the House as well as members on that side of the House are going to vote for this particular piece of legislation. I hope, I sincerely hope, Sir, that my fellow Bell Islanders will remember Christmas 1975 as the year that they have finally gotten a break -

MR. SIMMONS: Thanks to their new member!

MR. NEARY: - there there is a breakthrough -

MR. SIMMONS: Thanks to their new member!

MR. NEARY: - that there is a breakthrough, Sir, and that they will at last start the great battle to fight back and to rehabilitate my old alma mater -

MR. SIMMONS: Will the new member take a bow?

MR. NEARY: - the community of Bell Island.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: If the hon. minister speaks now he closes the debate.

MR. HICKEY: Thank God!

SOME HON. MEMBERS: Hear, hear!

MR. DOODY: Mr. Speaker, I will try to be brief. I do not want to cover all the ground that my hon. predecessor from Bell Island did, nor could I. He knows far more about the underground workings of Bell Island than I hope I will ever learn, but he has had

Mr. Doody.

of course, a great deal longer to learn it. I do compliment him in all sincerity on the efforts that he has made on behalf of the people on Bell Island. I did not really, in all sincerity and all honesty, realize how difficult things were on Bell Island until I did get involved in this election. I can honestly tell gentlemen of this House that there are very few people and very few areas in this world, certainly in this Province, that need help, that are in a more sad state of neglect and need of inspiration and help than the people in an area or areas of Bell Island. I think particularly of The Green, and West Vines and part of Scotia Ridge and some of these areas where the people probably have more of a social problem now than they have a financial problem. If it is possible to differentiate between the two, I think that despair and loss of hope is probably one of the greatest problems that there is on Bell Island, and I do not mean that in a derogatory sense towards my hon. predecessor. I think that in all sincerity he did what he could as well as he could.

That aside, Sir, to get back to the bill before us, the whole course and source and substance of the matter is that this is a proposal, it is a bill to ratify an agreement between Power Corp and two affiliated companies. Power Corp. of course, owns 51 per cent which is their usual want as indeed is one of Desmarais' guiding principles. He has to have 51 per cent of any company before he gets involved in any operation. When my friend says the Arabs are involved he is absolutely right.

The third company, the Gulf Interstate Company is the third company whose name I am groping for here amidst this pile of documents, does have among its major shareholders, which is a financial company, it has Kuwaitian and Saudi Arabian interests, and that gave me even further encouragement to know that the Arab states were interested in getting involved financially which made it seem even more reasonable that there was a chance of success of this project.

But as we said on the Island on the night of the meeting,

Mr. Doody.

this is indeed just that. It is an opportunity to get an industry established on Bell Island which may lead to further development, if it does materialize, and chances are that it will. As the hon. House Leader of the Opposition said that the companies involved gives one reason to hope that it will because they are reputable and hon. companies. There are no tax concessions. Government is offering them nothing. There are no incentives. There are no giveaways in this particular deal. They are spending and are prepared to spend \$2 million of their own money to do market studies and do all the other things that are necessary.

Some doubts have been raised as to what happens to the native sulphur in the mine when it mixes with the crude oil when it goes in there. I can only pass on the assurances of the professional engineers who have looked at this problem and have said that this is not a problem. The mine that we visited in Caen on the Coast of Normandy in France, which is almost a replica of the Bell Island situation, a deserted iron ore facility which has a capacity of only 30 million barrels, about a third of the Wabana situation. It is now used at full capacity. We went down accompanied by the French company officials, walked down through the mine and there was hardly a smell of crude oil down there the thing was so well handled environmentally. There was no leakage. But granted it was inland somewhat from the sea and they did not have the salt water to cope with.

