

PRELIMINARY

UNEDITED

TRANSCRIPT

House of Assembly

For the period:

Thursday, March 17, 1977

The House met at 3:00 P.M.

Mr. Speaker in the Chair.

MR. SPEAKER: Order, please!

I am pleased to welcome to the gallery two former members of the House of Assembly, Mr. Albert Furey and Dr. Noel Murphy. I know all hon. members join me in welcoming these gentlemen.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. Minister of Consumer Affairs and the Environment.

MR. MUPPHY: Mr. Speaker, may I claim the indulgence of the House just for a few short moments. I believe I should read into the record a couple of letters of thanks I got from the Canadian Heart Foundation from the town of Harbour Grace. It is addressed to me on behalf of the executive of the Canadian Heart Foundation, Newfoundland division.

"I would like to express the thanks of our foundation to your fellow Cabinet members as well as MHA's from both the government and Opposition sides of the House for giving of their time at a benefit hockey game at S.W. Moores Memorial Stadium, Harbour Grace." I thought I would read that in, and also one from the town of Harbour Grace, because I think it is one of the few times in the history of this Province that the members of the House of Assembly have received any word of thanks.

I would also, while I am stood on my feet, like to offer sincere congratulations to an hon. gentleman of this House who today celebrates his birthday, age unknown, who has served twenty-five years as a member of this House of Assembly, Sir, and six years as a member of the Royal Navy. I refer to the hon. member for Burin-Placencia West (Mr. Canning), Sir, and I would like to place on the record of the House the congratulations I feel of all of us for having contributed, you might say, thirty-one years of his life at a very young age to the service of his Province both in the Navy and in the House of Assembly.

SOME HON. MEMBERS: Hear, hear!

STATEMENTS BY MINISTERS:

MR. SPEAKER: The hon. Minister of Justice.

MP. HICKMAN: Mr. Speaker, in a mutual effort to develop commercial and industrial opportunities between Canada and the European Economic Community, two senior representatives of the EEC are visiting St. John's today and tomorrow for meetings with Cabinet ministers, government officials and the local business community. His Excellency, Curt Heindenreich of West Germany, of the Canadian delegation of the Commission of European Communities and Johannes Van Rij, first secretary of the delegation have arrived in St. John's-or are arriving at this minute, following a similar visit to other Canadian provinces.

As Minister of Intergovernmental Affairs I express the hope that the visit by EEC representatives will establish a base for joint initiatives between Newfoundland and the European Economic Community. I am encouraged by the future possibilities of development projects of benefit to the Province of Newfoundland. My colleague, the Minister of Industrial Development, welcomes the opportunity of participating with the EEC to identify opportunities designed to provide new employment and new industry for Newfoundland and Labrador.

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

MR. SIMMONS: Mr. Speaker, on behalf of my colleagues on this side of the House I would certainly say that we first of all thank the government for the information about the visit of these two gentlemen from the European

MR. SIMMONS:

Economic Community. We welcome the news. We hope it is just the beginning of collaboration between this Province and the EEC which will have positive benefits economically, financially for us. On behalf of my colleagues also we welcome Mr. Heindenreich and Mr. Van Rij as visitors to the Province and hope that their visit will be a most enjoyable one. The subject of the discussions, Mr. -

MR. DOODY: Why do you not go back to Europe with them.

MR. SIMMONS: I would suggest instead we give them Brian Davies to take back to Europe with them.

Mr. Speaker, the subject of the discussions we do not know in detail, but we would certainly like to hear from the Minister of Industrial Development and/or others in Cabinet about as to what is being talked about and what the follow-up of the discussions are. The minister may indicate at some point whether this indeed itself is a follow-up of the meetings or the much touted visit of last February when the Minister of Fisheries, the Minister of Industrial Development, the Premier and the Minister of Public Works as he now is went to various points in Europe, a trip that, as I say, was much touted at the moment and at the time, and about which we were promised much results including a statement. We have not heard either, of course, Mr. Speaker, and perhaps this is the beginning of an effort by government to inform us on that particular trip which took place well over a year ago.

MR. SPEAKER: Order, please! I must call to the hon. gentleman's attention that his remarks must be, number one, brief, and number two, only comments, not debate. I would consider his latter remarks as getting outside the area of comments into debate. I realize that brief is a relevant term, but presumably it has to be compared to the length of the statement to which it is a reply, which in itself

MR. SPEAKER:

was a fairly brief statement.

