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SPEAKER; THE HONOURABLE GERALD RYAN OTTENHEIMER

The House met at 3:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: (DR. COLLINS): Order, please!

STATEMENTS BY MINISTERS

MR. SPEAKER: The hon. the Premier.

HON. F. D. MOORES: Mr. Speaker, on Friday past at ten minutes past two in the morning the engine room of the fisheries patrol vessel Cape Freels exploded causing twenty-three men to be cast adrift in the open Atlantic in an open lifeboat and two rubber life rafts. What could have very well resulted in one of the worst marine disasters in our country's history was averted fifteen hours later at about 6:00 P.M. when the men were pulled safely aboard the coast guard cutter Hudson. What happened in between those two events and the details surrounding the incident and the rescue are now well known to most Newfoundlanders through media coverage.

We watched, listened, and read of the agony of relatives waiting for word from their loved ones. We heard of the horrible uncertainty of the wet and cold men in the small boats as darkness approached. We read of the great relief of all after their rescue. I hope all members of the crew and the Cape Freels and their friends and relatives will know that the hearts of all Newfoundlanders went out to them during their trial and that the relief was in fact our relief as well. Captain Deer who was the master of the Hudson for the past two years, pushed the ship to its limit of capability in getting quickly to the scene of the explosion and maneuvered so that no harm could come to the crew of the Cape Freels during the pick-up period.

It is a tribute to the efficiency of the Hudson's company that seventeen minutes after the rescue operation began all the men were safely on board. Certainly the efforts of the medical crew of the Hudson was in large part responsible for limiting the suffering they must have experienced. I know all members of this hon. House will want to join in a motion of gratitude to the officers and crew of the C.C.G.S. Hudson who effected this rescue and brought our countrymen safely home.

SOME HON. MEMBERS: Hear, hear!

PREMIER MOORES: Mr. Speaker, while I am on my feet an event that did not have the same threat of tragic but certainly one of enjoyment, one of great pride in our Province was the event that was finished last Saturday in Regina. I wish to rise today to perform the extremely pleasant task of extending the tribute of the government to Jack MacDuff and his St. John's Curling Club Rink -

SOME HON. MEMBERS: Hear, hear!

PREMIER MOORES: - on having brought great honour to their Province in the winning of the Canadian Men's Curling Championship. I know all members will wish to join in the unanimous expression of congratulations to those four young men who against almost impossible odds, Mr. Speaker, have placed the name of Newfoundland and Labrador in the forefront of sporting interest.

In Canada there are several major sporting events, the Stanley Cup where professional hockey teams vie for that championship, the Grey Cup where professional football teams vie for that championship. But I suppose the most major amateur trophy in Canada, not necessarily in our Province, because it is not a well known sport here, but certainly in Canada curling, the Brier is recognized as the senior amateur trophy in Canada.

In addition to Skip Jack MacDuff the other members of the rink are Toby McDonald, Doug Hudson and Ken Templeton. Jack MacDuff has chosen to make his home in Newfoundland and the other three are native born and raised. We are proud that our Province has produced such fine examples of young Canadians. Their victories were perhaps even sweeter when one considers that their winning was not expected. When they went into the Brier competition there were only a handful of people in the rink who thought the boys had even a remote chance. Amongst those handful of people was the faith and confidence, fortunately were the boys themselves.

We watched

PREMIER MOORES:

on television and listened on radio throughout the past week as almost miraculously the victories of the Newfoundlanders kept piling up. On Saturday past our team put it all together in front of the whole nation beating one of the best teams in Canada to clinch the Brier. Mr. Speaker, I suppose the greatest phenomena of that feat was the fact that Quebec, Ontario and Manitoba, Saskatchewan, Alberta and British Columbia - the provinces who excel so much at curling - were all defeated by the Newfoundland rink with their losing only to New Brunswick and to the Northern Ontario rinks. Certainly all residents of our Province will be watching closely when the new Canadian champions represent our country in the world championships in Duluth, Minnesota.

Mr. Speaker, it is pretty emotional stuff when we realize that the Newfoundland rink representing our great country of Canada will be playing against Sweden, Germany, France, Italy, Scotland and all these other great nations of the world. We in Newfoundland have the honour to represent our country in such a competition. I would ask all members of this hon. House to join with me in supporting a motion through you, Sir, to send our congratulations and very best wishes to the MacDuff rink.

SOME HON. MEMBERS: Hear, hear!

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

MR. E. ROBERTS: Mr. Speaker, my colleagues and I very sincerely wish to be associated with the two motions which have been moved by the Premier and I am very happy to have the opportunity to second each of them, Mr. Speaker, in accordance with the tradition of the House. If I might say a word or two first about the MacDuff rink and Jack MacDuff and his colleagues in the rink that has won the Brier, I know that every citizen of this Province was as thrilled as every member of the House must have been on Saturday afternoon when we watched the final game being played out and watched the Newfoundland rink do the impossible, because, as the Premier so well put it, I do not think anybody at the start of the Brier believed that our rink would ever be able to pull it off. The best we had ever done before, I believe, was

MR. ROBERTS:

Cole's rink three or four years past. Another rink before that won four out of the eleven games that are played at the Brier, there being twelve rinks in the competition, won four out of eleven and our boys went this time and won nine out of eleven. I think every Newfoundlander is proud and pleased and happy that our representatives were able to do so extraordinary well. Of course we wish them every success as they go on to Duluth in Minnesota to take part in the world championships.

The other matter which was made the subject of a motion by the Premier, Mr. Speaker, if possible is one of even greater joy. All Newfoundlanders are very deeply conscious of the fact that the sea can be a good friend and a good servant, but can be a cruel and a heartless master, and every Newfoundlander, I know, agonized with the people who had relatives and friends on the Cape Freels, agonized from the moment the news first came of the fact that the ship had caught fire and was in trouble to the moment when the word was flashed that the Hudson, in a magnificent feat of seamanship, had found the ship and had succeeded in getting these twenty-three men aboard from, as I understand it, a lifeboat and two small life rafts.

MR. NEARY: Thanks to the Air-Sea Rescue.

MR. ROBERTS: My friend, the gentleman from LaPoile says, "Thanks to the air sea rescue." Well I was coming to that because it was Air-Sea Rescue people who found them and who stayed with them and who dropped the extra supplies. I think every member must have felt a great upsurge of joy and pride as he read of the, I think it was a Buffalo circling the boat. They had found them and there were a number of men on it. They did not know how many there were. They did not know whether all the crew had gotten off or whether they were all there in the three vessels joined together. I gather the pilot of the Buffalo aircraft wrote a note and threw it down and said, "If you are all there, if all the men from the crew are with you, raise the oars on your lifeboat and if they are not there well leave the oars in the water." What a moment of joy it must have been when those oars were shipped up and the crew of the aircraft realized that all the crew of the Cape Freels had been found.

HON. E. M. ROBERTS (Leader of the Opposition): Mr. Speaker, while I am on my feet I have just had word- and perhaps I could say a word and I suspect the Premier would wish to say word and the gentleman from Twillingate (Mr. Smallwood) - a former member of this House, a very close friend of many of us, Sir, died in St. John's this morning, Captain Uriah Strickland, who had been a member of the House from 1956 until the 1972 election, Captain Strickland as many members, I think, knew had been ill for some time. He fought a valiant struggle against a dreadful disease. He carried on with faith and with courage, and he succumbed just about eleven o'clock this morning.

As I recall it, Mr. Speaker, Captain Strickland was first elected to the House in 1956 in the former district of Bonavista South. He was elected in 1959 in the district of Trinity South and then re-elected in that district in 1962 and in 1966 and in 1971 was elected to represent the people of Trinity North in the House of Assembly, a seat which he held until the 1972 election when the electorate, by a narrow but none the less decisive margin, elected the present member for Trinity North (Mr. Brett) to be their member.

Sir, all of us who knew Captain Strickland will miss him. He was a giant of a man, a man who had made his trade first following the sea, and then came into political life and contributed very mightily to the political life of this Province. All of us who have heard him speak in the House will remember with joy - even though it is a sad moment - with joy and with gratitude the way in which he spoke and the message he brought. He was fearless. He stood and fought for those things in which he believed. He believed and cared very deeply about the public affairs of this Province.

In private life, or in non-public life, Captain Strickland was a man of the very deepest Christian beliefs who lived by those beliefs, who held them very strongly and fought valiantly. Sir, his struggle against illness, as I have said, was a long one. It was a cruel one but he maintained his beliefs and fought with courage and just with great valor right to the end.

Mr. Roberts.

Sir, I would second the motion which I know the Premier would want to move that the clerk be asked to write the requisite letter to his family. His brother Frank, I believe, is the closest surviving relative. I know, Sir, that everybody who knew Hughie Strickland will miss him. He served this Province well.

MR. SPEAKER (DR. COLLINS): The hon. the Premier.

PREMIER MOORES: Mr. Speaker, before the hon. member for Twillingate (Mr. Smallwood) rises I would like if I could to make that motion. I had not realized that Captain Strickland had passed away this morning. I did not have the good fortune of serving in this House when he was here. I did know him as an individual. I knew him quite well over the years. I considered Uriah Strickland not just a politician and a sea captain but also a person who I certainly had no trouble communicating with, a man who I respected, a man who cared very deeply, as the Leader of the Opposition has said, about public life in this Province.

It is with great sadness, Sir, that I at this time make this motion, seconded by the Leader of the Opposition, because at a time like this partisan politics goes by the boards pretty rapidly because an individual, irrespective of political belief, who made the contribution to our Province that Captain Strickland made is certainly one that is above partisan politics of any kind. I, Sir, gladly make the motion, but, as I say, with deepest sympathy to a person I considered as a friend.

MR. SPEAKER (DR. COLLINS): The hon. member for Twillingate.

MR. SMALLWOOD: Mr. Speaker, I join sorrowfully in the third of the resolutions moved by the Premier. Captain Uriah Strickland was brought into public life by me. He sat with me on that side of the House for eight or ten years. He served for a while, I believe, as my Parliamentary Assistant in the House and those who sat here at that time will remember the magnificent speeches that he made. He was one of the finest speakers in the House and I hear now with great sorrow of his death.

MR. SMALLWOOD: I join happily in the support of the two other resolutions moved by the Premier. I am sure that all Newfoundland has been very proud and very happy.

MR. SPEAKER (DR. COLLINS): It has been moved and seconded that a message of condolence be sent concerning the death of Captain Uriah Strickland; carried.

It has been moved that a message of congratulations regarding the Cape Freels be sent; carried.

It has been moved and seconded that a message regarding the MacDuff rink be sent concerning the winning of the Canadian Brier; carried.

MR. SPEAKER (Dr. Collins): Further ministerial statements. The hon. Minister of Manpower and Industrial Relations.

MR. MAYNARD: I have two short statements that I would like to make. The first is in relation to the request from the International Brotherhood of Electrical Workers Union at Churchill Falls, which was made more than a week ago, for an industrial inquiry into all aspects of labour-management relations in that area. I have informed the union by telegram yesterday afternoon that their request for an inquiry at this time has been rejected by me. In my opinion an inquiry would not serve any useful purpose while the present negotiations for a new contract are on-going. Therefore I have requested both parties, the CFLCo management and the union, to meet here in St. John's or somewhere within the Province of Newfoundland, with the assistance of my Director of Labour Relations, to resume negotiations with a view to working out a new contract for that area. The proposed meetings, according to my latest information, will possibly take place on Thursday morning here in St. John's. Further to the request for an industrial inquiry, even though the request has been rejected at this time, I might point out that under the Labour Relations Act I can at any time appoint such an inquiry if I deem it to be necessary.

The second short statement I have is in relation to the appoint of the Human Rights Commission. In accordance with Section 16 (a)(1) of the Human Rights Code this commission has been set up to investigate allegations of discrimination in employment made by three residents of Labrador City. The three men, William Armstrong, Noel Seaward and Samuel J. Codner were former employees of the Iron Ore Company of Canada. In each case the men found employment - they were dismissed from the Iron Ore Company of Canada employment - in each case they found employment with construction contractors operating in Labrador City and performing work for the Iron Ore Company. They allege that the Iron Ore Company exerted pressure on their employer, the contractor, to terminate their services because they had been dismissed previously from

Mr. Maynard.

their employment with IOC. The Human Rights Commission will consist of Mrs. Gertrude Keough, chairman and Mr. Fred Coates, member. The commission will begin its investigation into the complaints immediately and will report to me the outcome of the investigation together with recommendations for necessary remedial action if a settlement cannot be effected during the hearings of the commission.

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

MR. ROBERTS: Mr. Speaker, the second statement to which the minister made requires no comment, and indeed I think any detailed comment would be inappropriate in view of the fact that this is, I suppose, a quasi-judicial or something approaching a judicial investigation that is to be made. We will await with interest the results of the report. I assume the report will be made public either by being laid upon the table of the House or being released to the public in some other fashion.

The first of the statements made by the minister, Mr. Speaker, is in a little different position and that was the one where he said that at the time being he sees no point in using his ministerial authority to appoint an industrial inquiry into the strike, the lawful strike which is being carried out at Churchill Falls by members of the IBEW, and that negotiations, or at least a meeting between the two parties to that strike, the union on one side and the CFLCo management on the other side, will be held here in St. John's on Thursday morning. Well, of course, given the fact that negotiations are - or at least a meeting, and I am not sure there are to be negotiations - that a meeting is to be held on Thursday, we will have to abide the outcome, because if the matter can be settled there then that is well and good. But I would say, Mr. Speaker, that from what I know of the situation at Churchill Falls, and from what my colleagues have learned of the situation at Churchill Falls, the minister would be well-advised to appoint the industrial inquiry whether it is involved in settling this particular

Mr. Roberts:

strike or not. It is obvious I think, Mr. Speaker, to anybody with eyes to see or ears to hear that there is something very wrong in labour management relations at Churchill Falls. And from what I know, and as I have said I may not have the full story, but from what I know by far the preponderance of the blame rests squarely and fairly with the management.

SOME HON. MEMBERS: Hear, hear!

MR. ROBERTS: It is a

MR. ROBERTS:

company town, Mr. Speaker, and it is not only a company town - and our experience with company towns in this Province has been bad, far more bad than good - but it is a company town that is extremely isolated. I think the combination of those factors and what appears to be an insensitive and an uncaring management attitude has produced very, very unpleasant situations.

MR. NEARY: What the eyes do not see, the heart does not feel.

MR. ROBERTS: Well, the gentleman from LaPoile (Mr. Neary) says that what the eyes do not see the heart does not feel. I think that is well said. But, Mr. Speaker, the matter of Churchill Falls is a very serious one. We will have more to say about it at the appropriate time, but I would say now, quite simply, that I would commend to the minister most strongly the suggestion that whether or not the strike is resolved is one thing, but the entire situation in Churchill Falls is a far different thing, and I would suggest to him that an industrial enquiry is greatly needed and the results would justify it.

We have an unhappy situation, Mr. Speaker. It is the act of prudence and of wisdom - or the act of prudence and of wisdom to look into it now and to take the appropriate steps to ensure that it becomes no worse and that just grievances are given just redress.

SOME HON. MEMBERS: Fear, hear!

MR. SPEAKER (Mr. Collins): The hon. Minister of Forestry and Agriculture.

MR. ROUSSEAU: Mr. Speaker, I would like make a statement as well in my role as Minister of Forestry and Agriculture. Rabies has been confirmed in a fox taken in the Border Beacon area of Labrador. As a precautionary measure residents of Labrador are advised to have their dogs and cats vaccinated against rabies. An immune dog and cat population will present a barrier against the spread of the disease from the wildlife reservoir to domestic animals.

MR. ROUSSEAU:

Residents in the Labrador City-Wabush area may arrange veterinary services and vaccination by contacting Dr. Marcel Pellerin, P.O. Box 400, Lennoxville, and Dr. Kenneth La Chapelle, Ste. Foy, Quebec.