The engineers in the studies that we have had done and the people to whom we have talked with since have insisted that the salt water pressure on the outside of the mine, the outside of the Island, more than compensates for the pressure that will be put in there from the oil that will be pumped in and indeed the possibility of leakage will be diminished by the presence of the oil itself. The fresh water that goes into the mine is an asset. In the chalk mine area that they are doing a little bit Northeast of the Caen mine that I discussed a minute ago, they are actively

Mr. Doody:

encouraging the drainage of fresh water in there, and they are using a hydraulic system to equalize pressure. They pump fresh water in as they pump crude oil out to keep the pressure on the walls of the cavern at an equalized rate. I have very little experience, indeed, I have no knowledge of engineering, but these engineers assure me that this is the way the thing is done and they have done it profitably and well, and they have demonstrated conclusively that it is far more efficient and far more reasonable and far more economic to use underground storage facilities, and indeed it is far more environmentally sound and far more safe than to use overground facilities. All these things have given us great encouragement and great hopes that this facility will come into being on Bell Island. If it does it will be an asset not only for the Island but for the Province. But perhaps even more importantly than the facility itself is the - or some of the clauses that are in this act which the company quite willingly went along which gives Bell Island the opportunity to take first advantage of the crude oil storage, Sir, that will be hopefully placed there for the eventual establishment of industry and perhaps who knows, Sir, this may be the beginning of something really big for the Province, for Bell Island. I sincerely hope that it is. The people on Bell Island have long needed a break, indeed the people of Newfoundland have long needed a break. This may be it. I can only hope that it is, but as I said that night at a meeting at Bell Island - and that was shortly before the election - I cannot guarantee that it is. I know that we have done everything that we can to ensure that it will be so, if it does not happen it will not be because we have tried to fool anybody or because we have not tried. But I do earnestly support this bill, Sir, and I heartedly recommend it for second reading.

AN HON. MEMBER: Hear, hear!

On motion a bill, "An Act To Ratify, Confirm And Adopt An Agreement Entered Into Between The Government, Wabanex Energy Corporation Limited And Power Corporation Of Canada Limited With Respect To The

Conduct Of A Survey Into The Feasibility Of Using The Disused Iron Ore Mines At Bell Island For Hydrocarbon Storage And, If Feasible, To Lease Land And Pertinents Therefor, And To Make Statutory Provisions Respecting Matters Connected Therewith," read a second time, ordered referred to a Committee of The Whole House presently by leave.

MR. WELLS: Mr. Speaker, I move that this House resolve itself into a Committee of The Whole House to consider certain bills.

On motion that the House resolve itself into a Committee of the Whole on certain bills, Mr. Speaker left the Chair.

COMMITTEE OF THE WHOLE

MR. CHAIRMAN: Bill No. 11.

A bill, "An Act Further To Amend The Minimum Wage Act".

Motion that the Committee report having passed Bill No. 11 without amendment, carried.

MR. CHAIRMAN: Bill No. 6.

A bill, "An Act To Empower The St. John's Municipal Council To Raise A Loan For Municipal Purposes By The Issue Of Bonds."

On motion clauses 1 through 9, carried.

Motion that the Committee report having passed the bill without amendment, carried.

A bill, "An Act Further To Amend The City Of St. John's Act," Bill No. 15.

On motion clauses 1 through 6, carried.

Motion that the Committee report having passed the bill without amendment, carried.

A bill, "An Act Further To Amend The Highway Traffic Act," Bill No. 12.

On motion clauses 1 and 2, carried.

MR. WELLS: Mr. Chairman, it has been brought to my attention that there is an error in clause 3. That is at the very end of the clause, Mr. Chairman, You will see 78 (11)d, failure to produce proof that a policy is in force. The penalties you will see, Mr. Chairman, next to that are as the penalties above, \$700 and \$250 for failure to produce proof. The proper penalties, which by misprint have been omitted, or there is a mistake, are \$50 and \$10. So I move that \$700 be amended to read \$50 and \$250 be amended to read \$10, and that rather than 3 months and 60 days that it be amended to read 10 days and 1 day, Mr. Chairman.

On motion clause 3 as amended, carried.

On motion clause 4, carried.

Motion that the Committee report having passed the bill with amendment, carried.