MR. SIMMONS: Yes, I quite agree, Mr. Speaker. I have no intention not to be brief. I was attempting to put this into some kind of a context and I do hope that whatever the reason for the visit it will be the first of many if it offers some promise of economic and financial co-operation between the two communities represented in those meetings.

SOME HON. MEMBERS: Hear, hear!

PRESENTING PETITIONS:

MR. SPEAKER: The hon. member for Lewisporte.

MR. F. WHITE: Mr. Speaker, I rise to present a petition from one of the most central but certainly one of the most forgotten communities in this Province, the community of Norris Arm North. Most hon. members know the whereabouts of Norris Arm South. It is located on the Trans-Canada Highway to the right between Grand Falls and Norte Dame Junction. But Norris Arm North is on the other side of the inlet and is about seven miles from the Trans-Canada Highway, a totally separate community from Norris Arm South, and connected by a gravel road from the Trans Canada Highway. As I said, the petition is signed by 160 people and really there are three prayers to the petition: One, the pavement of the Norris Arm North road; Two, warning lights on the railway crossing on that road; and Three, slow lanes be placed on the Trans-Canada Highway at the Norris Arm North turnoff.

Now, Mr. Speaker, I will just say a word on each of those points. With respect to the paving of the road to Norris Arm North, there was a commitment given by the administration, the present administration, the former Minister of Transportation and Communications, the present Minister of Manpower and Industrial Relations, sent a letter to Norris Arm South and to Norris Arm North indicating that when the water and

MR. WHITE:

sewer was finished in Norris Arm South that the pavement would be carried on there and, at the same time, that Norris Arm North would be paved. Well I want to give the ministers notice that the situation in Norris Arm South now is ready for pavement as well as the Norris Arm North road. I hope, Mr. Speaker, that we can see some developments on this this coming Spring and Summer.

Mr. Speaker, with respect to warning lights on the railway crossing on the Norris Arm North road, I suppose it is one of the few major roads, that I consider to be a major road in the Province, where there are not warning lights installed on the railway crossing. Now I have written to



MR. WHITE: the officials in the Department of Transportation and Communications who really do not have very much authority with respect to this, and I have written to the CNR half a dozen times at least and I can get no satisfaction with respect to warning lights on the railway crossing. So I hope that the Minister of Transportation and Communications will take note and get on to this and hopefully we can have this done fairly quickly.

That same thing applies, Mr. Speaker, with respect to the third point - slow lanes on the Trans-Canada Highway. There are three school buses - two or three, I am not sure, - coming out of Norris Arm North every single day going on to the Trans-Canada Highway and certainly there can be a slow lane put on the Trans-Canada Highway there because it is a new section of Trans-Canada that is fairly wide and could provide for the construction of a slow lane or even - maybe not put a slow lane there, but reduce the speed limit in some ways.

So, Mr. Speaker, I support this petition and I hope that the three things that the people of Norris Arm North are asking for are carried out this coming year.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I know the Minister of Transportation and Communications is anxious to support this petition, Sir, but I rise to support the petition presented by the member for Lewisporte in behalf of 160 of his constituents in Norris Arm North asking to have the speed limit reduced along the Trans-Canada Highway, signal and warning lights placed at the railway crossing, and a slow lane on the Trans-Canada Highway. These are all very reasonable - and have the road paved. These are all reasonable requests, Sir, and I understand from the member in presenting the petition that a commitment has already been made by the administration in writing and I am sure that the government will honour its commitment as made to the people in the Norris Arm North

MR. NEARY: area. I note, Sir, incidentally, for the information of the House that the Minister of Transportation and Communications has reduced the speed limit on certain parts of the Trans-Canada Highway in recent days down to 20 mph. I presume this is to try and cut down on the deterioration and the destruction of the Trans-Canada Highway by the heavy equipment that is going over the Trans-Canada at the present time especially the tractor trailers and the big buses.

So if the minister can cut down the speed limit - I believe it is the only place in Canada this has happened, where the speed limit on the Trans-Canada Highway has been reduced to 20 mph. If it can be done in one instance I do not see why it could not be done as requested in the prayer of the petition on behalf of the people of Norris Arm North.

It gives me great pleasure, Mr. Speaker, to support the prayer of the petition.