AN HON. MEMBER: Do we not have any veterinarians?

MR. ROUSSEAU: We have none in Labrador West, no.

Residents in the Happy Valley-Goose Bay area should contact Dr. Robert T. Furness, Box 217, Station A, Goose Bay.

MR. NEARY: Is Dr. Furness going up to Quebec over the weekend?

MR. ROUSSEAU: Same thing, yes. These veterinarians are registered and licensed to practice in the Province of Newfoundland and Labrador and are providing services to the public in the areas stated.

SOME HON. MEMBERS: Oh, oh!

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

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: The hon. Minister of Forestry and Agriculture.

MR. ROUSSEAU: This, Mr. Speaker, is what you would call truly a group statement.

Every effort must be made to prevent introduction of the disease into the Island part of the Province.

SOME HON. MEMBERS: Oh, oh!

MR. SPEAKER: Order, please! The hon. minister has the floor.

SOME HON. MEMBER: Oh, oh!

MR. LUNDRIGAN: Mr. Speaker, why does the hon. gentleman not be quiet for a few moments until my colleague finishes his statement?

MR. ROBERTS: If the hon. minister will be equally quiet.

AN HON. MEMBER: Oh, oh!

MR. SPEAKER: Order, please!

MR. ROUSSEAU: No, this could be a very serious matter. Every effort must be made to prevent introduction of the disease onto the Island part of the Province. To this end movement of domestic dogs and cats from Labrador onto the Island will be restricted by permit and vaccination.

Effective immediately persons wishing to ship or bring a dog

MR. ROUSSEAU:

or a cat from Labrador to the Island must first obtain a permit from the Animal Health Division of the Department of Forestry and Agriculture, and the telephone number and address is here in the release, and present proof of vaccination against rabies within the preceding twelve months but not later than the preceding thirty days. Airlines and other common carriers operating in and out of Labrador are advised not to accept dogs and cats for transportation to the Island unless the owner or shipper presents the permit, health and rabies vaccination certificate for attachment to the bill of lading accompanying the animals.

The movement of cats and dogs into Labrador from areas outside the Province will continue until similar restrictions provided in the Livestock Health Regulations, 1973. Full co-operation of residents, kennel operators and common carriers in these control measures is essential. Labrador residents are advised to view with suspicion any abnormal behavior observed in wild animals such as foxes, skunks, and wolves and domestic dogs and cats. The observation of such animals should be handled with due caution and a report made to the nearest wildlife officer, forest ranger or the Animal Health Division, Department of Forestry and Agriculture. Such reports will assist greatly in an assessment of the true incidence of rabies in the Labrador area.

SOME HON. MEMBERS: Hear, hear!

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

MR. ROBERTS: Mr. Speaker -

PREMIER MOORES: Take it easy.

MR. ROBERTS: - we all listened with interest to the minister's statement. The Premier has asked me to take it easy. I would ask him if he has had his inoculations recently, Sir, I am glad he has and I would ask him in what form they come.

Mr. Speaker, we have all listened with interest to the minister's statement, particularly when his colleagues would allow him to go on with it, and I think it is a very important matter although it may not seem to be so to many in the House, Sir. Rabies is an extremely virulent disease, extremely contagious and although I am not competent to give medical opinions I understand that it is extremely serious and that in many cases rabies is fatal not only to animals but it is particularly dangerous to human beings.

Mr. Speaker, the one comment I would make, the minister seems to have made some wise moves in restricting the movement of animals, because of course animals are the prime carriers of rabies, and it is very easy as I understand it for rabies to move from animals that are wild to animals that are domesticated. There are constant interchanges back and forth and the minister is wise to restrict the movement of animals to try to localize the outbreak wherever it may be, and if it is only one fox well that is even better. But the point of concern I would raise, Mr. Speaker, is this. The minister gave a number of names of veterinarians who I assume are available to administer this and, secondly, have the necessary serum in stock.

I would suggest to the minister most strongly, Mr. Speaker, that that is entirely inadequate in the circumstances. I am not sure whether it is his responsibility or that of his colleague the Minister of Health, but I think that arrangements should be made immediately to take one of the seven or eight, or six or five, or however many veterinarians there are on the staff of the Province - they

MR. ROBERTS: work in the minister's department—to ask one of them to go down to Happy Valley and then over to Labrador West, or to go to Labrador West first and then come back to Happy Valley, and to take with him a stock of the rabies serum and then inoculate all of the pets in the area, because that, Sir, is the only way, as I understand it, that we can be sure and certain that there will not be any possibility of an outbreak, or, at least if we cannot be sure and certain, that will reduce the possibility of an outbreak to the very minimum.

In my experience, Sir, rabies has been largely unknown in Newfoundland. I do not think we have had very many cases of it at all. It is an extremely virulent disease, highly contagious, and I do not know if it is incurable in the sense if one contracts it one necessarily dies, but I know the course of treatment is extraordinarily painful, extraordinarily complicated and anything that could be done to avoid that possibility should be done. So I would suggest to the minister that he take one of the veterinarians on his staff and ask him to go in the morning on the EPA flight, carrying with him large quantities of that serum, put it on the radio stations in Labrador West and Wabush, the station there, that the service is available. There should be no charge for it. This is at least as useful as some of the other things that the Province spends money on, and let us see what we can do to ensure that every domestic pet and animal in Labrador West is inoculated, and then let us do whatever other steps are within our powers, such as the restricting of movement of animals to make sure that this outbreak is contained to the very smallest possible area and number of animals.

PRESENTING PETITIONS:

MR. SPEAKER (DR. COLLINS): The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I beg leave of the House, Sir, and the hon. House Leader, if it is in order, Sir, to present a petition on behalf of 843 citizens of the electoral district of LaPoile, mainly in the Port aux Basques area.

The prayer of the petition, Mr. Speaker, is as follows: "We the undersigned support the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees efforts in trying to have Canadian National put back into service their full number of freight trains from Port aux Basques and also extra trains when necessary. During the months of February and March particularly, after the present number of trains left Port aux Basques, there were as high as ninety carloads of freight left behind at Port aux Basques with no train to haul it. If Canadian National were to use the number of trains according to the work load economically, all areas of the Province would benefit."

Mr. Speaker, a few words in support of this petition I think would be in order, Sir. Back last Fall, Mr. Speaker, there was a sudden downturn in the amount of freight coming into this Province and was due to two or three reasons, one of the principle reasons being that the tractor-trailers, as all hon. members of the House know, are now taking over from the railway. But apart from that, Sir, we had a number of strikes, major labour disputes going on in the Province at the present time, especially the one in Corner Brook, in St. Lawrence. There was another one, I believe, in the linerboard mill and there were several major disputes going on at the time and so there was a drastic reduction in the amount of freight coming into this Province and the whole economy seemed to be affected by these strikes. And CN decided at the time, because of the drastic reduction in the amount of freight coming in and the amount that was coming in on rubber tires, tractor-trailers, decided to put eight locomotives in moth balls in Bishop's Falls.

MR. NEARY: When the strikes were over, Sir, and when the economy started to pick up slightly a few weeks ago, there was a sudden upsurge in the amount of freight coming into this Province, and all of a sudden, Sir, the yards out in Port aux Basques are blocked with boxcars and as the prayer of the petition indicates, there has been as high as ninety carloads of freight left behind. That means, Mr. Speaker, that there is bound to be delays in delivery of freight and the workers in Port aux Basques are likely to be accused unfairly and unjustifiably for the delays caused in the delivery of this freight when in actual fact, Sir, it is due to the shortsighted policy of CN. And I am told, Mr. Speaker, that when the time came to put the locomotives back in operation to start moving this freight out of Port aux Basques, that nobody in Newfoundland had the authority to make a decision. It is unbelievable, Sir, that they have to try to wait for some nincompoop over in Moncton or over in Montreal to make a decision to put the locomotives back in operation and to my knowledge so far they have only put back four out of the eight locomotives that were put in in storage in Bishop's Falls.

Mr. Speaker, as of today, I checked this morning—just before I came into this House this afternoon, as a matter of fact—and I am told that there are ninety cars of freight in the yard as of this morning. And unfortunately, Sir, in the last three or four days we have had storms and due to ice conditions there is great difficulty now being encountered in moving these boxcars. So, Mr. Speaker, I have no hesitation at all—

MR. LUNDRICAN: Where is the delay, on this side or on the other side?

MR. NEARY: On this side, I am glad the hon. member interrupted there, Sir, there was one occasion, if not more than one occasion, when the ships were loaded in North Sydney and had to lay outside. They could not come into Port aux Basques because the yard was blocked with boxcars, and that is costing Canadian National a pretty penny.

So, Sir, I condemn Canadian National strongly for their penny-wise, pound-foolish policy. I support the prayer of the petition, Sir, and I do hope that as a result of this petition that a bit of common sense would be knocked into the skulls of those who make the decisions for CN.

MR. NEARY: I think the decision-making should be here in this Province - and I have got more to say about that later on - and not over in Moncton or over in Montreal. But it is a serious problem, Sir, and Mr. Speaker, apart from that, as I mentioned the other day, look at the damage that is being done to our highway when freight should be moving by rail. We do have a railway, Sir, and as far as I am concerned a Province or a country is nothing without a railway. And, Mr. Speaker, another problem that is created as a result of this backlog is that the cars are not brought in and unloaded and then brought back so they can get empty boxcars. So, Sir, it creates quite a headache all because of a stupid CN policy and trying to get the proper authorities over in Moncton or Montreal to recognize the problem. They are not on the spot. I have been there. I have seen it myself. I get reports every day, practically, from Port Aux Basques about this problem. It is a very serious problem, Sir, and one that should be rectified immediately. So it gives me great pleasure, Mr. Speaker, to ask that this petition be placed upon the table of the House and referred to the department to which it relates, which I presume is the Minister of Transportation and Communications.

MR. SPEAKER (DR. COLLINS): The hon. Minister of Transportation and Communications.

MR. MORGAN: Mr. Speaker, I rise to support the petition from the people in the hon. gentleman's riding. Back in the early part of January of this year, shortly after

Mr. Morgan:

CN decided to lay off approximately thirty men who were connected with the rail freight operations in the Province, I met with the CN officials locally and also with the Regional Vice-President, Mr. David Blair who is working from the Moncton office. And after meeting with the officials I convened a meeting between the officials of the CN and the various union representatives, and that meeting was for the sole purpose to find out what the CN was doing with regards to the reduction of service, and why it was taking place. The officials then indicated, and I refer in particular to Mr. David Blair, who is the official spokesman for the CN in this region of the country, that he then gave the unions and myself, as Minister of Transportation in the Province, a firm commitment that as soon as the freight volumes improved or increased, that the rail freight operations we put back prior to what they were, prior to January 1, 1976. And the reason given for the reduction in freight volume was basically because of the situation in the Province at the time, there were strikes on, as the hon. gentleman mentioned, in the two pulp and paper industries in the Province.

So approximately two weeks ago I received correspondence from the various unions again, and this was at my request, because I want them to keep me informed as to the volume of freight and the movement of same in the Province. And two weeks ago they informed me in writing as well as verbally that the freight volume had improved substantially, increased substantially and they had gathered the evidence to that effect. They gave the evidence to me in writing. I then immediately contacted Mr. Blair and the local officials and asked them to honour the commitment given back in January that the trains would be put back, number one, and the men rehired, number two.

The reply I received from Mr. Blair was last week, in fact, last Tuesday, in a telegram, and he indicated then that he would be rehiring a number of men, unspecified, this week, and he would continue to rehire as long as the freight volumes kept improving. So I have already taken

Mr. Morgan:

note of some of the points brought forward in presenting the petition today on behalf of the people in LaPoile district. For example, the fact that there are ninety carloads of freight presently in the Port aux Basques area. I will investigate that matter in the next couple of days, and if this is so you can be assured that representation will be made by this government to the CNR to have the situation corrected. And further representation will also be made to have the men rehired and all the trains, all of them, not just four out of the eight, but all the trains put back as they were when the freight situation was as it was in December, 1975.

With regards to the CN policy, I can assure this hon. House of Assembly that this government strongly opposes the diversion or downgrading, number one, the downgrading of the existing rail freight service in the Province. And, number two, any diversion of the rail freight system, from that system to tire freight, or to the trucks, we strongly oppose that. We see no reason why there should be any downgrading of the rail freight service in this Province. So I fully support the petition and I will make every effort on behalf of my department to get things back to normal with the CNR.

MR. SPEAKER (COLLINS) The hon. member for Lewisporte.

MR. F. WHITE: Mr. Speaker, I rise to support the prayer of the petition as presented by my hon. friend, the member for LaPoile (Mr. Neary). This is the second petition, Sir, that has been presented in this House in connection with Canadian National in this session, I presented one signed by almost 2,000 people a couple of weeks ago, and I have had some good response to that petition from members opposite, and they have assured me that they are going to look into the situation.

What I am concerned about, Mr. Speaker, is that we are only going at the problems with respect to Canadian National on an ad hoc basis. We are not

Mr. White.

dealing with it on a general basis, an overall basis, as we should be. Canadian National in this Province are getting away with things that they should not be getting away with. I, too, was aware of the fact that eight diesels had been mothballed at Bishop's Falls. I was taken there by CN workers and shown the locomotives. They should have been ready to go again when the business picked up. CN had suggested to the Minister of Transportation and Communications that employees would be rehired when the freight volume picked up. They would not give me that in writing. I asked them for it in writing, but they would not give it to me. I think, Sir, that this government, the government now and with the support of the Opposition, has to go to the federal government, who have ultimately the responsibility for Canadian National, and take up the entire issue of CN in Newfoundland, not just the Lewisporte situation, and not just the Port aux Basques situation, but CN in general in this Province, because I am afraid that CN are in fact deliberately downgrading their service in this Province and trying to get out from under the services that they are providing here. And in that connection, Mr. Speaker, I do not think it is the problem of CN management in Newfoundland, and I do not think it is the problem of CN employees in Newfoundland. I think it is CN policy on the mainland and we have to take strong action with respect to that, and it gives me a great deal of pleasure to support the petition from the member for LaPoile (Mr. Neary).

MR. SPEAKER (Dr. Collins): The hon. member for Bay of Islands.

MR. WOODROW: Mr. Speaker, as a member of the West Coast of Newfoundland in general, of course, of the Bay of Islands in particular, I want to support this petition. I would like to say, and I would like for this to be made known, that Port aux Basques is the main artery to Newfoundland from the West. St. John's is referred to as the hub of activity,

Mr. Woodrow.

but at least almost everything that comes from the mainland comes directly to Port aux Basques, and the city of Corner Brook, as you know, is referred to as the second city, and we have to realize the importance of the city of Corner Brook to the Province of Newfoundland. I am speaking in favour of this because a part of my district, the urban part of my district, is a part of the city of Corner Brook and everything that comes to Corner Brook, at least by rail, which comes from Nova Scotia, comes in through Port aux Basques.

Now speaking about the CN: I became a member of council in Corner Brook in 1972, February 7, and we were having our troubles and trials with the CN, and I remember a year or so ago we were having problems, and this again was with the rails in the district of the Bay of Islands, and we had a meeting with Mr. Blair. His name was already mentioned here today. And it seemed in fact - I got to agree with the member for Lewisporte (Mr. White) - he just seemed to be taking things in a nonchalant manner, taking us for granted more or less, downgrading us, looking upon us as second-class citizens. I also travel. In fact I deliberately, on a couple of occasions, travelled on the CN buses. I did it in fact within the past month. I talked with people who travelled on them and at a particular meeting that we had, about a year ago, with Mr. Blair I told him in no uncertain terms how I felt towards the buses. Now I think that it is time for us, as the saying goes, to take the bull by the horns, to unite together, all parties together, and let the CN people know that we are not going to be downgraded, that we are Canadians, we are Canadians, and we should strive not to be second-class Canadians but first-class Canadians and I whole-heartedly agree with the member for LaPoile (Mr. Neary). I think in fact that this perhaps is one of the greatest petitions that we should support, because we are supporting a petition not only for the district of LaPoile but I would say for the West Coast of the Province, in general. I am sorry that the member for Port au Port (Mr. Hodder) and the member for Stephenville (Mr. McNeil) are not here

Mr. Woodrow.

because I know they would give their whole heart and soul to this petition. So I want to say, Mr. Speaker, that in no uncertain terms that I back this petition completely, and I feel the other members for the West Coast will back it as well. Thank you.