A bill, "An Act Further To Amend The Summary Jurisdiction Act," Bill No. 9.

On motion clauses 1 and 2, carried.

Motion that the Committee report having passed the bill without amendment, carried.

A bill, "An Act To Provide For The Restructuring Of The Anglican Diocese Of Newfoundland." (Bill No. 8).

On motion Clause 1 through to Clause 9 carried.

MR. HICKMAN: Clause 10, Mr. Chairman, I move an amendment. I move that the words ' be deemed to have' be stricken out so that the clause will now read, "This Act shall come into force on the first day of January, 1976."

On motion Clause 10 as amended, carried.

Motion that the Committee report having passed the bill with some amendments, carried.

A bill, "An Act To Ratify, Confirm And Adopt An Agreement Entered Into Between The Government, Wabanex Energy Corporation Limited And Power Corporation of Canada Limited With Respect To The Conduct Of A Survey Into The Feasibility Of Using The Disused Iron Ore Mines At Bell Island For Hydrocarbon Storage And, If Feasible, To Lease Land And Pertinents Therefor, And To Make Statutory Provisions Respecting Matters Connected Therewith. (Bill No. 5).

On motion Clause 1 through to Clause 3 carried.

Motion that the Committee report having passed the bill without amendment, carried.

MR. WELLS: Mr. Chairman, I move that the Committee rise and report having passed certain bills without amendment and certain bills with amendments as specified.

MR. CHAIRMAN: Mr. Speaker, the Committee of the Whole have considered the matters to them referred and having passed the following bills with amendments, Bills Nos. 12 and 8, ask leave to sit again.

On motion report received and adopted.

On motion amendments read a first and second time, bills ordered read a third time now by leave.

On motion that the committee report having passed the following bills without amendment, Bills Nos. 11, 6, 15, 9 and 5.

On motion report received and adopted.

Motion that the said bills be read a third time now by leave, carried.

On motion a bill, "An Act Further To Amend The Minimum Wage Act," (Bill No. 11).

A bill, "An Act To Empower The St. John's Municipal Council To Raise A Loan For Municipal Purposes By The Issue Of Bonds," (Bill No. 6). read a third time, ordered passed and their titles be as on the Order Paper.

On Motion, a bill, "An Act Further To Amend The City Of St. John's Act," (Bill No. 62).

A bill, "An Act Further To Amend The Summary Jurisdiction Act," (Bill No. 9).

A bill, "An Act To Ratify, Confirm And Adopt An Agreement Entered Into Between The Government, Wabanex Energy Corporation Limited And Power Corporation Of Canada Limited With Respect To The Conduct Of A Survey Into The Feasibility Of Using The Disused Iron Ore Mines At Bell Island For Hydrocarbon Storage And, If Feasible, To Lease Land And Pertinents Therefor, And To Make Statutory Provisions Respecting Matters Connected Therewith," (Bill No. 5) read a third time, ordered passed and their titles be as on the Order Paper.

On motion the House at its rising adjourned until tomorrow Friday, December 19, 1975 at 3:00 p.m.

I N D E X

ANSWERS TO QUESTIONS

TABLED

DECEMBER 18, 1975

ANSWER TO QUESTION NO. 592 ASKED BY MR. NEARY
(LAPOILE), DIRECTED TO THE HONOURABLE THE MIN-
ISTER OF PUBLIC WORKS AND SERVICES, APPEARING
ON THE ORDER PAPER OF NOVEMBER 24, 1975.

- QUESTION: (1)
- (a) cost of renovations to Ministers' offices of all departments for the period March 1, 1974 to date;
 - (b) moving expenses Ministers' offices for the same period;
 - (c) cost of drapes each Minister's office;
 - (d) cost of carpet each Minister's office;
 - (e) cost of furniture each Minister's office;

All information requested above to be broken down by department for the period March 1, 1974 to the current date.