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

MR. MORGAN: Mr. Speaker, just a few words on the petition. The prayer of the petition with regards to the paving of that section of road, that prayer will be given consideration. That is all that can be said at this time prior to the budget being brought before the House of Assembly. With regards to the reduction of speed limit, that will be given immediate consideration by myself as the minister because more and more each and every day I am becoming more concerned with regards to the safety on our highways. During the past number of months in certain sections we have reduced the speed limits from 60 mph to 50 mph, other cases from 60 mph to 40 mph mainly in places where there is commercial development like, for example, in the Clarendville Area is one area I can refer to at this time - areas of that nature.

The hon. member for LaPoile mentioned that we recently took steps to reduce the speed limit on certain sections



MR. MORGAN: down as low as 20 mph, and the unfortunate thing, Mr. Speaker, is that that action had to be taken because of the present deplorable situation of certain sections of our Trans-Canada Highway. I will qualify by saying again that certain sections - one section in particular is the section in the Grants Pit area West of Glovertown, between Glovertown and Gambo. Yesterday in talking to the national media in Halifax I emphasized the fact that it is a deplorable situation when a province has to place speed limits of 20 mph on a highway which links together our nation. I am sure it is the only part of our country where we have to impose such limits. So I am hoping that our efforts and our discussions with the federal government will overcome that situation in the very immediate future.

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

MR. SIMMONS: Mr. Speaker, I would like to just say a brief word in support of the petition presented by my colleague the member for Lewisporte. The road which connects Norris Arm North to the Trans-Canada Highway is a very recent innovation indeed. When I first went to the community in 1954, peddling door to door as I then was, there was no road through the community at all. We used to go across from Norris Arm South by boat. They do have a road, a road that I had the occasion to drive over in the last year or year and a half ago, and it is a road like others in this Province that is in need of paving. I support wholeheartedly the prayer of the petition in this respect. The need for warning lights and the need for slow lanes on the Trans-Canada Highway are two other prayers of the petition I can very wholeheartedly support.

In addition to supporting the prayer of the petition - as soon as the formalities are over.

AN HON. MEMBER: Keep on going.

MR. SIMMONS: I have all the time in the world. I congratulate Mr. Speaker, on showing his true colours today, being St. Paddy's Day and all.

MR. SPEAKER: A gift from the hon. member for LaPoile.

MR. SIMMONS: I have heard of proselytizing but this is ridiculous. Mr. Speaker, the mention of slow lanes in the petition gives one the opportunity I suppose to make a brief reference to the use of the present slow lanes. I can understand the spirit of the petition; the slow lanes would allow traffic in the immediate area to sort itself out in terms of its speed and also in terms of whether it is going to make an exit into the Norris Arm North road or proceed along the Trans-Canada. The problem with the slow lanes at the moment, Mr. Speaker, is that an awful lot of drivers are not using them. Surprising how many drivers you approach from the rear and find that the driver is insisting on using the centre lane, even though he may be coasting along at thirty-five or forty miles an hour. I just would say to the minister - if it is his responsibility, I am not sure - would say to him he would take this one under advisement with a view to perhaps a little further educating of

MR.SIMMONS: the driver on the use of the slow lane. A lot of people are using it but again there are quite a few who are not. Having said that Mr. Speaker, just let me say that I am very pleased to support all three prayers of the petition.

MR.SPEAKER: Hon. member for Fortune - Hermitage.

MR.WINSOR: Mr. Speaker, I beg leave to present a petition on behalf of some 166 persons from English Harbour East in Fortune Bay. The prayer of this petition, Mr. Speaker, is a little bit unusual it is in the form of a memo from the Rev. Charles T. Babb, priest in charge of the Anglican Parish of Bay L'Argent, and the Rev. Father Kevin Bennett, priest in charge of the Roman Catholic Parish of St. Bernard's. This petition of course has to do with a road. I believe the minister has a copy of this petition already. If not you should have it.

The prayer of the petition reads: "Gentlemen, upon the representation of the undersigned people of English Harbour East, Fortune Bay we have undertaken to present to you their request for a road within the community of English Harbour East which will make it possible to gain access to the two public burial grounds maintained by both our denominations. Access to these burial grounds presently is possible only by boat, or across the ice by slide and ropes when the harbour is frozen. This makes it very difficult for any of the families of the deceased to be present for a burial as well as making it exceptionally dangerous for those pallbearers and others who have to attend to the burial of the dead.