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

MR. J. NOLAN: Mr. Speaker, I rise to support the petition and feel very, very strongly about it personally as do obviously other members of this House, and also to say that in answer I would think that the query of the hon. member concerning the member for Port au Port and Stephenville that they are very, very much aware of the activities of CN in this Province. I was particularly interested also in the remarks by my hon. friend from Lewisporte, the hon. member there. I honestly feel, I must be perfectly frank with you, Mr. Speaker, I do not trust CNR in this Province. I do not trust the central corporate mind of CNR as it refers to this Province. I really do not. I am not in any way casting any aspersions on those who are locally responsible. I feel that the button or the thumb is put on from somewhere other than here. I do not trust them and it is as simple as that. I would feel that the Minister, for example, of Industrial Development is to a large extent dependent on how transport is provided one way or another in this Province, either to carry goods, provide services of one kind or other, either coming or going. I do not feel that the decisions that are so important to us are made here in this Province. I honestly believe as the hon. member indicated that we need some kind of an overall attack, if you like, on the CNR and their whole approach to travel and traffic in this Province where they are involved. They are no private little firm. They are working with our dollars subsidized by the people of Newfoundland as well as they are in any other part of Canada. I am quite sure that those who are the corporate giants, or however you might like to refer them, in Ontario or Moncton or wherever they are located will probably baffle or attempt to baffle the Minister of Transportation and Communication with figures indicating that here in Newfoundland at such a great phenomenal cost we only have this many dollars or that many people and so on, Pardon?

MR. WOODROW: The region is the Atlantic.

MR. NOLAN: The Atlantic region, perfectly correct, perfectly correct. Here in Ontario, Quebec and so on we have an entirely difference ball game

MR. NOLAN:

altogether. But I suggest to you that if this is the attitude they have adopted in the past and will continue to adopt, that we have not got a chance in hell to have any kind of an equalization with CNR as far as the proper movement of freight is concerned. I think we now need a concerted attack to bring them up short, to make a lot of noise, to indicate that we are all interested - no matter what side of the House we are on - that this is a provincial matter that is going to affect us. I mean I get poisoned when I realize that up there somewhere today they are probably making plans down the road that are going to affect all of us long after, perhaps, we gone out of this House. I think that the Minister of Transportation and Communication will get substantial support. I know for example - and all we talk to in many cases and should are often times employees and this is where you really get the drift of what is happening in CNR, they are mothballing locomotives, the fact that things are falling off in a certain area. In my own district, for example, any number of people work with the CNR. I have gone to the CNR, not only personally, but a number of times, for example, with the hon. Minister of Fisheries when he was either a member of the House of Commons or in fact when he was councillor in the city of St. John's.

AN HON. MEMBER: CN was always impossible to deal with.

MR. NOLAN: Yes, perfectly right. But he has always had a great interest in it. I believe now that we have to make these people aware that we are not going to take any more fooling around, that we really mean business. In my own district, people who work out there tell me that they do not know from one day to the other with CNR whether they are going to be in a job or out of a job, whether the business is going to improve or go down. But it is getting worse, and if we sit here idly - and I do not think it is enough for any of us to leave it merely to the Minister of Transportation and Communication. I think now is the time for all members of this House, no matter what side they are on to either put up or shut up insofar as the CNR is concerned and not to be found in a position possibly in the not too distant future where they will decide either to mothballs some more

MR. NOLAN:

locomotives, have another boxing up of boxcars out around Port aux Basques, like the hon. member of LaPoile mentioned. But I really believe this to be a very serious matter. I wish we could arrange, not only for a good frontal attack by all of us here who are elected members of the House of Assembly, but that we have a watching brief, not just when some special problem comes up but to keep a very close eye on the activities of CNR and some of what I believe to be the CN scheming on the mainland towards this Province. Frankly, I do not trust them.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Dr. Collins): The Minister of Industrial and Rural Development.

HON. J. LUNDRIGAN: Mr. Speaker, having a couple of days ago gotten up in the House and indicated my concern about the length of time we had taken presenting petitions, I have to contradict myself at this moment and take a minute just to offer my support to my hon. friend from LaPoile (Mr. Neary) in the presentation of the petition similar to what I did for my friend from Lewisporte. This petition today and the one a few days ago

MR. LUNDRIGAN:

brings back a lot of memories. My friend from St. Mary's - The Capes (Mr. W. Carter) and the present ombudsman, if he were present here today, I am sure would feel a little bit of the urge to want to participate, if he were permitted. My present colleagues in the House of Commons, who are on all sides of the House, by the way, as was indicated by my friend from my district, Conception Bay South (Mr. Nolan) and the Premier of our Province.

MR. MURPHY: What about the last ride of the Bullet.

MR. LUNDRIGAN: The last ride on the Bullet, I am saying, just specifically as it relates to us guys who were at the federal level, but my friend the patriarch of the House, who is the patriarch of the House on this side of the House at least, my distinguished friend from St. John's Centre (Mr. Murphy) was a participant as were other colleagues, the member from Gander (Mr. Collins), and I believe the member for St. John's East Extern (Mr. Hickey), the present hon. Speaker of the House and quite a number of other people who were supporters of both sides of the House of Assembly.

When we were in the House of Commons the first great fight we took up was to try and preserve and protect the rights of Newfoundland people as it related to our rail passenger service. At that time, I suppose, one could say that all of us has specific vested interests. I represented Bishop's Falls at the time and a number of other centres of rail activity in the Province. My friend from St. John's West (Mr. Carter) at that time represented what you could call, if there is a dual capital in rail service in Newfoundland, it is Port aux Basques and it is St. John's West, the west end of the city. And we were defeated. We were defeated because I always was suspicious that a lot of arrangements and negotiations and decisions had been made without the people of Newfoundland being privileged as participants in those types of decisions. I have always felt, and I would not back away from one word that was said here today by any hon. member and their commentary on CN. I have always felt that CNR, and I have made

MR. LUNDRIGAN: this clear in representation since I have been involved in government, have never really opened up, opened up in a come-clean fashion with the people of this Province to indicate what their plans are, what their progress will be, what their construction activities will be, what they will do at the dock, what they will do with the freight service, what their long-term plans are for Port aux Basques, and people in these centres- and I suppose there is nobody who can make their comment more dramatically than the member who introduced the petition- are very, very concerned, they have the feeling in their stomachs, an insecure feeling about what the future gives with CNP. Either that is a result of bad planning or of lack of communications or it is a result of plans that they have that they are aware are downgrading the service and they have never revealed them to Newfoundland, I am saying this as a minister, I am not saying it as a personal opinion -

MR. W. CARTER: Quite true.

MR. LUNDRIGAN: I am very concerned that CNP, and the Leader of the Opposition I do not know if he thinks I am going too far or not far enough -

MR. ROBERTS: I wish the minister would do something instead of saying something.

MR. LUNDRIGAN: - I am also suggesting to him that I recognize that it is a major national problem. It is a problem which is of a federal nature and the best that we can do is unite, as we have done here today in a fashion that I commend, to try and make the federal government aware of their responsibilities to this Province. It certainly is not a partisan issue, as the member from Conception Bay South indicated, and this is what I wanted to rise to indicate. All of us must in our own way, whether it is a form of communications or it is a form of a support by resolution at some stage from the House, or if it is a move on the part of individual ministers such as my colleague in Transportation to support petitions, we have to make Canadian National aware of their responsibility.

MR. LUNDRIGAN: Everything they do affects not only the cost of living, the distribution of freight, but it affects the whole of the ability of the Province to develop, and there is no country in the world, to my knowledge, from having been involved in a number of years in the debate, hour after hour - there is no country in the world that has been able to develop a sophisticated level of industrial development or development without a good rail service.

MR. NEARY: Hear! Hear!

MR. LUNDRIGAN: And the contradictory part of it is, Your Honour, is the fact that today in the world where countries are striving to try and develop new rail systems, here we are in our own Province in an area where it needs a rail system more than any part of the Canadian nation, downgrading, we have eliminated and we are still downgrading our services.

Mr. Lundrigan.

I support the petition, and I would like to commend the approach of the hon. member on this specific issue as a model as to how we should address ourselves to the problems facing this Province. That is something that you will not find any petty debate on. That is something I am sure that all of us can unite, as a people, as we should do more frequently politically to try and make sure that the national effort and the great national dream as projected across this nation can be achieved by CNR in this Province and by other quasi-judicial bodies and other corporations that have a responsibility to our people.

SOME HON. MEMBERS: Hear, hear!

MR. WOODROW: I would like to ask the minister if he would support a standard gauge railway for the Province of Newfoundland?

MR. LUNDRIGAN: Mr. Speaker, I am not conversant enough with all the details of what needs to be -

MR. ROBERTS: ; Mr. Speaker, is this question in order?

MR. LUNDRIGAN: Is this in order, Your Honour?

MR. SPEAKER (Dr. Collins): It is out of order to ask questions at this time.

MR. LUNDRIGAN: I will get my statement if I understood what I am talking about, but unlike the hon. member. He speaks, but he does not understand what he is saying.

MR. ROBERTS: Mr. Speaker, if it is in order -

MR. LUNDRIGAN: I do not know enough about it to answer it.

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

MR. ROBERTS: Mr. Speaker, if it is in order, -

AN HON. MEMBER: Sit down!

MR. ROBERTS: - I understood your order to say that the question period had not yet begun. I, for one, am very pleased that the hon. gentleman from Grand Falls (Mr. Lundrigan) is going to confine his statements in the future to those which he understands. I regret that we will be hearing less from him.

SOME HON. MEMBER: Hear, hear!

MR. ROBERTS: Mr. Speaker, let me say a word or two in support of the petition. I agree with the points which have been made by the gentlemen on both sides of the House. I think the gentleman from LaPoile (Mr. Neary) presented the case very fairly and very effectively, and I think the other members who spoke, particularly the gentleman from Conception Bay South (Mr. Nolan) and the gentleman from Lewisporte (Mr. White) added very much to the debate.

I do not disagree with anything the gentleman from Grand Falls (Mr. Lundrigan) said, and I very much agree with his statement that it should be part of our duty as legislators in this Province to bring the Government of Canada to realize what is the interest of this Province. I very much agree with that, and I would gladly, and have over the years tried to do my part to make that so. What I do feel must be said, though, Mr. Speaker, it that it is not enough for gentlemen opposite who are temporarily in the ministry and have the job of carrying on the responsibility of being the Queen's ministers, it is not enough for them, Mr. Speaker, just to talk. Let them act! The hon. gentleman from Grand Falls (Mr. Lundrigan) holds the Queen's commission as the Minister of Industrial and Rural Development of this Province. His colleague, the gentleman from Bonavista South, holds the Queen's commission as the Minister of Transportation and Communications. Let them act. There are measures which can be taken within the responsibility and the power of the government of this Province to do something. We have all sat in this House time and time again and knocked the CNR. Well and good, and they have become sort of the unpaid whipping boys of provincial politics. Well, fine, and if we get our jollies by whipping the CNR, that is in itself enough. But it is not enough for the people of this Province, and it is not enough for me. I think hon. gentlemen opposite who hold the Queen's commission, who are ministers of the Crown are being less than candid if they do not act. It is no good for them to talk. When the hon. gentleman from Grand Falls (Mr. Lundrigan) was in opposition

Mr. Roberts.

in Ottawa, before he met his fate at the hands of the electorate, he talked and that is the job of the Opposition. He talked well. Indeed listening to him talk it is easy to see why he lost his seat. Mr. Speaker, let him now act. That is the great difference between sitting in this House to the right of Mr. Speaker and sitting to the left of Mr. Speaker. He now sits with the government. He is now a member of the government. Let them act. He and his colleague from Bonavista South (Mr. Morgan), Sir, have been two of the great talkers of our history in politics, and we have all listened with interest to what they have said. Well now, Sir, they have the Queen's commission. They are ministers of the Crown. They are the honourable mister So-and-so. Let them use the power that they have got to act, and let us see if we can use the power of the government of this Province, and if necessary the power of this Legislature, to make the CNR to do those things which they ought to do and to cease doing those things which they ought not to do, because as it now stands, Mr. Speaker, it is obvious that most members feel that the CNR have not lived up to that high standard.

I support the petition, but I say support is not enough, not coming from the ministry. We want action, Sir, not just words.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Dr. Collins): Further petitions.

The hon. Minister of Provincial Affairs and Environment.

MR. MURPHY: Mr. Speaker, I had not wanted to get into supporting this petition, but I feel in view of the remarks of the last speaker that, you know, it is time to call a spade a spade. We have this petition, and I have been supporting these petitions against CNR for some seven years, when many of those vociferous ones today who are urging government to act were very, very quiet on this side of the House.

MR. NOLAN: That was when you were lowering the beer prices.

MR. MURPHY: Very quiet. Another gentleman butts in again, a great speaker gets over there, "We do this, we do that." When they were here they did nothing, absolutely

MR. SIMMONS:

as far as CN was concerned. Mr. Speaker, I support the petition. I have said seven or eight years ago that we were being led down the garden path by CN. I have many pictures dealing with CN, with the last ride on the Bullet. I will bring them here in the House and see if we can identify one of these great patriots on any of these pictures. I guess they might have been hiding in the round-house, like the fellow who went crazy there trying to find a corner. But here today we have said, look let us tackle this thing on a nonpolitical basis, and I think that is the only way it can be done.

But the Leader of the Opposition, in his own insulting way, has to get up and bring down the level of the debate that was taking place or the support for this thing. But I say this, Mr. Speaker, that I am very much, very much in agreement with the petition as presented. Originally, Sir, I may add that if one of us when we were in Opposition tried to bring something like this into the House we were told to bring it to the proper place, which was the federal government, not here. If you want to go back, Sir, through any of the minutes of this House you will find that at no time was there a petition dealing with federal matters allowed to be brought into this House and someone carry on for an hour trying to make politics out of it and say what wonderful people they are.

But I support the petition, because I am consistent as I was seven or eight years ago, Sir, and I feel that CN—and I have said it many times — still feel that Canada begins at Halifax and ends in Vancouver. I say that.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (MR. COLLINS): Are there any further petitions?

The hon. member for Burgeo-Bay D'Espoir.

MR. SIMMONS: Mr. Speaker, I have a petition I would like to present to the House. It is from 121 residents of Burgeo. It relates to the

MR. SIMMONS:

subject of the white paper on snowmobile regulations about which we have heard very little lately. I hope it is an omen. I hope we hear -

MR. ROBERTS: The Minister of Tourism is in Spain looking at snowmobiles.

MR. SIMMONS: Well, Mr. Speaker, if we have to wait for the minister to be present we could be a long time presenting the petition. I was saying we have heard precious little about the regulations lately, or the white paper, and I hope that is an indication of what is to come because insofar as these regulations are concerned the less we hear about them the better. That is the burden or the prayer of the petition which I have before me.

In part the petitioners say, Mr. Speaker, "We would like your to make known to the House of Assembly our objection to one aspect of the government's white paper on the use of snowmobiles in the Province. While we wholeheartedly agree with safety regulations, restricted use in certain areas, age limits and insurance we strongly disagree with the idea of having to obtain a permit every time we want to travel two miles or more from a road or four miles from the town." The petitioners then go on to point out, Mr. Speaker, that by virtue of the fact that they do not have at this present time a road connection to the Province's highway system, that they are very limited in their forms of recreation, and that snowmobiling is one of the few forms of winter recreation.