- ANSWER:
- (a) Minister's Office - Department of Manpower and Industrial Relations - renovations - \$925.00.
 - (b) Any moving in respect of Ministers' offices was, in all cases, carried out by departmental staff.
 - (c) Nil
 - (d) Nil
 - (e)

Minister of Fisheries	\$176.00
Minister of Forestry and Agriculture	618.90
Minister of Health	237.40
Minister of Manpower & Industrial Relations	757.00
Minister of Mines and Energy	130.00
Minister of Municipal Affairs and Housing	252.45
Minister of Public Works and Services	102.45
Minister of Rehabilitation and Recreation	100.32
Minister of Transportation & Communications	280.00
Minister of Intergovernmental Affairs	304.56

ANSWER TO QUESTION NO. 696 ASKED BY MR. NEARY (LAPOILLE),
DIRECTED TO THE HONOURABLE THE MINISTER OF PUBLIC WORKS
AND SERVICES, APPEARING ON THE ORDER PAPER OF DECEMBER 9, 1975

- QUESTION: (1) List consulting engineering and architect fees paid since January 1, 1972 to individual firms in connection with work performed on design or construction of
- (a) the Carbonear Hospital
 - (b) the Twillingate Hospital
 - (c) the Waterford Hospital
 - (d) the Clarenville Hospital
 - (e) the Burin Peninsula Hospital
 - (f) the Channel - Port Aux Basques Hospital

ANSWER:

(a) Carbonear Hospital -	
Angus Campbell, Architect	\$ 558,727.20
Deleuw, Cather, Canada Ltd.	31,748.66
Racey, MacCallum and Bluteau Ltd.	3,346.68
(b) Twillingate Hospital	
Horwood, Guihan, and Cullum	439,731.32
Proctor and Redfern	58,647.57
Racey, MacCallum and Bluteau Ltd.	6,898.19
Geotechnical Associates Ltd.	9,957.97
(c) Waterford Hospital	
Barlow and Associates	280,653.18
Proctor and Redfern	44,001.23
Eastern Technical Services	2,515.31
(d) Clarenville Hospital	
Sheppard, Hedges and Associates	16,666.87
Agnew, Peckham and Associates	10,000.00
(e) Burin Hospital	
Agnew, Peckham and Associates	10,000.00
Nfld. Design Associates	5,037.88
E.C. Granter Associates	4,831.50

(f) Channel - Port Aux Basques Hospital

Leslie R. Fairn and Associates

2,383.10

Q 687 - Order Paper Dec. 5th 1975

MR. NEARY (LaPoile) - To ask the Honourable the Minister of Transportation and Communications to lay upon the Table of the House the following information:

- (1) How many aircraft does the Newfoundland Government presently own?
- (2) To what departments are these aircraft assigned and what are the duties of each individual aircraft?

ANSWER TO QUESTION #687 ASKED BY THE MEMBER FOR LaPOILE DIRECTED
TO THE HONOURABLE THE MINISTER OF TRANSPORTATION AND COMMUNICATIONS
AS APPEARING ON ORDER PAPER OF DECEMBER 5, 1975.

(1) 6

- (2) All aircraft are assigned to the Department of Transportation and Communications. The Beech King Air is utilized as an all-weather air ambulance and medical service vehicle along with filling the requirements of a transport aircraft for the use of the Premier, Ministers of all Government Departments and their staff members as authorized and select members of Crown Corporations in the performance of Government business. The five Consolidated Canso aircraft are used almost exclusively for forest fire suppression as required by the Department of Forestry and Agriculture. On rare occasions a Conso will be used to evacuate a critical medical case from an isolated community, generally along the south shore of the island of Newfoundland.

Q 690- Bill No. 10
5/12/75-

Mr. Neary (LaPoile) - to ask the Honourable the Minister of Provincial Affairs & Environment to lay upon the table of the House the following information:

What are the monthly totals paid to E.P.A. or reimbursed to workers to and from Labrador since January 1, 1974 under the scheme to reduce fares for residents of Labrador?