"In this present age this situation is certainly deplorable and unacceptable to the people concerned as witnessed by their unanimous signing of the enclosed petition. As the priests concerned in these cemeteries and being

MR. WINSOR: aware of the needs and feelings of the community involved, we endorse this petition."

In supporting this petition, I have visited there and it is a very, very pathetic position that these two priests are placed in. A funeral is bad enough at any time, but when half the people have to stay on one side of the harbour and watch the corpse going across the harbour in a boat -

AN HON. MEMBER: How many miles of road?

MR. WINSOR: I do not think there are any miles. It is probably half a mile or so.

MR. MURPHY: Mr. Speaker, I do not want to interrupt the but I am rather curious. I have heard this on radio and I am just wondering how the graveyard originated in the first instance? Was the road washed out or something previous? Perhaps I am out of order, but I heard it expressed and I am just wondering why the only access is by water? 'Jack' could you explain that?

MR. WINSOR: In reply to that I would say like most of the Southwest Coast it is very difficult to bury people in rock, and that was probably the only few sods they had on a little island.

MR. MURPHY: I see. I see.

MR. WINSOR: That is quite what it is.

AN HON. MEMBER: What is the distance?

MR. WINSOR: Oh there is only about a half mile or less. It is not really worth calling a road because it is not that much distance. But it is certainly a very difficult situation, and these two gentlemen who co-operate beautifully in everything else they do down there, are not asking too much to have this done. And if it is any help to the minister I would remind him that the Reverend Charles Babb is six foot two and measures sixty-four inches around the waist. The Reverend Father Bennett is small but he is tough and I would heartily support this petition, Mr. Speaker, and ask that it be placed on the table of the House and referred to the department to which it relates.

SOME HON. MEMBERS: Hear! Hear!

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, I rise to support the petition so ably presented by my hon. friend, the member for Fortune Bay (Mr. J. Winsor). I believe this is the first petition the hon. member presented in the House, is it?

SOME HON. MEMBERS: No. No. No.

MR. NEARY: Oh I see, this is the second petition my hon. friend presented. But it is a unique petition, I will say that. I believe it is the first time in my fifteen years in the House that I have heard a petition like the one the hon. gentleman just outlined, that I heard the prayer of the petition asking to have a road built to a cementary so that the people could attend the funerals of the deceased members of the family and of the community.

MR. J. WINSOR: And it is ecumenical.

MR. NEARY: And it is ecumenical in content, so my hon. friend says. And, Sir, I am going to throw this suggestion out to the like of Brian Davies and the Greenpeace; if they want something to crusade for here is a good cause, let them travel throughout the world and ask the millionaires that they are scrounging and bumming the money off of for a few thousand dollars to go down and build this half mile of road down in English Harbour East so that people down there can attend funerals of the dead in the community. That would be a good cause for Mr. Brian Davies to crusade, Sir, instead of out wasting his money and throwing it away like he is doing.

AN HON. MEMBER: And it could be a one way road too.

MR. NEARY: And maybe when they get across, when they get the road built, then stick Brian Davies down in one of the holes that they dig on the other side.

So, Mr. Speaker, it gives me great pleasure to support the prayer of the petition. It is only for the sake of a half a mile, Sir, I am sure that the minister could probably take care of



MR. NEARY: this matter under a local road grant of some kind, and let the people in the community build the road themselves so that they can attend the funerals, they will not have to stand on the other side and watch the caskets being put in the ground and unable to be there by the graveside for the last rites. I think it is a terrible thing. It is awfully cruel, Sir, and it is too bad that we cannot turn people in communities like this that have problems of this nature, we could not turn them into seals so that maybe they would get more attention from the outside world. But it is a good cause, Sir, and I hope that the government will accede to the prayer of the petition.

MR. SPEAKER: The hon. member for Harbour Grace.

MR. YOUNG: Mr. Speaker, I am sure it will not be a conflict of interest if I support this petition. I know personally Reverend Babb, who is a former resident of Harbour Grace, and I also know of his size. But, Sir, this petition is a little unique and also the request is a little unique, for Sir, any person, I think, who have lived their lifetime, at least we try to give them a good send off and I feel, Sir, that they should have smooth sailing on their way and I trust that the hon. Minister of Transportation and Communications will see that this road is upgraded, and if at all possible paved.



SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Bay Of Islands.