They then, Mr. Speaker, say the following, which I think is worth quoting, "Who or what is the government trying to protect? Are they trying to protect us from ourselves? Are they trying to protect the wildlife? We do not want a few poachers or a few oddballs who may chase wildlife to cause snowmobiling to be restricted to the point of prohibition. We have game wardens here who can keep an eye out for these people!" Then the rest of the petition again pursues the same general theme.

They say in part towards the end, "We are not harassing wildlife or destroying the ecology, just participating in a sport that is good,

MR. SIMONS:

clean fun and exercise."

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

The hon. House Leader.

MR. WELLS: On petitions it is very clear that petitions are presented and a few words may be said in support of them.

MR. ROBERTS: A few words?

MR. WELLS: Yes. A few words although lately that rule -

MR. NOLAN: Where were you in the last half hour?

MR. WELLS: - that rule has been abused in this House -

MR. NOLAN: You agreed with it.

MR. WELLS: - in recent days. But, Mr. Speaker, the point is that these are a set of arguments now which are being advanced which is in the nature of an argument on the subject matter of the white paper which is not really to the point.

SOME HON. MEMBERS: Oh, oh!

MR. WELLS: In other words what I am saying to the point of order, Mr. Speaker, is if a petition comes in in twelve foolscap pages, you do not read the whole twelve of them. There is a form for a petition to bring the matter to the attention of the House -

MR. SIMONS: To the point of order, Mr. Speaker -

MR. MURPHY: Oh, oh!

MR. SPEAKER: (Dr. Collins): The hon. member for Burgeo-Bay D'Espoir.

MR. SIMONS: Sit down, 'Anf', sit down boy.

To the point of order, Mr. Speaker. I am not reading all of the petition. I have made that clear on a number of occasions. The minister has been just looking for an opportunity to jump over there. We would not jump on the last one because he agreed with what was going on. Now I have so far, Mr. Speaker,

MR. SIMMONS:

Mr. Speaker, have taken far less time than any speaker in the presentation of the previous petition. I have been trying to keep myself -

PREMIER MOORES: Is that right?

AN HON. MEMBER: Hear, hear!

MR. SIMMONS: - short and to the point. And I reject and resent this harassment by the minister. I am very quickly trying to get to the point.

AN HON. MEMBER: Mr. Speaker -

MR. SIMMONS: I am stating from the prayer of the petition, Mr. Speaker.

AN HON. MEMBER: Hear, hear!

MR. SIMMONS: And if the minister -

PREMIER MOORES: Oh!

MR. SIMMONS: - has got some sinister plan to do away with petitions in this House, that is one thing, let him say that.

MR. ROBERTS: That is all they want.

MR. SIMMONS: But otherwise let me do, let me have the privilege that other people have had in presenting petitions in this House

MR. ROBERTS: Hear, hear!

MR. SIMMONS: - and present my petition.

MR. ROBERTS: Justice and freedom.

MR. SPEAKER (Collins): Order, please.

MR. SIMMONS: Oh, well!

AN HON. MEMBER: Freedom for all.

MR. SPEAKER (Collins): Perhaps hon. members would permit me to read Standing Rule 92 which states "Every member offering a petition to the House shall confine himself to the statement of the parties from whom it comes, the number of signatures attached to it and the material allegations it contains. In no case shall such a member occupy more than five minutes in so doing, unless by permission of the House upon question put."

Mr. Speaker (Dr. Collins):

In my opinion the hon. member for Burgeo-Bay d'Espoir (Mr. Simmons) was within these rules, and I would ask him to continue with his petition.

SOME HON. MEMBERS: Hear, hear!

MR. ROBERTS: So he triumphs. Down with the House Leader!

MR. NOLAN: Down with the House Leader.

MR. SIMMONS: Thank you, Mr. -

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

MR. NOLAN: Out in the Landwash.

MR. SIMMONS: Thank you, Mr. Speaker.

Well as I was saying before I was -

MR. ROBERTS: We will get you.

MR. SIMMONS: interrupted, one of the material allegations in the petition from the people of Burgeo relates to the overall motives of the government for wanting to introduce the kind of regulations, or enforce or prescribe the kind of regulations that have been put forward in the white paper. They were saying, Mr. Speaker, that "we were not harassing any wildlife or destroying the ecology, just participating in a sport that is good clean fun and exercise. We feel that we are a special case in Burgeo," he says, "No doubt there are other special cases throughout the Province. We feel the issuing of a permit must be adjusted to suit the area in question. The cancellation of this part of the white paper would be ideal."

The petition, Mr. Speaker, is signed by 121 petitioners. I do not particularly look forward to seeing the white paper that was circulated, because I hope we never see that again. But where the minister here, and perhaps the acting Minister of Tourism could indicate when we might expect to have this matter discussed, when we might expect to peruse the government's proposal for snowmobile regulations. I know that they sat on it for two, three or four years now, Mr. Speaker, and it will soon be Spring again. There is a fair amount of concern by the petitioners for safety and matters related thereto, and it is not enough for the government with white papers to

Mr. Simmons:

get everybody all worked up about the subject but rather to take some initiatives, initiatives that need to be taken, Mr. Speaker, in the interest of safety of not only the snowmobile users but also other people throughout the Province.

It is my pleasure to support the prayer of the petition and to request that it be referred to the appropriate department.

MR. SPEAKER (DR. COLLINS): The hon. member from the Bay of Islands.

MR. L. WOODROW: Mr. Speaker, speaking to that petition I would like to say first of all that the snowmobile regulations apply in large measure to the district of the Bay of Islands. And I would like to say furthermore that I was so very pleased when the government did not send out regulations, that they sent out suggestive regulations. It shows how democratic -

MR. SIMMONS: Very suggestive.

MR. WOODROW: - this party is. They sent out a white paper and people misused it. They ill used it. In fact they are trying to make political hay out of it.

SOME HON. MEMBERS: Oh, oh!

SOME HON. MEMBER: Who, who, who?

MR. WOODROW: Okay, fine. Let me finish, please, first of all.

AN HON. MEMBER: Shame! Shame!

MR. WOODROW: I feel the government know that perhaps the white paper is not what it should be. In fact I can say now that there are possibly three things about it, there is a permit, the insurance and the helmet. These are the things, in fact, I am sure they will be modified when the government finally decides on that.

MR. SIMMONS: Would the hon. member permit a question? Is the member the acting Minister of Tourism at the moment?

SOME HON. MEMBERS: Oh, Oh!

MR. WOODROW: No, I am not acting. But I -

MR. SPEAKER (DR. COLLINS): Order, please!

MR. WOODROW: - was elected to this House of Assembly.

MR. ROBERTS: Mr. Speaker, to a point of order, please.

MR. SPEAKER (COLLINS): Order, please!

MR. ROBERTS: Mr. Speaker, to a point of order.

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

MR. ROBERTS: I am quite willing to listen to the hon. gentleman from the Bay of Islands. I find him -

MR. WOODROW: You better listen to him.

MR. SPEAKER (COLLINS): Order, please!

MR. ROBERTS: I was going to say, Mr. Speaker, I find him amusing, but I do not always find him amusing, I find him insulting and impertinent on occasion.

Mr. Speaker, the point of order is this, it has been ruled from the

MR. ROBERTS:

Chair on a number of occasions that under our rules no member may debate a petition. Well be that good or bad it is the rule and it must be followed. The hon. gentleman from Bay of Islands, Sir, whatever he is attempting to do, and assuming he is aware of what he is attempting to do, which would be both pleasant and novel, Mr. Speaker, the hon. gentleman is surely debating the petition. If he is to be allowed to proceed with this then I would merely say that we on this side wish to enter into the discussion on precisely the same terms, Sir, and we are very anxious to do so. But I would ask Your Honour not to rule the hon. gentleman out of order. I would love to hear him speak. He is a marvellous speaker, Sir, and we listen to him with great entertainment and great amusement.

AN HON. MEMBER: That is right.

MR. ROBERTS: But I would say, Sir, that he should speak within the latitude allowed by the rules of debate of the House.

MR. WELLS: Mr. Speaker, the hon. member is simply doing what he has a right to do, and that is commenting on the petition. As long as he comments properly as he is doing he is allowed a maximum of five minutes to do that. I think, Mr. Speaker, he should not be interfered with.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Dr. Collins): A point of order has been brought up as to the content of the hon. member's remarks. In my opinion he was within the rules concerning comment on petition. I would ask the hon. member to continue or conclude his remarks.

SOME HON. MEMBERS: Hear, hear!

MR. WOODROW: Thank you, Mr. Speaker. I believe I had just about finished my remarks. But I was going to say I certainly am in favour of any petition that is reasonable. I do not think the government, I do not think that the members of this side of the House are going to go along with anything that is not in the interest of the Province and of the people of Newfoundland in general.

SOME HON. MEMBERS: Hear, hear!

MR. WELLS: Sir, to that petition. We, the government welcome these petitions. The white paper was produced as a starting point for discussion. I think this is a point that has to be made. All representations from all over this Province will be given, and these petitions and representations of all kinds will be given every serious consideration and weigh in the decision making of the government which we hope and are confident will result in proper and worthwhile regulations.

MR. SPEAKER (Dr. Collins): Are there any further petitions?

MR. NOLAN: Mr. Speaker, I would like to comment on the petition, if I may, and that is we support obviously the petition as presented by the hon. member. We question some of the comments that have been made insofar as - you know, how you make hay out of a snowmobile and nonsense like that. There are a number of things in the snowmobile - and I offer this, by the way, as really and not as any kind of a partisan political statement - that it is going to, in my opinion, arouse as it has already, considerable discussion before any legislation is brought in. One is the situation that regards this permit business. You are going to get so many very different opinions from so many parts of the Province. For example, the regulations you have to deal with in the municipality of St. John's are not going to wash in, say, the district of Naskaupi - no way! - or in my hon. friend's district. It is just as well for us to make up our minds. There may be one common denominator such as, for example, are you going to let a five year old child or permit a five year old child drive a thirty-five horsepower snowmobile. If you do that we are all quite mad.

MR. SPEAKER: Order, please! Order, please! I would bring to the attention of the hon. member that asking rhetorical questions is getting close to the matter of debate. I would ask him to be careful on this point.

MR. NOLAN: Thank you, Mr. Speaker. The other matter is one that refers to the permit system. You will find that most people who have snowmobiles, it is absolutely useless to them if they have to get a permit to go, say, a mile or two miles off the road. You are also going to find, may I suggest, a tremendous amount of opposition to even the insurance part, because a lot

MR. NOLAN:

of people look upon this as a sort of a possibility for another great rip-off for the insurance companies. I suggest to the government with great respect that this is probably going to come about. Now there is another point that I would like to mention in reference to snowmobiles, and I would ask very seriously, even if the minister responsible is not present, if I could have this one remark that could be considered, I would hope a word of advice. That is since there is such a broad diversification of opinion on the snowmobile regulations that the government would hope to bring in, I am wondering if the government possibly would consider having a good look at the municipalities. Why should the government, for example, design a programme for snowmobiles within the municipality of St. John's? Why not let them exercise some of their authority, perhaps in conjunction with the Department of Highways or whoever,

MR. NOLAN: let the municipalities get involved there, I suggest to the hon. the Premier. Let us concern ourselves primarily with that area outside the municipality. Sure, we all agreed we want to protect the wildlife and so on, who does not? But I do suggest to you that if you bring in a sort of a carte blanche programme you could get into some real trouble with regulations of this kind unless you are very, very careful.

MR. ROBERTS: I think that 'Craham' wants to say a word or two on this wildlife business the Premier wants to protect.

MR. SPEAKER (DR. COLLINS): Order, please! Are there further comments in support of the petition?

The hon. member for Windsor-Buchans.

MR. FLIGHT: Mr. Speaker, I rise to support briefly the prayer of the petition, Mr. Speaker, and in supporting this I would indicate that I will of course be presenting petitions of my own.

Mr. Speaker, the white paper presented, as we have seen it, is probably the most restrictive and repressive recommendation that one can conceive of. The insurance will be nothing but a rip-off, as the hon. member from Conception Bay South (Mr. Nolan) said. Liability insurance, Mr. Speaker, I am aware of people with hundreds of thousands of dollars worth of liability insurance in this Province knocking down individuals, doing all kinds of damages that it took a smart lawyer not to cost the man who had the insurance one penny. I cannot conceive of an accident twenty-five miles in the bush where some liability insurance adjuster will come in and determine who indeed was at fault so the insurance company will pay up. It is nothing short, Mr. Speaker, and can be nothing short of an opening for the insurance company to get Newfoundlanders by the short hairs again. And it will only benefit Newfoundlanders, it will not indeed - and furthermore, Mr. Speaker, if we are thinking in terms of debt, the fact is, and the government has got the statistics available to them, of any deaths that has been caused in this Province as a result of ski-doo's, ninety per cent of them have been by the ski-doo operator. People are killing themselves on ski-doo's, Mr. Speaker, and no liability

MR. FLIGHT: insurance covers anybody who kills themselves. He had better have a life insurance policy.

Mr. Speaker, Newfoundlanders in general do not aspire to great things. They do not aspire to months in the sun. They work their eight or nine hours a day, eleven months a year, and they have got the few very simple pleasures, a few days fishing, and now since ski-dooing has been made available to them, a few weekends ski-dooing and now this government, Mr. Speaker, is about to deny them that basic pleasure.

The white paper, Mr. Speaker, supposedly is to protect our wildlife.

MR. SPEAKER (DR. COLLINS): Order, please! Order, please! The point has been brought up only a short while ago in regard to debate concerning petitions, and I feel the hon. member is getting into this area now, commenting on the white paper as opposed to the points brought up in the petition itself.

MR. FLIGHT: Very good, Mr. Speaker, I thank you for your ruling. One of the points brought up I think in the petition was that the purpose of the people who presented the petition indicated that they are concerned with the protection of our wildlife and I would suppose that - I cannot see how this can be considered debate - I would suppose that the prime purpose of the white paper, or any legislation that comes from this House to control ski-doo is to protect our wildlife. If it is not, then God help us, what is it for? So I would think that the purpose of the whole debate will be to protect our wildlife and the people operating ski-doo.

Mr. Speaker, we do not need ski-doo white papers to protect our wildlife. All we need are some wildlife people appointed to patrol the areas where wildlife can indeed be harrassed or poaching perpetrated by people who have got no more concern for our wildlife than the poachers, than the people in the Province who are indeed poaching and this is where the problem lies, Mr. Speaker.

MR. FLIGHT: And my last comment, Mr. Speaker, is simply this, that this white paper is proof, if any be needed, of the perils to Newfoundlanders of having such sensitive legislation put under the control of such an insensitive minister.

MR. SPEAKER (DR. COLLINS): Order, please! Further petitions.

The hon. member for Burin-Placentia West.

MR. CANNING: Mr. Speaker, I rise to present this petition from the people in the district I represent and other districts from Fortune and Grand Bank to Logy Bay and Cashin Avenue. It is quite a wide area, Mr. Speaker, but a couple of thousand names and I presume they represent about 20,000, 30,000, perhaps 40,000 people and the prayer of the petition, Mr. Speaker, is

MR. CANNING:

that no further increase in electricity be made, especially the 40 per cent which they claim will bring the cost to 100 per cent within the year. Mr. Speaker, I take great pleasure in presenting this petition. I ask that it be laid on the table of the House and referred to the department concerned.

MR. SPEAKER: Are there further petitions?

The hon. Leader of the Opposition.

MR. ROBERTS: Mr. Speaker, I have three petitions here which relate to the same subject, the subject of electricity rates. If it is in order under the rules of the House - and I do not really care whether I have the leave of the House Leader or not - but if it is in order under the rules of the House I would like to present them, Sir.