ANSWER TO QUESTION #690 ASKED BY THE MEMBER FOR LaPOILE DIRECTED
TO THE HONOURABLE THE MINISTER OF TRANSPORTATION AND COMMUNICATIONS
AS APPEARING ON ORDER PAPER OF DECEMBER 5, 1975

No subsidy payments to Eastern Provincial Airways but the monthly
payments to residents of Labrador are as follows:-

	<u>1974</u>		<u>1975</u>
January	\$10,401.25	January	\$ 8,864.81
February	17,238.44	February	38,982.99
March	21,930.34	March	10,615.53
April	10,449.93	April	13,809.21
May	9,310.37	May	14,090.21
June	17,111.83	June	15,137.12
July	16,366.44	July	24,068.76
August	18,219.65	August	32,775.97
September	40,668.31	September	25,529.13
October	15,969.63	October	24,301.27
November	26,769.38	November	4,361.14
December	7,119.85	December	

QUESTION NO. 477 BY MR. DAWE (PORT DE GRAVE)
ORDERS OF THE DAY DATED NOVEMBER 24, 1975

Mr. Dawe (Port de Grave) to ask the Honourable Minister of Municipal Affairs and Housing to lay upon the Table of the House the following information:

QUESTION

How many manufactured municipal incinerators have been installed in Newfoundland in each of the financial years 1970-75, where installed, the cost of each, the source or sources of the capital cost of each such incinerator; where each such incinerator was manufactured and by whom?

ANSWER

See attached.

A total of 26 incinerators were manufactured in the Province during the years 1971-1972 with the assistance provided by a Municipal Incinerator Program made available in the votes of my Department. No such program was in existence prior to that time, and no additional incinerators have been constructed under the Program since 1972. Incinerators have been constructed in two sizes, 30 feet and 20 feet respectively, with the larger size being supplied to the regional sites in the Town of Upper Island Cove and Conception Bay South, at a cost of \$18,000 each plus transportation costs to site. The smaller incinerators costing \$12,000 plus delivery to site has been provided in the following Municipalities:

Hollywood	La Scie
Harbour Grace	Baie Verte
Winterton	St. Georges
Sunnyside	Hawkes Bay
Trepassey	St. Anthony
Jerseyside	Harbour Breton
Catalina	Burin
Bonavista	Norman's Cove - Long Cove
King's Cove	Traytown
Eastport	Trinity, B.B.
Wesleyville	Gander, (2)
Dark Cove	

All incinerators were manufactured by Marystown Shipping Enterprises (1971) Ltd, and an amount of \$379,000.00 was paid to the said company for actual construction costs together with transportation costs to various sites.

QUESTION NO. 618 BY MR. WHITE (LEWISPORTE)
ORDER OF THE DAY DATED 27 NOVEMBER 1975.

MR. WHITE (LEWISPORTE: To ask the Honourable the Minister of Municipal Affairs and Housing to lay upon the Table of the House the following information:

QUESTION

The number of water and sewer projects and location of projects that have been deferred due to the cutback in public spending.

ANSWER

Municipalities were water and/or sewerage projects have been deferred:

ARNOLD'S COVE	LEADING TICKLES WEST
BERRY HEAD	LEWIN'S COVE
BAY L'ARGENT	LEWISPORTE
BISHOP'S FALLS	MARYSTOWN
BOTWOOD	MASSEY DRIVE
CARBONEAR	MELROSE, T.B.
CAMPBELLTON	MUSGRAVE HARBOUR
CHANGE ISLANDS	NORMAN'S COVE-LONG COVE
COMFORT COVE-NEWSTEAD	PLACENTIA
CONCEPTION BAY SOUTH	POUCH COVE
CORNER BROOK	SPANIARD'S BAY
EMBREE	ST. BRENDAN'S
GREENSPOND	ST. JACQUES-COOMB'S COVE

.....2

GLENWOOD
GOULDS
HARBOUR GRACE

STEPHENVILLE CROSSING
ST. LAWRENCE
TORBAY

Answers to Question 685 on Order Paper of Friday, December 5, 1975,
asked by Mr. Neary directed to the Honourable Minister of Finance.