MR. WOODPOW: Mr. Speaker, having spent about eight years on the Southwest Coast and also having gone many times to Gaultois, where the hon. member lives who brought forth the petition, I want to give my full support to it as well. One thing I note about it is that perhaps it brings out something that is happening now. We have in this petition what we call an ecumenical spirit. We have the priest and minister working together on it and this is something really that is really growing, not only in the world but it is growing surprisingly in our Province. I think really this is something that we cannot overlook.

So I want in fact to give it my full support. It is only a half mile of road. I know how difficult I found it sometimes on the South Coast trying to get back and forth, knee deep in snow to the graveyard and in many cases, as the hon. member knows, to the church on the hill in Gaultois. So I give this my full hearted support.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Eagle River.

MR. STPACHAN: Mr. Speaker, I support the prayer of the this petition. I think that in any cases where people require roads around their community they should have them. I notice that is a unique or unusual request that the people want to have a road for the living to carry the dead, or the living to visit the dead. I hope that the minister will accede to their request and also to the request that I had previously made in a previous petition in which I asked for a road so the living could also visit the living. Thank you.

MR. SPEAKER: The hon. member for Carbonear.

MR. P. MOOPES: Mr. Speaker, I have the honour and the pleasure for the second time in as many weeks to present a petition from 171 residents of the community of Freshwater in my district. I am not sure under whose jurisdiction a part of the petition's prayer comes under, but part of it does come under the Department of Consumer Affairs and Environment, part of it may come under the Department of Fisheries,

MP. R. MOORES:

and part of it may be under federal jurisdiction. So I thought the wisest thing to do for the benefit of my constituents is to present it to the House through the Minister of Intergovernmental Affairs and let him sort of untangle it.

The prayer of the petition, Mr. Speaker, says, "Whereas the community of Freshwater contains some twenty full and part-time fishermen who obtain their livelihood from the sea;and whereas this small community takes pride in the beauty and cleanliness of its waterfront and beaches;and whereas the present wharf and marine structure in Freshwater is both an eyesore and inadequate for the use of its fishermen; be it resolved that we, the undersigned residents and voters, do humbly petition the House of Assembly, the provincial minister in the Department of Fisheries, and the federal Department of the Environment to as soon as possible undertake the repair and restructuring of the wharf and marine structure in Freshwater and also to provide assistance to local people to clean up the beaches and beautify the small waterfront area."

Mr. Speaker, there are exactly 188 voters in the community of Freshwater and 171 of them have signed this petition. And if that is not a record, certainly it must be pretty near one. That seems to me like well over ninety or ninety-five per cent of the electorate have come out and willingly attached their signatures to this piece of paper hoping to receive some support and encouragement from the government, whichever one it may be. In anticipation of the presentation of this petition, so as not to be exaggerative or hyperbolic, I visited the community and viewed the sight and the wharf structure etc. and if there is any one singular thing that I would want to support whole-heartedly and fully it is this eyesore, this excuse for a wharf, this actual shame to whatever government is responsible. The fishermen in this community need it badly. They need it necessarily to

MR. MOORES: survive because of their livelihood and I feel, Mr. Speaker, that it is only fitting that whatever government is responsible they get on to this quickly and to do something about it.

I support it fully, completely, one hundred per cent.

Thank you.

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

MR. SIMMONS: Mr. Speaker, I am pleased to rise in support of the petition presented by my colleague from Carbonear on behalf of the 171 persons in Freshwater who have signed it.

The problem he raises is a very real one in a number of fishing communities around this Province, including a number in my own district. An aspect of the problem which he mentioned that I would like to just draw attention to for a moment is the question of jurisdiction. The responsibilities of the federal government of course are not our direct concern here as legislators. But I would suggest to the Provincial Department of Fisheries that an initiative be taken to identify those various fisheries facilities, haulouts and wharves and so on. I am aware that the department knows who owns them but very often the fishermen in the communities concerned do not know, as my hon. colleague has just indicated is the case in Freshwater. And as an important first step it might be worthwhile for the Department of Fisheries to undertake a labelling programme, it would not be a very expensive one at all, to place a label or to otherwise identify the various facilities around this Province which it owns.