The first one comes from West St. Modeste on the Labrador side of the Straits of Belle Isle in the district which I represent, and I have not had an opportunity to count up the signatures but I would think, Mr. Speaker, there are fifty or sixty or seventy citizens of that community who have signed that petition. It has been sent to me by Mr. Matthew Pike who is the Chairman of the community council at West St. Modeste and also principal of the school, the Poman Catholic High School in West St. Modeste.

The second petition, Sir, is from St. Lunaire at Criquet to the North of St. Anthony in the district of the Straits of Belle Isle. It has been sent to me by the Chairman of the community council of St. Lunaire-Criquet, Mr. Sydney Witcher. His letter, which is addressed to me of course, says, "Enclosed you will find a list of petitioners who are against the high cost of electricity." It goes on, "Just to give you an idea concerning the cost; St. Lunaire pump house bill for January was \$819.80. Is this not ridiculous just for fifty families? I do hope that you can have something done about the high cost." He signs it in a vein which would indicate that he still looks with favour upon a certain political party.

Then finally, Mr. Speaker, there is a petition here signed

MR. ROBERTS:

by approximately 150 people in the Paniel's Harbour area in the constituency of St. Barbe represented by the Minister of Manpower and Industrial Relations. The prayer of all three petitions, Mr. Speaker, is essentially the same, that is protesting against the government's plans to increase the rate of electricity for the prices that the government owned Hydro Corporation, the wholesaler charges for the price of electricity.

The matter has yet to be debated in the House, Mr. Speaker, but it has been extensively discussed and commented upon in a series of petitions over these last three or four or five sitting days. Indeed I do not think there has been a day that there has not been a number of petitions about this. I might add I still have a large stack in my office and more come in every morning. Every mail brings more petitions on this same subject. I think most of the points, Sir, have been well rehearsed and well made. Let me confine myself to saying again that I think the people who have signed these petitions represent the greatest outpouring of public indignation that I have seen in my years of public life, as limited as they may be.

I feel that the government's action as announced by the Minister of Mines and Energy in a statement to the House last Friday does not meet the point of these petitioners. I would say to the government that until and unless they show some understanding and some concern and some sympathetic action towards the people who have signed these petitions, they will continue to have a vast amount of difficulty in convincing people throughout the Province of the fact that we need, in the government's view, electricity rate increases. We may need them, Sir, or we may not, but all I shall say, Sir, is that the government have not made a case that we do. They have said that we do but, Sir, saying something does not make it so.

I would say again to the government in speaking in support of this petition that until and unless they can present and document

MR. ROBERTS:

and substantiate and maintain under examination, under scrutiny a case in favour of rate increases, Sir, until and unless they do that the people of this Province are not happily going to pay any greater power bills. I could go on at length. When the appropriate moment comes I intend to. But I shall present these petitions, Mr. Speaker, with the request that they be referred to the department to which they relate. I also present them, Sir, in the hope that the government finally will heed them. Whether the government heed them or not, Sir, I have more to present, as do some of my colleagues. We shall present them in the days to come with or without the leave of the government House Leader, Sir. As long as the rules of the House permit petitions to be presented, Sir, we shall present them. Thank you.

AN HON. MEMBER: Hear, hear!

MR. SPEAKER (Dr. Collins): Are there any other petitions?

PRESENTING REPORTS OF STANDING AND SELECT COMMITTEES:

MR. SPEAKER: The hon. House Leader.

MR. WELLS: Mr. Speaker, I present for tabling in this House the annual report of the Department of Rehabilitation and Recreation for the year ending March 31, 1975. There are copies available for members in the Speaker's office.

MR. SPEAKER (Dr. Collins): The hon. Minister of Justice.

MR. HICKMAN: Mr. Speaker, I table the regulations of the Legal Aid - I will give you the proper title -

Mr. Hickman.

the Legal Aid Regulations, 1976 as gazetted in the March 12, 1976 publication of The Newfoundland Gazette.

NOTICES OF MOTION:

MR. HICKMAN:

Mr. Speaker, I give notice that

I will on tomorrow ask leave to introduce the following bills, a bill, "An Act To Amend The Wills Act," (Bill No. 25). A bill, "An Act To Enable Extra-Provincial Custody Orders To Be Enforced In The Province Of Newfoundland," (Bill No. 26). A bill, "An Act To Amend The Women's Patriotic Trust Fund," (Bill No. 24).

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN:

MR. SPEAKER (Dr. Collins): The hon. House Leader.

MR. WELLS:

Mr. Speaker, this is in response to a question

asked on December 17 by the member for Burin - Placentia West (Mr. Canning).

It refers to the Marystown arena. The Department of Recreation and Rehabilitation approved a grant of \$300,000 under the Recreation Capital Grand Programme to assist with the construction of an arena in Marystown. The department has already forwarded \$120,000 of this amount with the remaining \$180,000 to be paid in three equal annual installments over the next three years. The town of Marystown has received a government guaranteed loan from the bank in the amount of \$200,000. The conditions of the loan are that the guaranteed loan matched funds that the municipality raised in the amount of \$200,000.

And the loan is given, of course, by the bank with a government guarantee; is repaid over a three year period by the Newfoundland Municipal Financing Corporation, after which the Financing Corporation pays the \$200,000 or at least the Department of Municipal Affairs repays the \$200,000 to the corporation over a period not exceeding twenty years.

MR. SPEAKER (Dr. Collins): The hon. Minister of Education.

MR. HOUSE: Question No. 727 on the Order Paper was asked by the member for LaPoile.

and he was asking the name of the Director of the Provincial High School Drama

Festival. That was last year. It was Dudley Cox who was a member of the theatre group here, and he was hired on a contractual basis for six months, \$6,000, and that included, of course, his travel and all

Mr. House.

the expenses that go with it. He was under the direction of Mr. Pat Treacher of the Department of Education.

MR. SPEAKER (Dr. Collins): The hon. Minister of Transportation and Communications.

MR. MORGAN: Yes, in reply to a question, an oral question asked last Tuesday's sitting by the hon. gentleman from Conception Bay South (Mr. Nolan) with regards to the status of the road from the Trans-Canada Highway to the Manuels Bridge or the connection to Conception Bay South. The situation on that is that to date the right-of-way has been acquired by government. The right-of-way has also been cleared, and the engineering design and survey work has been carried out and completed and government recognizes the need for this road, but only after the completion of the Harbour Arterial Road. It will then be practically a necessity. So the situation is now that we will be requesting financial assistance under the DREE programme for highways in the Province to have that road constructed as an access road to Conception Bay South after the completion of the Harbour Arterial Road.

ORAL QUESTIONS:

MR. SPEAKER (Dr. Collins): The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I would like to ask the hon. the Premier if he would outline to the House any plans that his government have to try and cope with the record unemployment in this Province at the present time as revealed today by Statistics Canada?

MR. SPEAKER (Dr. Collins): The hon. Premier.

PREMIER MOORES: Obviously, Mr. Speaker, as time goes on in this House that will be done.

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

MR. ROBERTS: On behalf of the Minister of Mines and Energy, may I direct a question to the Premier? Will the Premier take the appropriate action to ensure that the Churchill Falls

MR. ROBERTS:

Labrador Corporation, which is two-thirds owned by the government of this Province, offers the employees in its bargaining unit at Churchill Falls a wage offer at least equal to that which is earned by employees in doing similar work for the electric utilities here on the Island? I should say, Mr. Speaker, the Premier, I have no doubt, is aware of this. The offer that has presently been made by the company to their striking employees is substantially less than the amount which has been agreed to by the Newfoundland Light and Power Company here on the Island. There can be no possible justification for it.

PREMIER MOORES: Mr. Speaker, we are concerned about the situation in Churchill Falls as is obvious by what the Minister of Manpower and Industrial Relations had to say today. However it is not our habit of interfering, with government interference, in Crown corporations as such. I think it would be wrong. I think if there are mistakes made there are other ways to correct it. Certainly unlike what the hon. Leader of the Opposition may have been used to, we do not interfere with Crown corporations. Rather we hope that they are capable of carrying on in a worthwhile manner of their own.

MR. ROBERTS: A supplementary, Mr. Speaker.

MR. SPEAKER (Dr. Collins): A supplementary

MR. ROBERTS: I do not intend to engage in cheap shots with the Premier, but I will direct a question on the same subject to the Minister of Manpower and Industrial Relations. Has the minister been informed, and if so can he tell the House, why the CFLCo have not accepted the report, the majority report filed by the conciliation board under the chairmanship of Mr. Gordon Easton with respect to the dispute at Churchill Falls?

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

MR. E. MAYNARD: Mr. Speaker, I have been informed by the corporation reasons for - let me reword it. I have been informed by the corporation, as they are required to do under the act, the sections of the conciliation board report that they do not accept. The Churchill Falls Corporation or

MR. MAYNARD:

any other corporation are not required by law to give me the reasons for not accepting certain recommendations. I do not have any right to demand it and I have not demanded it. My job is to work on the conciliation end of it and try to provide conciliation services. The reasons for are known to the corporation and I assume that they have valid reasons for making their decision.

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

MR. J. NOLAN: Mr. Speaker, a question for the hon. the Premier in reference to a statement given earlier this afternoon concerning the MacDuff rink and their win. Since the team are to go to Duluth, Minnesota to represent this Province and in fact all of Canada, would the government of the Province or the Department of Tourism plan anything special in the way of perhaps some expenditure, would not only hallyhoo the presence of the team there but also the fact that we might very well get some well deserved, hopefully, publicity and notoriety from their presence. I wonder if the Premier has given any comment to that and if so -

MR. SPEAKER: The hon. the Premier.

PREMIER MOORES: Mr. Speaker, there are two aspects to that question, both of which I think are significant. This is a Canadian championship that all Canadians through their curling association will be paying for the expenses of the team that represents Canada. There is no parochialism, Sir, in it. It is just a fact. Now what we can do as a Provincial Government to assist in any facilities we can to help them in any way at Duluth, whether it is by members of their family or what have you, certainly we are only going to be too willing to do it. As far as honouring the team itself is concerned, Mr. Speaker, I think it would be inappropriate between now and Thursday, and I understand they leave on Thursday, to make any announcements or arrangements because I guess they are practicing pretty hard for this world tournament. But certainly, Sir, as soon as they come home from the world tournament I would strongly recommend that it would be a unanimous gesture of this House, and certainly will be proposed by the government that

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PREMIER MOORES:

these people be honoured in an appropriate manner.

MR. NEARY: Mr. Speaker, -

MR. SPEAKER: A supplementary?

MR. NEARY: No, Sir, I have a question for the Minister of Social Services.

MR. SPEAKER (DR. COLLINS): I recognize the hon. Member for Bay of Islands.

MR. L. WOODROW: Mr. Speaker, I have a question for the Premier. Since 1969 when Bowaters -

AN HON. MEMBER: Can he do that?

MR. WOODROW: I beg your pardon?

SOME HON. MEMBERS: Oh, oh!

MR. WOODROW: I have to preface the question, Mr. Speaker, am I allowed to do it?

MR. ROBERTS: No, but go ahead anyway.

MR. WOODROW: Okay. In 1969 when Bowaters said the mill was for sale a cloud hung over Corner Brook and spread throughout the Bay of Islands as far East as Deer Lake.

MR. ROBERTS: As far West as Crow Head.

MR. WOODROW: Now that cloud has lifted as Bowaters, to quote the Premier, is not for sale. And I would like to ask the Premier if he would tell the House in detail about the great expansion to Bowaters which was announced by Mr. Joyce -

SOME HON. MEMBERS: Hear, hear!

MR. WOODROW: - President of the North America Corporation of Bowaters, and himself on Monday, March 9.

AN HON. MEMBER: - That is a tough one!

MR. WOODROW: March 8, I am sorry.

AN HON. MEMBER: Can you handle it?

PREMIER MOORES: Hardly.

AN HON. MEMBER: Give it to your friends, 'Frank'.

PREMIER MOORES: Mr. Speaker, it would be impossible at this time to speak in detail on that particular announcement. What I can say is what has really been said, I suppose, already, is that Bowaters has taken the position that the mill is not for sale. Now that is obviously a generalization of the quote, because I think Bowaters had some uncertainties regarding the Corner Brook mill for several years,

Premier Moores:

maybe as long as six or seven years. There was always a very great degree of uncertainty in Corner Brook, particularly in the Corner Brook area, but that great Bowaters Corporation affects the lives of a lot of people in this Province over a great many parts of the Province. They have come out and reaffirmed, if you like, their faith in their West Coast operation. They have said that they are expending considerable sums of money for new equipment and the up-to-date maintenance of present equipment. They have said equally that it is their intention to carry on in this vein. New ships, which have been specially designed for the Bay of Islands ice conditions, are now being chartered over a long term period. All in all I think it was as I say, a statement of the reaffirmation of faith they have in the West Coast operation. I think its major purpose was that there is a fair amount of development and money that will be expended. I think the major impact of what they had to say, Sir, was the fact that it took the uncertainty that had surrounded that operation for a considerable period of time out of the way, where people now can have some security about that particular and very important industry on the West Coast.

SOME HON. MEMBERS: Hear, hear!

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

MR. NEARY: Sir, I want to find out about the gasoline situation in Nain, in Northern Labrador. Could the Minister of Social Services tell us what exactly the situation is there, and what is being done about it getting badly needed gasoline? I presume it is the Minister of Social Services - no, the Minister of Rehabilitation and Recreation. Could the minister tell us what is being done about that situation?

MR. WELLS (Acting Minister of Social Services): Yes, Mr. Speaker, it has come to the attention of the department, although oddly enough there has been no formal request, or informal for that matter, from anyone in Nain to the department. Yet nonetheless the department is aware of it. Gasoline and oil, fuel oil, is supplied to the community of Nain by Woodford's Oil in or Woodward's Oil rather in Happy Valley -

Mr. Wells:

Goose Bay.

PREMIER MOORES: Who?

MR. WELLS: Woodward, Mel Woodward.

PREMIER MOORES: Mel, okay.

MR. WELLS: We understand that the consumption of gasoline and oil in the community this year has been half as much again as in previous years.

MR. NEARY: Could we not foresee that?

MR. WELLS: No, apparently not.

AN HON. MEMBER: Why?

MR. WELLS: Apparently not. I do not know.

MR. ROBERTS: Because of consumption -

MR. WELLS: Consumption is up by half as much again.

MR. ROBERTS: Has it been a hard Winter?

MR. WELLS: It could be, I just do not know. But at any rate that is the word that comes from there. And at any rate Woodward's is trying to arrange now for the delivery of oil, and they are dealing with Woodward's in the matter. We understand, of course, the only way that oil can be got in there or gasoline would be to fly it in, which would cost something like, I am told, \$100 a barrel. Now at any rate it may well be that the Department of R and R will have to get involved in this, and if so we will keep the House informed as to what is happening. But we have had no request as yet to become involved, although we are watching the situation.

MR. ROBERTS: A supplementary, Mr. Speaker.

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

MR. ROBERTS: A supplementary with respect to the question about the oil supply at Nain. Could the minister tell us whether he has indication that there is any emergency shortage, or any shortage amounting to emergency situation, a shortage of gasoline at Nain? And if the answer to that question is, no, and I think it is, but I ask the minister so he can state clearly, could the minister tell us whether he can make arrangements to have one of his officials visit Nain in the immediate

Mr. Roberts:

future to see just what the situation is , to take an inventory of what oil and gas products are there, to take an estimate of what will be needed so we will know what we are up against? Because it will be late June or July before any oil or gas is moved into Nain by sea, and that is half of March, and all of April, and all of May, and presumably all of June, at least three and a half months, Sir.

AN HON. MEMBER: Could the member for Eagle River ask the questions about his own district?

Mr. Roberts.

the member is in Scotland on an official mission.

MR. MURPHY: Is he representing Scotland or Labrador?

SOME HON. MEMBERS: Oh, oh!

MR. ROBERTS : The member is in Scotland.