- Questions:
- (i) Did the Government receive a letter of resignation from Mr. D.A. Peper, former Deputy Minister of Finance and Comptroller of the Treasury?
 - (ii) If the answer to # 1 is yes, please table the correspondence.

- Answers:
- (i) Yes.
 - (ii) No. †



GOVERNMENT OF NEWFOUNDLAND AND LABRADOR

DEPARTMENT OF FINANCE

15 December 1975

ST. JOHN'S


Honourable C. William Doody
Minister of Finance

The following information is given in answer to question 613 on the Order Paper of Thursday, November 27, 1975.

1. During the period January 1, 1974 to December 15, 1975, 119 Writs were issued against vendors under the provisions of The Retail Sales Tax Act. The total claimed by Government in these actions was \$514,446.;
2. As at September 1, 1975, the total arrears of principal and interest was \$2,185,231; principal of \$1,702,156, interest and penalties of \$483,075;

A further analysis of the total arrears figure of \$2,185,231 shows the following:-

- a) \$179,693 may never be collected due to bankruptcy proceedings, hardship situations, vendors leaving the province with no known address. The amount also includes balances remaining after sale of seized goods and chattels;
- b) \$1,585,575 represents amounts which are either under actual repayment plans or legal interpretation is being sought before payments will be made or demanded;
- c) \$419,963 represents new assessments for which payment was not received at the time of assessment and these are now being followed up by our Collections Section.


B. G. Carew
Assistant Deputy Minister

c. c. Deputy Minister
Director of Administration

Answer to Question 613 on Order Paper of Thursday,
November 27, 1975 asked by Mr. Neary directed to the
Honourable Minister of Finance:

- Question:
- (i) During the period from January 1, 1974 to current date how many writs have the Government caused to be issued out of the Courts against vendors under the provisions of the Retail Sales Tax Acts for tax due to the Government and what is the total amount claimed by the Government in these actions?
 - (ii) As of September 1, 1975, what is the total amount of Retail Sales Tax in arrears outstanding and due and owing to the Government?

- Answer:
- (i) During the period January 1, 1974 to December 15, 1975, 119 Writs were issued against vendors under the provisions of The Retail Sales Tax Act. The total claimed by Government in these actions was \$514,446.
 - (ii) As at September 1, 1975, the total arrears of principal and interest was \$2,185,231; principal of \$1,702,156, interest and penalties of \$483,075.

A further analysis of the total arrears figure of \$2,185,231 shows the following:

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- (c) \$419,963 represents new assessments for which payment was not received at the time of assessment and these are now being followed up by our Collections Section.



NEWFOUNDLAND LIQUOR LICENSING BOARD

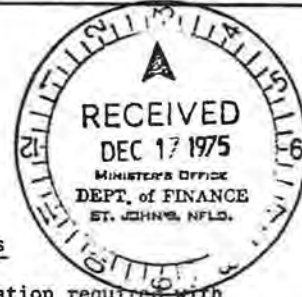
Cyril Banikhin
Chairman

Members:

John Haliburton
William M. Morry

J. A. Mahoney
Executive Secretary

Honourable C.W. Doody,
Minister of Finance.



Subject: Brewer's Agent Licences

As requested, the following is the information required with respect to the question asked in the House concerning the issuance of new Brewer's Agent Licences since January 1, 1972:

total new licences issued 618

Additional background information for Minister only

1. Statistical Breakdown

total Brewer's Agent licences in force prior to January 1, 1972	541
total new licences issued from January 1, 1972, to date	618
total licences relinquished during period	328
total licences in force at present	<u>831</u>
net gain from January 1, 1972, to date	290

- Under the new Liquor Licensing Regulations, prospective Brewer's Agents must first be nominated by the Brewer's Association of Newfoundland before being considered by the Board for this purpose. (Regulation 17, Para. 3)
- A complete list, giving the names and addresses of all Brewer's Agents both existing and new, has been provided in each Annual Report of the Newfoundland Liquor Licensing Board since its inception in 1973, and subsequently tabled in the House.