The very first question that comes up whenever you talk to a fishermen's committee or a fishermen about a haulout or a wharf is, Who owns it? And I would suggest that perhaps the

MR. SIMMONS: Minister of Fisheries, who is not here today because he has other obligations at the Fisheries Conference I realize, but perhaps his colleagues could pass on the suggestion to him because it would not be a costly one at all. I find very often it just takes a phone call to the appropriate person in the Department of Fisheries and the individual concerned can tell you very readily. There are exceptions to that, I can name places where there is still question about whether it is a federal wharf or a federal haulout or a provincial one. I understand also, Mr. Speaker, that the provincial department is presently trying to iron out this very question about who owns what in terms of fishing facilities in the various communities. But I do make the suggestion and I hope it is taken under advisement. Otherwise I would like again to reiterate my whole-hearted support for the petition so ably presented by my colleague from Carbonear.

MR. SPEAKER: The hon. Minister of Consumer Affairs and Environment.

MR. MURPHY: In view of the fact that the Department of Consumer Affairs and Environment was mentioned in the petition, and I do not believe it has come to our notice in any letter or any form, and it is the first intimation I have had myself. And being very much concerned with matters pertaining to pollution, whether it be a beach or a park or whatever it is, I can assure the member from Carbonear (Mr. R. Moores) that anything we can do in any way we will take the action and that may be an action perhaps that the petition may not call for, and that is the action perhaps of getting those people who do contribute to pollution perhaps to pay the price for it and to make sure it does not happen. But I would like to assure the member again that if he wants to direct it to my department I would be only too happy to have my officials look at it, because again a beach or a wharf or a public place is where in most cases food is being handled in the form of fish and fish products, and I think we have got to be very, very careful that we do not destroy a lot

MR. MURPHY: of the work that we are doing by polluting the area concerned. So again my assurance that anything I can do in the way of trying to cure the matter will be done if it is brought to the attention of my department.

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN:

MR. SPEAKER: The hon. Minister of Health.

MR. H. COLLINS: I have answers to question no. 196, asked in the name of the hon. member for LaPoile (Mr. Neary), no. 152, in the name of the same hon. member, and no. 166 in the name of the hon. member for LaPoile. And also, Mr. Speaker, an undertaking I gave to the hon. member for Baie Verte-White Bay (Mr. Rideout) a few days ago with regard to the regulations under the Newfoundland Medical Care Insurance Beneficiaries and Enquiries Act, I have a copy for him.

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

MR. MORGAN: Mr. Speaker, in reply to a question of which notice was given by the hon. gentleman from Windsor-Buchans last week with regards to the activities of the Buchans Mining Company, Asarco, in moving their ore from the Buchans Mining area



MR. MORGAN: to Botwood from the present means, which is rail transport, to road transport. I informed the House then that I would talk to the company to determine the reasons for their plans. I have talked to Mr. Houtman and Mr. George Neary of the company and only today I was informed by Mr. Houtman, who I understand is in a top management level with the company, that because of the high costs of maintaining their own railway facility, which runs from Buchans to Millertown Junction, number one; and number two because of the high cost of maintaining the rail section from Grand Falls to Botwood, which was then owned by A.N.D. Company is now used solely by Buchans Mining Company, and therefore the maintenance cost had to be borne by the Buchans Mining Company, because of these increased costs of maintenance of the rail facilities, these are the two major factors - and not CNR's rail freight rates - these are the two major factors in influencing the decision to divert to road. They informed me they will now meet with the unions in connection with the employees concerned. I have been given no indication that there will be any layoff with regards to their change and with regards to the mode of transport. Unfortunately this department, and in fact this administration whether through any agency whether it be Public Utilities Board or Department of Transportation, there is no agency can prevent that company from doing that. It is solely their own decision based on the economics of their mode of transport.

ORAL QUESTIONS:

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

MR. SIMMONS: Mr. Speaker, I have a question for the Minister of Justice. I wonder would the minister indicate to the House what steps the provincial government is involved in these days with respect to the harassment at the seal hunt, what steps the government in particular is taking to discourage Mr. Davies and the other people



MR. SIMMONS: who are harassing the local people in their pursuit of the seal hunt?

MR. SPEAKER: The hon. minister.

MR. HICKMAN: Mr. Speaker, I will attempt as I have done the last two days during Question Period, to keep hon. members advised. My answer must of necessity be a little lengthy.

Mr. Speaker, I have today sent the following telegram to the hon. Romeo LeBlanc, Minister of State - Fisheries, Ottawa.

"The following telex was received by me today from Captain Morrissey Johnson of the sealing ship Lady Johnson presently prosecuting the seal fishery at the Front.