MR. NEARY: He is lowering the beer prices in Scotland.

MR. SPEAKER (Dr. Collins): The hon. House Leader.

MR. WELLS: Mr. Speaker, in reply to the question, the officials have been asked to be completely on top of the situation which they will be, and if -

MR. ROBERTS: 'Ank' should go back to his pension.

MR. WELLS: -if government action is necessary, of course, it will be taken and taken quickly.

MR. SPEAKER (Dr. Collins): The hon. member for Windsor - Buchans.

MR. FLIGHT: Mr. Speaker, this question is to the Minister of Education. Is the hon. minister in a position to either confirm or deny that Memorial University is considering or indeed intends to cancel its summer semester in 1977 in order to use its residential or other facilities for the Summer Games?

MR. SPEAKER (Dr. Collins): The hon. Minister of Education.

MR. HOUSE: Mr. Speaker, I have not heard of anything of that nature. It has not been brought to my attention at any time, and I believe if it were the case somebody would have notified one division of my department. I have not heard it.

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

MR. NOLAN: Mr. Speaker, a question for the hon. House Leader, the member for Kilbride (Mr. Wells). We understand that the member attended meetings recently where homes have been flooded in the Kilbride area. Residents there are looking for some guarantees, retribution, because of the fantastic damage there. Is the minister in a position to give the House a report at this time on what, if anything, the company or companies involved are prepared to do to protect these people?

MR. WELLS: I would gladly do so, although, Mr. Speaker, I do not know if it is in order, because I am acting in my capacity as member, of course, in talking, but I will gladly do it if the House wishes, and that is that every time there is a serious rain fall, there is substantial damage done. We held a meeting in Kilbride in which the people of Greenview Acres were present and also the contractors of Nuport Construction. I was there, and I think representatives of the Metropolitan Area Board. A course of action was agreed upon whereby each resident was to detail the shortcomings or complaints in respect of his house, the damage done, forwarded to me, I would in turn use the facilities here in the building to copy these letters, send the originals to Nuport, copies to Central Mortgage which were involved, copies to the Metropolitan Area Board. Nuport, upon receipt of the letter, and they received them perhaps a week or more ago now, but they were going to work through all of them and write the individuals concerned with a copy to me indicating the matters that they themselves would look after and correct. Matters that they did not intend, or do not intend to correct, I will endeavour to find legal assistance for these people so that they can pursue the matter of whether or not they would have a case in court on the remainder.

MR. SPEAKER (Dr. Collins): The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, the Premier, Sir, just back from a conference in Quebec proudly displaying his Fleur-de-lis; would the Premier tell us if he was quoted accurately when he made the statement that he thought that the Government of Canada should pay for the deficit in the Olympics in Quebec? And why would the Premier be motivated into making such a statement? What benefits are going to accrue to Newfoundland?

MR. SPEAKER (Dr. Collins): The hon. Premier.

PREMIER MOOPES: Mr. Speaker, I will gladly answer it. First of all, it is not a government issue in this Province. We have never been asked to take a stand nor will I expect that we will be. However, we were

Premier Moores

talking about the constitution. During the course of that I was asked about how did I feel about the Olympics? It is very simple, Sir, and it was a personal opinion. I feel very strongly that any event in Canada that is of national significance should have the support and the encouragement of all Canadians. I did not say that the federal government should foot the bill. I did not suggest that anyone should foot the bill. I said that Canadians should put aside parochialism, I think that Canadians should put aside regionalism. I think the people in Canada should put aside anti-French or anti-English feelings. I think what we are talking about is a national event, which Canada will take credit for, which Canada will get credit for, and not condemn somebody because of what has happened in the past, whether it is the Province of Quebec or the city of Montreal or whoever. Anything that may have happened in the project to date is a fact, and it is over, unfortunately, in escalated cost. But certainly, Sir, I think all Canadians, as we took credit for the curling championship of all Canada, as we take credit for Newfoundland representing Canada in the world tournament, I think we should also take credit in Canada hosting the world in the Olympic Games.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: A supplementary question, Sir, to the hon. Premier. Does the hon. Premier - do I interpret his answer to mean that he was misquoted and if so, if the Premier does mean that the Government of Canada or the people of Canada should pay for the deficits in the Olympic Games, does the Premier mean, with no strings attached, should there be any strings attached to any -

PREMIER MOORES: Any position I took,

PREMIER MOORES: Mr. Speaker, there are no strings attached. It was a personal opinion and I feel very strongly about it as a Canadian. I would ask that other people put aside parochialism and feel the same way.

MR. SPEAKER (Dr. Collins): The hon. member for Lewisporte.

MR. F. WHITE: Mr. Speaker, I have a question for the Minister of Health. Would the minister please give the House a report on conditions at the Central Newfoundland Hospital in Grand Falls which caused a public relations officer there, Walter Arnold, to suggest over the weekend that a great deal of outside space was being rented and this was causing a morale problem on behalf of the staff who feel generally that they are being overworked?

HON. H. COLLINS: Mr. Speaker, that question could probably better be addressed to the administrator of the hospital in Grand Falls. I did hear a statement which was made by the public relations officer who is employed by the hospital. We all have heard in the past that there was evidently a need for additional space up there but because of restraints we cannot do anything about it. I am not sure that it is as serious as is said. But the question should be addressed to the administrator.

MR. SPEAKER: A supplementary? The hon. the member for Lewisporte.

MR. WHITE: Mr. Speaker, would the minister undertake to check with the administrator himself. I mean, he is the Minister of Health. Can he check with the administrator to see if the situation is as serious as they say it is?

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Dr. Collins): The hon. member for Windsor-Buchans.

MR. G. FLIGHT: Mr. Speaker, this question is for the Minister of Transportation and Communications. Is the minister now in a position as a result of his recent talks to transportation officials to make any observations as to the reopening of the Trans-Canada Highway West of Windsor?

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

HON. J. MORGAN: Mr. Speaker, as I indicated when the question was asked last week that this work will be carried out as soon as weather conditions

MR. MORGAN:

permit and the construction season commences this year.

MR. SPEAKER: The member for Conception Bay South.

MR. J. NOLAN: Mr. Speaker, a question for the Minister of Fisheries.

The minister announced last week the conclusion of negotiations concerning the fish plant at Marystown. Is the minister in a position to table any agreements that were reached with those concerned, any amounts of money involved and so on? It is for the information of the House.

HON. W. CARTER: Mr. Speaker, the agreement is now being worked on by lawyers. We will be making public the details of the sale later on, probably two or three weeks time.

MR. NOLAN: Thank you.

MR. SPEAKER (Dr. Collins): The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, would the Minister of Health tell the House whether or not his department is involved in any of these cases of leukemia that are sent to Tijuana in Mexico or National City in California, or does the minister have any statement or any observations to make in connection with these cases being referred to Tijuana or to National City? Does the minister have any policy on -

MR. SPEAKER: The hon. Minister of Health.

HON. H. COLLINS: Mr. Speaker, I think if the hon. member would think back for a little while he will realize that the Medical Association, I believe, made a statement concerning this some time ago about the merits or otherwise of sending people to that part of the world for treatment.

MR. NEARY: How long -

MR. COLLINS: But the whole exercise, Mr. Speaker, has been undertaken by some friends of the various families and the department has not been involved at all.

MR. NEARY: - does the planning continue, and is there consultation, or any consultation of any kind with any officials in the minister's department before these collections are taken and these patients are referred to Tijuana or National City. Is the minister's department

MR. NEARY:

involved in any way, shape or form? Does the minister have any advice or any observations to make on this matter?

MR. COLLINS: To my knowledge, Mr. Speaker, we have not been involved.

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

MR. ROBERTS: Mr. Speaker, a question to the Government House Leader. In view of the fact that the Supreme Court have ruled on the petition in respect of Come By Chance - I understand an appeal was supposed to have been entered this morning in the court of appeal, but I do not know whether one has been entered or not - but irrespective of that fact the Chief Justice of the Trial Division, Mr. Justice Mifflin, has ruled and has found the petition to have been well-founded, can the minister tell us when the House will be permitted now to debate this entire Come By Chance situation?

MR. SPEAKER: The hon. House Leader.

MR. WELLS: As the hon. gentleman says the case

Mr. Wells:

was decided on Friday, Yesterday, of course, was a holiday. I had intended to approach the Opposition House Leader and the -

MR. ROBERTS: The hon. member is not going to call the judges, is he?

MR. WELLS: Oh, no, no, no! I had intended to approach the various groups in the House later this afternoon with a view to discussing a time for that debate. The thinking I have now is that possibly Thursday of this week.

MR. ROBERTS: And Friday.

MR. WELLS: Well, yes. Certainly it would take two days if not longer to debate the subject. So that is my thinking, but I will be approaching members of the House later in the day.

MR. ROBERTS: Mr. Speaker, I thank the hon. gentleman. Let me ask him another question on a little different matter. Could the minister tell us, Sir, when he will be bringing into the House the legislation to put into law the principle of a house for a house in expropriation matters.

MR. SPEAKER (DR. COLLINS): The hon. House Leader.

MR. WELLS: That has a familiar ring.

MR. ROBERTS: It sure has!

MR. WELLS: That of course is government policy. The reason that it was not done in the past was it would have interfered with the federal-provincial arrangements in some of these urban renewal schemes. I believe that the way is now clear to do this. I ask the hon. Minister of Justice, or Municipal Affairs, the way is now clear, is it not, to introduce the house for a house legislation?

MR. ROBERTS: The Minister of Justice. -

MR. WELLS: And that being so I believe we could introduce it -

MR. ROBERTS: - never heard of it.

PREMIER MOORES: Me neither 'Ed'.

MR. WELLS: - in this session.

AN HON. MEMBER: I have been so involved in it

SOME HON. MEMBERS: Oh, oh!

MR. WELLS: It was the federal-provincial arrangements that created the difficulty. I think that we are in a position to do it very shortly, Mr. Speaker.

MR. SPEAKER (DR. COLLINS): The hon. member for Burgeo-Bay d'Espoir.

MR. SIMMONS: Mr. Speaker, I have a couple of questions for the hon. the Premier. He will recall that there was an aircraft reportedly chartered from Gander to Montreal. There is some confusion on that point. I would like to clear it up with the Premier's assistance. Would the Premier indicate whether the aircraft was indeed chartered, and if so was it a charge out of public funds on the occasion that he and some of his party went to Montreal enroute to Europe?

MR. SPEAKER (DR. COLLINS): The hon. Premier.

PREMIER MOORES: I have already spoken on that in the House, and other places, Mr. Speaker, but the answer is "No." No charge in public funds.

MR. SIMMONS: A supplementary, Mr. Speaker. I wonder if the Premier then would indicate to the House, and I ask this supplementary in view of the confusion which was created publicly by a statement from an EPA official that the aircraft had been chartered -

SOME HON. MEMBERS: Oh, oh!

MR. SIMMONS: and the Premier's subsequent -

MR. MORGAN: A okay!

MR. SIMMONS: - statement that it had not been chartered, I wonder would the Premier indicate to the House whether the trip from Gander to Montreal was undertaken-or let me say it another way -if he would indicate whether at the time the trip was undertaken that he was aware that a gift from EPA at that time or was it something that he became aware of subsequent to taking the trip?

PREMIER MOORES: Mr. Speaker, and even hopefully forecasting the next supplementary which was a conflict of interest, I suppose the hon. member will bring up -

MR. SIMMONS: If necessary.

PREMIER MOORES: The fact is, Sir, that - if necessary, yes - the fact is, Sir, that it was never any indication to my knowledge that the

Premier Moores:

trip was under charter by EPA. The situation at that time was very simple. Three of my colleagues were in Europe, One day we had to sit down together before they went of to different areas of concern,for this Province I might add, was the day I was suppose to arrive in Europe. St. John's Airport was fogged out, Gander was as well as far as landing was concerned, The situation was we drove to Gander with the hope that AIR Canada would get in that evening. They could not get in. Mr. Miller, the President of EPA said, well you are on government business, and I would suggest that we give you a lift to Montreal to catch the overseas flight. I, because I was anxious to get over there, took him up on the offer and went. I have no qualms about doing it, Sir. This was not a vacation where a conflict of interest could come into play. This was, in fact, as Mr. Miller said, something that EPA would do for any Premier of the Atlantic area that they are serving. It is in fact that I was on government business. There has been no conflict of interest whatsoever. It is not something that is normal, to say the least. But the fact is if the conditions were the same I would do it again.

SOME HON. MEMBERS: Hear, hear!

MR. SIMMONS: A supplementary, Mr. Speaker.

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

MP. SIMMONS: Mr. Speaker, I am not particularly impressed by the desk thumping but that is beside the point. A further supplementary, Mr. Speaker. The Premier has anticipated it. I am wondering if the Premier is in the habit of accepting rather large gifts such as this. I understand this values at about \$6,000, and -

MP. MORGAN: Bunkum!

MP. SIMMONS: Mr. Speaker, if we can keep the 'yap' from Bonavista South (Mr. Morgan) silent long enough -

MR. MORGAN: Tripe!

MP. SPEAKER (Dr. Collins): Order, please!

MP. SIMMONS: A supplementary, Mr. Speaker. I have lots of time. Oh there is the man who wants us to be silent now. Oh!

Mr. Speaker, I wonder would the Premier indicate whether he is in the habit of taking such large gifts as a matter of habit and also if he considers this a matter of conflict of interest in his role as Premier.

MP. SPEAKER (Dr. Collins): The hon. the Premier.

PREMIER MOOPES: First of all, Mr. Speaker, it was not a large gift. It was a substantial lift at that particular time. There was no -

MP. SIMMONS: Six thousand dollars.

PREMIER MOOPES: - gift involved in this particular thing. It is not something we are in the habit of, but what the hon. member probably does not realize, Mr. Speaker, is that what we were on was government business to try to get things accomplished for this Province. He does not understand, probably, that that is important and these things have to be done. It was not a gift. It was not largesse. It was not passed over in cash. The fact is that it was a service that we availed of. We had one economy seat to sit in each. We cannot sit in two-even though we can try if we gain much more weight. But the fact is we could not.

MP. SIMMONS: So McLean won there.

MP. ROBERTS: No doubt.

PREMIER MOOPES: Mr. Speaker, the fact is that it was done in good

PREMIER MOOPES:

faith, and it was done on behalf of provincial interests.

MR. SIMONS: Mr. Speaker, a supplementary. I am relieved to hear the Premier say it was on business and that kind of thing. Would he now indicate to the House whether Mr. Craig Dobbin was a passenger on that aircraft and if he was also on government business as well?

PREMIER MOOPES: Mr. Speaker, there were eleven people on that aircraft. There were three with me and only three that were travelling with me.

MR. SPEAKER (Dr. Collins): The hon. member for LaPoile.

MR. NEARY: I would like to ask the Minister of Transportation and Communications, Sir, what is happening now in connection with the CN application for an increase in their bus fares and the minister's representation to the government of Canada in connection with a subsidy to offset the heavy increases in bus fares in this Province? Would the minister give us a progress report on what is happening in connection with that matter?

MR. SPEAKER (Dr. Collins): The hon. Minister of Transportation.

MR. MORGAN: Mr. Speaker, as the hon. gentleman is fully aware the application is before the Commissioners of Utilities Board in the Province. But on the matter of subsidies, which was a question that was raised by this government shortly after the application was filed for a rather substantial increase in the bus-passenger rates in the cruiser service that they have, the road cruiser service, we as a government have made application to the federal level of government asking that the subsidy which now applies to railway passenger operations in the rest of Canada, whereby the federal government through the Ministry of Transport subsidizes up to 80 per cent of the losses of a railway passenger service anywhere in Canada, we are asking that that subsidy apply to the bus-passenger service because it is felt that the bus-passenger service is really and factually replacing it, the railway passenger service.