Cyril Banikhin,
Chairman.

Office of the Chairman
P. O. Box 8550, St. John's, Nfld.
Telephone (709) 754-1100

December 17, 1975.

Answer to Question No. 671 on Order Paper of Thursday,
December 4, 1975 asked by Mr. Neary directed to the Honourable
Minister of Finance:

Question: Since January 1, 1972 how many new brewers
agents licences have been issued by the Newfoundland
Liquor Corporation Licencing Board?

Answer: 618

C O N T E N T S

December 18, 1975	Page
<u>PRIVILEGE</u>	
Mr. Rowe objected to coverage of the previous day's proceedings of the House as reported in <u>The Daily News</u> .	1967
Mr. Neary objected to <u>The Daily News</u> coverage of the proceedings of the House the previous day.	1971
ooo	
Mr. Neary requested a retraction of alleged unparliamentary phrases he said Mr. Rowe had used.	1972
Mr. Speaker reserved his ruling until a transcript could be obtained.	1972
<u>REPORTS OF STANDING AND SPECIAL COMMITTEES</u>	
Mr. House tabled:	
The Schools Act (Teachers' Salaries) Regulations, 1975.	1973
The Schools Act (Transportation of Pupils) 1975.	1973
The Confederation Scholarships Regulations, 1975.	1973
The School Boards (Allocation of Moneys) Regulations, 1975.	1973
The School Boards (Allocation of Moneys) (Amendment) 1975.	1973
The Schools Act (Transportation of Pupils) (Amendment) Regulations, 1975.	1973
The Schools Act (Teachers' Salaries) Regulations, 1975.	1973
<u>NOTICES OF MOTION</u>	
Mr. Peckford gave notice that he would ask leave on tomorrow to introduce a bill, "An Act To Amend The Assessment Act."	1973
<u>ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN</u>	
Answers were tabled to Questions Nos. 592, 696, 687, 690, 477, 618, 685, 613, and 671.	1973
<u>ORAL QUESTIONS</u>	
Prince Philip Parkway. Mr. Roberts, Mr. Croshie.	1977
Federal government involvement. Mr. Roberts, Mr. Croshie.	1980
Complaints on the condition of the Trans-Canada Highway between Gander and Grand Falls. Mr. Neary, Mr. Morgan.	1981
*Mr. Neary gave notice that he was dissatisfied with the answer and wished to debate the issue on the adjournment.	1981
Reduction of Manpower training. Mr. Neary, Mr. Maynard.	1982
Application of the new policy to the Stephenville Centre for adults. Mr. Neary, Mr. Maynard.	1983
Representation for continuation of the special Manpower programmes. Mr. Simmons, Mr. Maynard.	1983
Burgeon fish plant. Mr. Simmons, Mr. Lundrigan.	1984
Expectation of ministerial statement. Mr. Simmons, Mr. Lundrigan.	1984