Mr. Lang, the federal minister, was in the Province meeting with the Ministers of Transportation for the Atlantic region approximately

MR. MORCAN:

a month ago. I discussed this very matter with him then, and indicated I had received the reply from the Transportation Commission, which really is a regulatory body that governs these things, indicating unless the Railway Act was changed that the CTC could not have the subsidy applied. There had to be a policy change on the part of government, and in fact a legislation change. So I then requested a meeting with him and his officials and my officials at Ottawa to discuss the possibility of government taking this action.

Last week I met with Mr. Lang again but it was a different matter. I was with the ministers responsible for highways in the Atlantic region, and I again met with him privately and he has confirmed that he will meet with myself and my officials sometime this month to discuss the possibility of having this subsidy applied to the bus-passenger service here in the Province.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER (Dr. Collins): This will be the last question.

The hon. the Leader of the Opposition.

MR. ROBERTS: Mr. Speaker, my question is for the Minister of Finance. Could the minister indicate for us how much revenue is being lost to the Churchill Falls Corporation—as we all know two-thirds owned by the Province — by virtue of the fact that at present Churchill Falls is only supplying Hydro Quebec, who at this stage, of course, are their major customer with thirty-six megawatts of power when they should be supplying—or Hydro Quebec would take the 4700 or 4800 megawatts of power that could be supplied if the government would get the strike settled and if they would get the third line reconstructed and back in service?

MR. SPEAKER: The hon. Minister of Finance.

MR. SPEAKER (Dr. Collins): The hon. Minister of Finance.

MR. DOODY: The hon. Leader of the Opposition is absolutely correct, Sir. There is a revenue lost, but what the exact figure is I do not have with me, but I will certainly undertake to get it for the House.

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

MR. ROBERTS: I thank the hon. gentleman. A supplementary. Would the minister also undertake to let us know what is being done to try to recoup that loss which I understand is approximately \$500,000 a week or \$3 million in total during the six weeks the strike has been on to date?

MR. DOODY: Yes.

ORDERS OF THE DAY:

MR. SPEAKER (Dr. Collins): Order 1. At the adjournment the hon. member for Twillingate (Mr. Smallwood) was addressing the House.

MR. SMALLWOOD: Mr. Speaker, on Friday I began my remarks on the amendment moved by the hon. Leader of the Opposition: "This House reaffirms its faith in the future of Newfoundland and Labrador and calls upon the ministry to present to the House and to the people of Newfoundland and Labrador a detailed and specific outline of their goals for the development of this Province and the means by which they plan to achieve them." To that amendment I move, seconded by the hon. member for LaPoile (Mr. Neary) - the hon. member for Carbonear (Mr. R. Moores) had agreed to do so but he was absent from the Chamber, and I asked the hon. member for LaPoile (Mr. Neary) if he would second it, and he said that he would gladly do so.

The subamendment would be added on to the amendment, and it would say: "and deplores the failure of the parties represented in this House to set forth succinctly for this House's and the people's understanding their respective basic policies for the solving of the principal public problems of the Province." I have a copy for Your Honour, for the Leader of the House, for the Leader of the Opposition, for the hon. member for LaPoile (Mr. Neary).

MR. SPEAKER (Dr. Collins): Order, please! Am I correct in assuming that the hon. member for LaPoile (Mr. Neary) is not present in the House?

MR. SMALLWOOD: He was here a moment ago. In fact he addressed you, Your Honour, just a few minutes ago. He has agreed to this. If there is any question about that then the hon. member for Carbonear (Mr. R. Moores) is present again, and he would be happy, I believe, and proud to second the subamendment as he agreed in the first place to do.

MR. SPEAKER (Dr. Collins): If there are no comments to be made, I am ready to rule on this subamendment, and I would rule that the subamendment is in order.

MR. SMALLWOOD: Mr. Speaker, not in all the history of the world were the millions of the world's people so well aware of the infamy of graft, bribery, corruption in public life as they are at the present time.

MR. SMALLWOOD:

Shock wave after shock wave has swept around the world by television, radio, motion picture, lecture, classroom discussion and every possible means of spreading news and facilitating discussion, one shock wave after the other telling of corruption, dishonour, theft, lies by public men and by industrial and commercial and financial men. It was not only Watergate, though Watergate probably more than any other one episode drew peoples' attention to the contagion. Oil companies whose very name had been taken as tokens of greatness and integrity have suddenly been shown up as bribers, blackmailers, liars, cheats in a dozen countries at least, buying their orders, buying favours, buying up whole governments, subverting decency, promoting graft in public men, revealing themselves and revealing public men as rogues and scoundrels. Airplane manufacturers have suddenly been exposed as scoundrally bribers of public men in many countries, secret distributors of money in many millions to bribe public men in key positions, to help them to get orders for their wares, even the bribing of royalty itself, bribery and graft, subversion and temptation, unlawful cash contributions to politicians and political parties, corruption and crime. Those in recent months have been exposed to the eyes of the whole world so universally and so efficiently that there can be but few adults left unaware of the phenomenon. I suspect that it is not the adult alone who has become aware. In England, Mr. Speaker, in England a dozen of the highest ranking officers of the world's most famous and most respected police force, Scotland Yard itself, are at this moment under official charge of having accepted bribes from lawbreakers, lawbreakers who allegedly bought immunity from prosecution and arrest.

In France, that nation's most famous industry, wine, was recently shown up as skilled practitioners of adulteration of their wares, adulteration on a large scale. Here in our own Canada there have been seen recently highly suggestive tips of several icebergs, Hamilton, Olympic games preparations, new giant airports. There is scarcely a country of our so-called civilized world that has not been touched by the contagion

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MR. SMALLWOOD:

of graft, bribery, corruption, crime. What it has done to public life in the democratic countries, what it has done to lower standards of public morality, what it has done to reduce still more and reduce drastically, in some cases to the point of disappearance, peoples' confidence in their leaders, in their elected representatives, these are conjectures that can only leave us thoughtful and uneasy. People in most countries nowadays, and this includes provinces, and it most assuredly includes our own Province of Newfoundland and Labrador, people are now more educated than they ever were in history, incomparably better informed, incomparably, unbelievably better informed, for we have all lived and we live now underneath the greatest fall-out ever seen, the fall-out from the greatest explosion that the world

Mr. Smallwood:

has ever seen, the explosion of knowledge. What is true of Newfoundland is undoubtedly true of most of the Western World. And here in Newfoundland we are so much more, so much better informed, the boys and girls of twelve and fourteen now know more about the world than people in their twenties and even their thirties did a mere couple of dozen years ago. Our people are more informed, more educated, more widely travelled, far more familiar with the world. Our people are far, far more sophisticated, far more knowing, far more cynical, far less likely than ever to be simple true believers in almost any part of life and thought in today's world. Far more likely to demand the evidence, more on guard, perhaps still not enough on guard, but more on guard now against bluff, deceit, chicanery, far less likely to be taken in by unsupported propaganda.

There is another fact whose importance it would be difficult to exaggerate in our Province today, the fact that all of our younger generation of Newfoundlanders, all, say, below the age of thirty-five or so have grown up under the benign skies of Confederation. They are healthier, they are better housed, they are better clothed, they are better educated, better informed than anything that we ever knew in Newfoundland before. Keener minded, intellectually more aware and more alert, and possibly more idealistic, and possibly higher aspirations and higher ideals. They live in a world, a country, a province that are responding, or in all events reacting, to winds of change, and they are an integral, an irremovable sharer in the rising tide of expectation.

How short-sighted, how blind we would have to be not to see and to understand and to accept those new facts about our Newfoundland people. And we who are public men, politicians, would be asking for real trouble for ourselves if we refused or otherwise failed to read the signs of the times in Newfoundland today. Those signs are on all sides of us, and they are not hard to read.

Before I leave this particular aspect of the world, the national, the provincial scene, it is worth noting the quite remarkable juxtaposition

Mr. Smallwood:

of these two sets of facts. We are in a moment when graft and corruption in public life are suddenly revealed to the world's gaze. And we are also in a moment when the world's people are more educated, more informed than ever before in man's history, and when the younger generation especially, besides knowing more, are more idealistic than perhaps ever before in history. What a juxtaposition! What a confrontation of world shaking facts! What a contrast of corruption and idealism! And how blind we would be to suppose that politics even here in Newfoundland can any longer, can any longer be a simplistic contest between two groups of men to get in office and in power.

Mr. Speaker, the worst poverty in Newfoundland today is not economic,

MR. SMALLWOOD:

but political. Politics is close to bankruptcy, intellectual bankruptcy. I think that financially Newfoundland is in the worst state that we have experienced since just before Newfoundland's collapse and the coming of the Commission of Government system in 1934. We are worse now today than at any time in our history since 1934. Politically we are close to where we were in the 1920's, the main political parties then completely indistinguishable in philosophy and principle one from the other and depressingly like that now.

Our political parties are not now, and thanks be to heaven - and how can any politician under fifty ever hope to understand that vote of thanks to God! - our political parties now are not hagridden by religious sectarianism as they were then. Our people are not now swayed by religious bigotry as so many of them were then. For bigotry and religious sectarianism were truly then the ultimate putrefaction of politics. But if we are not bigoted now or moved by sectarian animosities, we are most assuredly not a people inspired and led today by respected and trusted political parties. We are instead a people who have grown to be mistrustful of politicians, a people frustrated, disappointed, lacking in a strong sense of common purpose.

People in large numbers nowadays credit politicians and political parties with grievously little truth and sincerity, with sadly little idealism and with practically no disinterested, selfless patriotism. Probably a majority of the people just do not any longer believe the word of politicians or political parties.

AN HON. MEMBER: Hear, hear!

MR. SMALLWOOD: Promises made by parties or politicians are heard with widespread skepticism, cynicism, disbelief.

A few days ago in The Evening Telegram Mr. Wickford Collins - with some of whose writings I invariably agree, as I invariably disagree with some other of his writings - had this to say, and I

MR. SMALLWOOD:

hope that every hon. member of the House read it. "The House of Assembly opened this week," he says in his column, "The House of Assembly opened this week to pick up the session where it left off just before Christmas, and who cares. As far as I can see most people, not only do not care if the House is open or closed, they could not care less if the place were nailed up tight forever more. It is a strange thing but people do not look to the House anymore for the solutions to their problems. They realize somewhat vaguely that someone up there is passing laws and making regulations. But so many stupid things are done in the name of government that they cannot really believe that anybody in it has enough sense to beat his way out of a wet paper bag."

Now, Mr. Collins may have exaggerated some in those two paragraphs. But there is a sad amount of truth in it, a discouraging amount, a depressing amount of truth in the mind and in the eyes of any thoughtful Newfoundlander, whether a member of this House or not. I have to say very candidly, as I have said in this Chamber for the last few weeks, I do not find too much difficulty agreeing with the main contention of Mr. Collin's piece there.

Mr. Smallwood.

Not in Newfoundland alone, Mr. Speaker, however, not in Canada alone or in the United States alone, for almost universally in our democratic world, politics, politicians, political parties, governments were never so low in the people's estimation of regard as now today in our own time.

Now there was a time when the differences, the distinctions, between Liberals and Tories stood out clearly and were seen and understood and appreciated by the great majority. A person's personal view of life, his view of society, his political philosophy, if he had one, his economic and social status in society, his concept of how his government should govern, these considerations molded and determined people's political preferences and loyalties. With one set of preferences they were Liberals. With the other they were Tories. People who saw the Liberal Party as the party of the masses - yes, the toiling masses - as anti-aristocratic, as anti-merchant, anti-Water Street, anti-wealth, naturally and inevitably voted Liberal, they and their sons and grandsons and great-grandsons. How could they, in the context of the times, how could they do otherwise? It was very much a class matter, and that was before Karl Marx, before the Paris commune, before the Chartist movement in England in the 1848 revolutionary ferment that swept the continent of Europe, before all that, it was a class matter on this Island. If you were a merchant or a businessman or shopkeeper or harter shopkeeper or permanent employee of merchant or businessman, if you were a magistrate or doctor or clergyman or civil servant, or master mariner or lawyer or other person of means, then the chances were almost overwhelming that you were a Tory yourself and that you did everything in your power to persuade your friends or dependents or neighbours to vote for your party, the Tory Party, so that a Tory Government could take over and run the country fundamentally in the interest of property and wealth. There were exceptions to that general rule, of course, for in Newfoundland, as in England, and Canada, and Australia, and many other lands, the occasional person of social status or wealth was a devoted and dedicated democrat and Liberal.

Mr. Smallwood.

Now, Mr. Sneaker, this is neither the place and ,
certainly not the time to delineate or define Liberalism, much
as I would like to do it. I shall, however, I hope, not offend
or bore hon. members if I repeat ever so briefly the words of
four men who did define Liberalism, two of them in the United
Kingdom, and the other two in Canada. The four are, David Lloyd George,
and Winston Churchill in Britain, Sir Wilfred Laurier and John W. Pickersgill
in Canada. "Liberalism in order to live," Lloyd George said, "must
demonstrate to the new generation that it represents a real and
deep human need which cannot be satisfied by any other party. Its
appeal must be a living one to the times we live in" - thus Lloyd George.
Winston Churchill,

Mr. Smallwood:

he sat in the House of Commons as a member of Liberal Cabinets for longer than most of us had ever sat in this House, except the hon. member for Burin-Placentia West (Mr. Canning) and myself, he sat longer than that in the House of Commons at Westminster as a member of Liberal Cabinets, and he had some revealing things to say about Liberalism. For example this, "The fortunes and the interests of Liberalism and labour are inseparately interwoven. They rise by the same forces, they face the same enemies. They are affected by the same dangers."

And again, to quote Churchill, "Liberalism supplies at once the higher impulse and the practical path. It appeals to persons by sentiments of generosity in humanity. It proceeds by courses of moderation. By gradual steps," said Churchill, "by steady effort from day to day, from year to year, Liberalism enlists hundreds of thousands upon the side of progress and popular reform." And note the word "reform", Mr. Speaker.

Then Churchill goes on, "That is why the Tory Party hate us because they know that it is through the agency of Liberalism that society will be able in the course of time to slide forward almost aimlessly onto a more even and a more equal foundation. That is the mission that lies before Liberalism. The cause of the Liberal Party is the cause of the left-out millions," Thus Winston Churchill.

Now, Mr. Speaker, I ask, do those definitions help us to identify the Liberals in this House today, and at the same time help us to identify the Tories in this House today, if there are any?

MR. NEARY: Not on your life!

MR. SMALLWOOD: Now if these two English definitions of Liberalism do not help us to detect the Liberals and the Tories in this Chamber today, let us turn to the two Canadian definitions, those of Sir Wilfred Laurier and John W. Pickersgill. Said Laurier, "I am a Liberal. I am one of those who believe that in all human affairs there are abuses to reform, new horizons to discover and new forces

Mr. Smallwood:

to develop." You will notice there again, Mr. Speaker, Laurier's insistence on reform. That great Liberal Laurier, in a famous speech to the Canadian Club, put it in words of noble grandeur, whether you like Laurier or not, listen to the grandeur of these words. "What is grander," he said, "than the history of the great English Liberal Party during the present century? On its threshold looms up the figure of Fox, the wise, the generous Fox espousing the cause of the oppressed. A little later comes O'Connell, (he was referring there, of course, to Daniel O'Connell.) A little later comes O'Connell claiming and obtaining for his co-religionist the rights and privileges of English subjects. He has helped in this work by all the Liberals of the three kingdoms, Grey, Broom, Russell, Geoffery and a host of others."

"Then come", this is still Laurier, "Then come one after the other the abolition of the ruling oligarchy, the repeal of the corn laws, the extension of the suffrage to the working classes. And note well," says Laurier, "the Liberals who carried out these successive reforms were not recruited from the middle classes only but some of their most eminent leaders were recruited from the peerage of England. I know," said Laurier, "I know

MR. SMALLWOOD: of no spectacle that reflects greater honour on humanity than the spectacle of these peers of England, these rich and powerful nobles stubbornly fighting to eradicate a host of venerable abuses and sacrificing their privileges with calm enthusiasm to make life easier and happier for a larger number of their fellow beings."