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<u>ORAL QUESTIONS (continued)</u>	Page
Marking of public examinations. Mr. Mulrooney*, Mr. House.	1985
*Mr. Mulrooney gave notice that he was dissatisfied with the answer and wished to debate the issue on the adjournment.	1985
Community for a pilot project to promote quality fish. Mr. Neary, Mr. W. Carter.	1985
Expectation of such an announcement. Mr. Neary, Mr. W. Carter.	1985
Humus toilets. Mr. Lush, Mr. Peckford.	1985
The St. John's arterial road. Mr. Nolan, Mr. Morgan.	1987
Income Support programme for fishermen. Mr. Neary, Mr. W. Carter.	1987
Additional office space for the public service. Mr. Simmons, Mr. Wells.	1988
Agreement with Trizec on such space. Mr. Simmons, Mr. Wells.	1988
Recent discussions with Trizec. Mr. Simmons, Mr. Wells.	1988
The Come By Chance refinery. Mr. Nolan, Mr. Crosbie.	1989
Former CFLCo Montreal office. Mr. Neary, Mr. Crosbie.	1990
Opening of an office of the Premier in Labrador. Mr. Roberts, Mr. Wells.	1991
Establishment of a Department of Consumers Affairs. Mr. Neary, Mr. Crosbie.	1992
Alcoholism rate. Mr. Neary, Mr. Collins.	1993
Offer to purchase the <u>Norma and Gladys</u> . Capt. Winsor, Mr. Hickey.	1993
Printing of road maps. Mr. Simmons, Mr. Hickey.	1993
Payment of printers for the maps. Mr. Simmons, Mr. Hickey.	1994
Query as to who held the contract with government to produce the road maps. Mr. Simmons, Mr. Hickey.	1994
Query as to whether, under the contract, the Department of Tourism has control over the situation to insure payment to the printers. Mr. Simmons, Mr. Hickey.	1994

ORDERS OF THE DAY

Second reading of Bill No. 6	
Mr. Peckford	1996
Mr. White	1996
Mr. Marshall	1997
Mr. Neary	1999
Mr. Peckford	2002
Bill No. 6 read a second time, ordered referred to a Committee of the Whole House presently by leave.	2003
Second reading of Bill No. 15	
Mr. Peckford	2004
Mr. White	2006
Mr. Marshall	2008

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<u>ORDERS OF THE DAY (continued)</u>	Page
Mr. Nolan	2012
Mr. Crosbie	2017
Mr. J. Carter	2018
Mr. Murphy	2019
Mr. Peckford	2021
Bill No. 15 read a second time, ordered referred to a Committee of the Whole House presently by leave.	2022
Second reading of Bill No. 9	
Mr. Wells	2023
Mr. Roberts	2023
Dr. Collins	2031
Mr. Wells	2033
Bill No. 9 read a second time, ordered referred to a Committee of the Whole House presently by leave.	2036
Second reading of Bill No. 12	
Mr. Morgan	2036
Mr. Neary	2039
Mr. J. Winsor	2046
Debate on the adjournment	
The resignation of Mr. Millen from Marvstown Shipyards.	
Mr. Neary	2049
Mr. Lundrigan	2051
Location of a school of mining.	
Mr. Flight	2051
Mr. Peckford	2054
Marking of public examinations.	
Mr. Mulrooney	2057
Mr. House	2061
Mr. Sneaker announced his ruling on Mr. Neary's accusation that Mr. Rowe had used unparliamentary language.	2062
The House rose at 6:00 p.m.	2063
The House resumed at 8:00 p.m.	2064
<u>ORDERS OF THE DAY (continued)</u>	
Second reading of Bill No. 12 (continued)	
Mr. Morgan	2064
Bill No. 12 read a second time, ordered referred to a Committee of the Whole House presently by leave.	2067
Second reading of Bill No. 8	
Mr. Wells	2067
Mr. Roberts	2069
Mr. Lush	2072
Mr. Collins	2076
Mr. Doody	2076
Mr. Wells	2077

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<u>ORDERS OF THE DAY (continued)</u>	<u>Page</u>
Bill No. 8 read a second time, ordered referred to a Committee of the Whole House presently by leave.	2077
Second reading of Bill No. 5	2078
Mr. Doody	2078
Mr. Rowe	2084
Mr. Neary	2088
Mr. Doody	2112
Bill No. 8 read a second time, ordered referred to a Committee of the Whole House presently by leave.	2116
The Committee rose and reported having passed Bills Nos. 8 and 12 with amendment, and Bills Nos. 11, 6, 15, 9 and 5 without amendment.	2119
On motion, report received and adopted.	2119
On motion the following Bills were read a third time, ordered passed and their titles to be as on the Order Paper: 11, 6, 62, 9, and 5.	2119
<u>ADJOURNMENT</u>	2119