Laurier concluded that part of his great address by quoting MacAuley's breathless and exultant account of the passage of the first reform bill in the British Parliament and he exclaimed, "Members of the Canadian Club, Liberals of the Province of Quebec, there are our models, there are our principles, there is our party." Now Pickersgill in his book on the Liberal Party writes these words, "The Liberal Party is the Party of reform, of progress, of new ideas." Then Pickersgill adds these words, "The Liberal Party is the Party of reform and indeed," now I invite your attention to this, Mr. Speaker, "The Liberal Party is the Party of reform and indeed the original name of the Canadian Liberal Party, the original name, was the Reform Party." Then we find in 1958 at its National Convention the Liberal Party of Canada in its statement of philosophy declares, this is the official declaration of the Liberal Party as recently as 1958, "Liberalism is a fighting faith that continually seeks to reform abuses in our society and to find new horizons for Canada's progress." Reform, Mr. Speaker, how can we miss that golden thread running through all these definitions of liberalism.

It is not for nothing that the most famous Liberal Club in all England is the famous Reform Club in London. And in our own nation of Canada, the most famous Liberal club in the nation is the Reform Club in Montreal. Truly, Mr. Speaker, the other name for Liberal is the name Reform. I will come shortly to the Tory Party with the hope, with the wish that there were such a thing in this House.

Now it is one thing -

MR. NEARY: Will the real Liberals please stand up?

MR. SMALLWOOD: - to make the statement, it is one thing to make the statement that Liberalism has always been a word that spelled reform,

MR. SMALLWOOD: and that Liberals always made the proud boast that their party was the party of reform. But what in fact does history say about it? Well history tell us that in England it was liberalism in power that gave manhood suffrage and the secret ballot, and unemployment insurance and House of Lords reform and above all the immortal Reform Act of 1832.

History tells us also that in Canada liberalism in power gave Canada old age assistance, gave Canada pensions for the blind, family allowances, unemployment insurance, Medicare, the Canadian pension, the Canada Pension, the Veterans Charter, the National Housing Act, grants to universities, allowances or salaries to trade school students, not to speak of such reforms as APDA, FRED, DREE, LIP, OFY and a number of other means of helping to achieve some greater degree of equalization of opportunity in Canada. And of course, of course, there is the absolutely superb system of direct equalization payments to the poorer provinces without which we would have been bankrupt fifteen years ago in this Province.

MR. MURPHY: We would never have been in Confederation.

MR. SMALLWOOD: We could not have entered it and we could not have remained in it without equalization payments, one of the greatest of all Liberal reforms in Canada's history. But what of Newfoundland, our own homeland? Certainly Liberalism had a great record of reform before we entered Confederation; judicial reform, representative government, responsible government, manhood suffrage, the secret ballot, the railway, the Grand Falls paper industry and the Corner Brook industry. The coming of those two mills together with the railway being the most far-reaching economic reform seen in Newfoundland in the first four hundred years of our history. That was before Confederation. What will history have to say about the situation after Confederation? Will it have to say that by then, by 1949 Liberalism had lost its divine afflatus, its Messianic fervour, its sense of historic mission, its profound dedication to reform. Certainly the creation

MR. SMALLWOOD:

of Memorial University argues otherwise. The university and the College of Fisheries and the College of Technology and the seventeen new trade schools, these were reform with a vengeance. Introducing the regional and central high school system and the school bus system and student aid and reorganization of school administration, and introducing the arts and letters contest and the magnificent archives institution being run so magnificently by Burnham Gill, and the superb Arts and Culture Centers, these are reform in letter and in spirit if ever there was reform.

May I pause in my remarks to say how pleased I am to find in the Chair of Mr. Speaker at this moment an hon. gentleman, the member for the great historic district of Harbour Grace (Mr. Young) a personal friend of mine occupying the position of Speaker. I do not know anyone that I would rather have there as Speaker while I am talking about Liberalism, because of course he is a life-long Liberal. I would say that Mr. Speaker of this moment is still a Liberal. I would say that he will live and die a Liberal and I would say that he does not feel a bit inconsistent as a strong, staunch Liberal sitting on that side of the Chamber in this present House. He would have felt a little differently ten or fifteen years ago because it was a different kind of House from what it is today.

SOME HON. MEMBERS: Oh, oh!

SOME HON. MEMBER: Hear, hear!

MR. SMALLWOOD: But, Mr. Speaker, was this the only kind of reform that post Confederate Liberalism introduced into Newfoundland? How did Reform Liberalism show its feelings in the social field after the coming of Confederation? It showed it, Mr. Speaker, in the unique children's health plan, the only such plan in all of Canada up to then. It showed it in the Janeway Children's Hospital and in the school for deaf children and in financial help for retarded children. It showed its devotion to reform when it changed the law,

MR. SMALLWOOD:

at the urging of my hon. friend - do not go out because I am going to say something complimentary.

MR. NEARY: I will stay in that case.

MR. SMALLWOOD: At the urging of my hon. friend, the Independent Liberal from LaPoile (Mr. Neary) it showed its devotion to reform when it changed the law so that welfare payments to those unfortunate enough to need welfare should have it paid to them in cash and not an order, a humiliating, often degrading order that had to be taken to some shopkeeper. Yes Liberalism showed its reforming zeal after the coming of Confederation with the medical and dental training plan, in its slum clearance legislation, in its co-operative housing legislation, in its magnificent Workmen's Compensation Programme, not to speak of lowering the voting age, giving strong financial assistance to build skating and hockey rinks.

Those innovations, Mr. Speaker, those changes, those improvements have helped to make our Province a far pleasanter place to live in. They were reforms that helped vastly to bring Newfoundland more in line with modern standards of living in North America, and thereby they operated to stem what Confederation threatened us with in the earlier stages of our career as a Province, namely, a rush of our people to the greener fields of mainland Canada. But, Sir, it was not only in the educational and social side of our Newfoundland life that post Confederate Liberalism was true to its historic character.

Mr. Smallwood.

The party that gave Newfoundland the railway and Grand Falls and Corner Brook, before Confederation, gave Newfoundland since Confederation, Churchill Falls and Bay d'Espoir -

AN HON. MEMBER: The oil refineries.

MR. SMALLWOOD: - yes and the oil refineries at Holyrood and Come By Chance, and the Mary-town Shovard and thirty-one new fish processing plants and bogland reclamation and community pastures - yes, and Eastern Provincial Airways and the Canadian Salt Fish Corporation and the Fisheries Loan Board - not only the Fisheries Loan Board, but the Tourist Development Board, the Industrial Development Loan Board as well and the Fishery Development Authority. But, Sir, these are only a few, a few of the very many examples of the historic reform mission of Liberalism in Newfoundland. And what matters today is not that we should dwell in the past, but what matters today is whether the Liberal Party of our Province still has the psychological vigor, the psychological vigor, the willpower and the wisdom to cease being just out trying to get in and become again the crusading reformers whom the Newfoundland people will hail, applaud and accept as the Province's rightful government -

SOME HON. MEMBERS: Hear, hear!

MR. SMALLWOOD: - but they got to be reformers.

SOME HON. MEMBERS: Hear, hear!

MR. SMALLWOOD: Now if I am told, as I may well be, if I am told that I have been travelling in a world of the past - and if I am it has to be admitted that it is a pretty recent past. I am talking about just four years, a little more than four years ago or to the period ending about four years ago - but if I am told that I have been travelling in a world of the past or that I have been holding up the old ideal of Liberalism, if I have been pleading for present day adoption and championship of Liberalism as it always was, if in short, Liberalism

Mr. Smallwood:

is different today, more up-to-date today, more relevant, more in keeping with our very modern times, more practical, more apropos, then will its exponents be so kind as to tell us in what respects it is so, and above all will they tell us in what way or degree it is superior or otherwise preferable to present day contemporary here and now Toryism? Why should I or any Newfoundlander vote today for the Liberal Party rather than for the Tory or so-called Tory Party? Wherein would Newfoundlanders be better off in having a Liberal Government? Now I am frankly puzzled to see why I should prefer to see the present Liberal Party, the party that has seats in this House, why I should prefer to see the present Liberal Party take the place of the present allegedly Tory Party to form the government of Our Province? Newfoundlanders may like or dislike the present government. Many of them dislike it. I would say perhaps even the majority of them dislike it. They certainly did on polling day. The majority of Newfoundlanders disliked the so-called, pretended, alleged Tory Party Government, and I would say that today, perhaps even a larger majority dislike the present government. But, Sir, Newfoundlanders may like or dislike the present government but whether they like or dislike it is not because the present government are Tories or that the people are either Liberal or Tory. Newfoundlanders may like or dislike the present Opposition, but it is

Mr. Smallwood:

not because the people or the Opposition are either Liberal or Tory that the people do so. What is a Liberal? What is a Tory? Here in this House that ought to be a relevant question.

AN HON. MEMBER: It is hard to tell.

MR. SMALLWOOD: Even if it is not an exciting relevant question around the Province, and it is not, to us who today call ourselves Liberal or Tory, and in God's name if there is one Tory in this Chamber have the sense, have the wisdom to admit it! Do not be ashamed! It is one of the two greatest political parties that ever existed in the world, and it has a fantastically great record of achievement down through the centuries. It is nothing to be ashamed of to be a Tory.

AN HON. MEMBER: Hear, hear!

MR. SMALLWOOD: I would be ashamed to be one because I would have to confess that I would have been wrong all my life in being a rabid and ardent Liberal. The shame of that would be a little too much for me to take. There are many, many, hon. members sitting on that side of the House at this moment who made that change, not that they became Tories, but they became elected members of the party that is usually called Tory, mistakenly so I believe, but called Tory.

So those hon. members who were lifelong Liberals -

MR. NEARY: A sort of a grand tradition.

MR. SMALLWOOD: - and proud of it, and then became pretended Tories or members of a pretended Tory Party, today they have got nothing they can boast of. They are something like the classic definition of the donkey, no pride of ancestry or hope or prosperity, because there cannot be prosperity to a party which is neither fish, flesh, nor good red herring.

SOME HON. MEMBERS: Hear, hear!

MR. SMALLWOOD: To us -

SOME HON. MEMBERS: Hear, hear!

MR. SMALLWOOD: To us who today -

MR. NEARY: Carry on, MacDuff.

MR. SMALLWOOD: - call ourselves Liberal or Tory, and who try to differentiate ourselves one from the other by those titles, to us who addressed our appeals for support to the population on the basis of those very distinctions just a few months ago, to us who won or failed to win a majority of the constituencies as Liberals or as Tories, to us politicians who will be going again to the electorate perhaps, perhaps not including me, but generally speaking most in this Chamber hope and plan to go once again to the electorate, to us politicians who will be going to the electorate this must surely be a question that has some relevancy, some significance and some importance.

So I ask again, what is a Liberal? Is he just someone who seeing two parties for some reason or some prejudice or some whim or sheer accident decides to vote for one of them, or to try even to be a candidate for one of them? Is it only that the first politically sponsored dance or other gathering he attends happens to have been held by a party that calls itself Liberal?

AN HON. MEMBER: That could be.

MR. SMALLWOOD: Or that his chum happens to call himself Liberal? or that some perfectly fortuitous situation has led him to give whatever political interest or loyalty he has to that party for that trifling reason.

Now the reasons that lead men and women to support the Tory Party are mostly just as trifling, and just as inconsequential. Is it that there is not expected to be any real difference between the two parties, any significant difference? That it is only really a case of two political parties competing for power, the ins and the outs. those in trying to stay in, those out trying to get in. If this is the case what do the titles Liberal and Tory mean? Might not the parties just as well be known as Up,Down; In,Out; Red,Blue; Yes,No; Want-to-get-in-party, Want-to-stay-in-party?

MR. SMALLWOOD:

What in fact, in actuality, speaking realistically, what is the difference between the Liberal Party and the Tory Party? What is there apart from their conflicting personal ambitions? Ah! Ah! Take note of that! What is there, apart from their conflicting personal ambitions to keep them apart? What is there apart from the many possible personal animosities to keep them from becoming one party?

I have watched politics actively longer than anyone alive in our Province today. No person has watched politics so intimately, personally as I have done. I know the story, outside and inside story of both parties as perhaps no other person does and no other person can.

MR. CROSBIE: What about Major Cashin, for instance?

MR. SMALLWOOD: Cashin does not know one-tenth of what I know about the two parties, not a tenth of it. I led one of them for twenty-three years. I organized, I was the founder of it, one of them. Peter never founded a party, and he led a party for a bare few months, a year or two in the House of Assembly, this House of Assembly, not this Chamber but the old Chamber.

It is easy enough, is it not, to understand why the Opposition would want to be the government? That is easy to understand. I find no difficulty about understanding that—

MR. CROSBIE: There is more pay being with the government.

MR. SMALLWOOD: — And why the government would want to remain the government. I find no difficulty understanding that. That itself is easy to understand. But why should the people want the one or the other? Why would the people have a preference? Would the peoples' preference for one party over the other in a general election be based on any fundamental, any meaningful difference of political philosophy or purpose or programme in the parties? Are the people driven to make their choice, not at all between sects of political or economic or financial principles and policies

MR. SMALLWOOD:

but merely between such differences as they perceive between the parties as to the average age of the two sets of candidates, the average amount of education or the amount of governmental experience they have had, or how handsome or unhandsome the candidates are or how well they dress or what good public speakers they are or are not, or how well they perform or fail to perform on television, all of which of course is just another way of deciding which party has the best men.

When politics gets to that depth where it is a question of which of two sets of men will be the best men, that is poverty, that is bankruptcy, that is insolvency, political insolvency. When that point is reached in the political realm look for change, because that is a vacuum and nature abhors a vacuum. That portends a great change in the wind, the wind of change will blow through politics when the point is reached where the only differences that the people can see between the two is that one is in and wants to stay in and the other is out and wants -

MR. NEARY: That is when the NDP goes galloping up the middle.

MR. SMALLWOOD: Well now, Mr. Speaker -

MR. MORGAN: We will see about that.

PREMIER MOORES: In another few months.

MR. SMALLWOOD: The hon. minister must not be too confident.

He must not be too confident. I have seen governments that were very powerful today and tomorrow they were no longer powerful. I have seen that happen. Do not be too sure. Instead study the condition of this Province today. That will tell a lot.

Mr. Speaker, may I call it six o'clock. I hope I may be able to finish my speech tomorrow, but if I do not tomorrow I will the next day.

MR. ROBERTS: Tomorrow is Private Members Day.

MR. SMALLWOOD: Tomorrow is Private Members Day. Well, all right. I

MR. SMALLWOOD:

will resume on Thursday, please God, and if I do not finish I will resume on Friday, and if I do not finish then I will go on to Monday. I have a number of things that need to be said. I am not talking for the sake of talk. I am not talking just to hear my own voice. I am talking because I am saying things that perhaps I am the only one who can say, and certainly I am the one who should say them. So with that in mind I move the adjournment of the debate until tomorrow.

SOME HON. MEMBERS: Hear, hear!

MR. WELLS: Mr. Speaker, I do move that this House now adjourn until three o'clock tomorrow, Wednesday.

On motion that the House at its rising do now adjourn until tomorrow, Wednesday, March 17, 1976 at three o'clock.

I N D E X

ANSWERS TO QUESTIONS

TABLED

MARCH 16, 1976

MAR 16 1976

Answer to Question No. 727, appearing on the Order Paper of March 11th, 1976: asked by Mr. Neary, LaPoile.

Director of High School Drama: DUDLEY COX - the leader of a theatre group, he was hired on a contractual basis for a period of 6 months. Included in the price of \$6,000 was the cost of travel to some high schools, the cost of conducting workshops for the pupils involved, and the necessary secretarial work.

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3086