"Re Canadian sealing regulations Gulf and Front areas. Today I have observed section 12, subsection 5, articles a and b violated on numerous occasions by helicopters landing on the ice near the sealers and deploying persons who have intimidated and hampered my crew in their lawful enterprise. Canadian Federal law enforcement agencies are aware that these infringements of the law are taking place but to date to my knowledge no positive action has been taken to prevent reoccurrences. My position is 51 degrees 41 minutes North 54 degrees 18 minutes West. I request confirmation that Canadian law exists in these areas, and if so is it only for law abiding persons otherwise why are these violaters allowed to continue to operate. Please advise at your earliest since I am not too enthused about continuing the hunt under these conditions. Other ships have experienced infractions of the Criminal Code and all the sealing fleet share my convictions. I appeal to you to ask your federal counterpart to stop these so-called protesters from coming out here by having their helicopters grounded by the Ministry of Air Transport, otherwise serious consequence may occur. Yours Sincerely, Morrissey Johnson, Master, Lady Johnson. That is the end of the quotation, and I continue with my telegram to Mr. LeBlanc.

MR. HICKMAN: "In my opinion it is clear beyond all reasonable doubt that several persons who are harrassing Newfoundland sealers and attempting to prevent Newfoundlanders from going about their lawful pursuit are in violation of the laws of Canada and in particular the Seal Protection Regulations. Whilst the enforcement of the Seal Protection Regulations falls within your exclusive jurisdiction, I have suggested to the Commanding Officer of

MR. HICKMAN:

the Royal Canadian Mounted Police in Newfoundland that adequate members of his force be despatched to the Front to protect Newfoundland and Canadian sealers and to enable them to continue their work unimpeded by foreigners or anyone else. I understand R.C.M.P. officers will be moving to the Front as soon as weather conditions permit with adequate men assigned to each Canadian ship.

"I am satisfied your officials have in their possession adequate evidence to warrant the laying of charges under the provisions of the Seal Protection Regulations and I would ask that you issue the necessary instructions that this be done forthwith and that you ask your colleagues, the Attorney General of Canada and the Solicitor General of Canada, to issue the necessary instructions to ensure adequate police protection for those at the Front. Will you please ask the Minister of Transport to prohibit helicopters being used for unlawful purposes set forth herein. Signed  
T. Alex Hickman, Minister of Justice and Attorney General, copy,  
Honourable Ronald Basford -

SOME HON. MEMBERS: Hear, hear!

MR. HICKMAN: - Minister of Justice and Attorney General, Honourable Francis Fox, Solicitor General of Canada, Honourable Otto Lang, Minister of Transport.

And I think, Mr. Speaker, that pretty well indicates what the position is today, and for the record may I read the short telex I also sent this afternoon to Captain Morrissey Johnson, Sealing Ship, Lady Johnson.

"Re you tel"; I have arranged for adequate police protection to move to the Front immediately or as soon as weather conditions permit to afford necessary protection all Newfoundland and Canadian sealers and to allow them to continue their lawful enterprise. Understand R.C.M.P. have been in touch

Mr. Hickman

with masters of Canadian sealing ships to arrange adequate accommodation on board each ship. I have also asked the Honourable Romeo Leblanc, Minister of State - Fisheries, to arrange wherever evidence is available for his officials to lay charges against anyone in breach of the Seal Protection Regulations.

"I have further asked Mr. Leblanc to request his colleagues, the Attorney General of Canada and the Solicitor General of Canada, to issue necessary instructions to ensure adequate policy protection for all Canadian sealers. Further I have asked that the Minister of Transport of Canada be requested to prohibit the use of helicopters at the Front for unlawful purposes. If you or your crew experience further harassment please advise me at once. I wish you and your crew a bumper voyage.

SOME HON. MEMBERS: Hear, hear!

MR. HICKMAN: Signed, T. Alex Hickman, Minister of Justice and Attorney General.

SOME HON. MEMBERS: Hear, hear!

MR. SIMMONS: A supplementary.

MR. SPEAKER: A supplementary.

MR. SIMMONS: Mr. Speaker, the minister reads very eloquently, especially the 'stops'. Mr. Speaker, a supplementary for the same minister. Would the minister indicate whether this is the first representation that the government has made to Ottawa on the particular subject of the need to enforce the regulations, those regulations which come under federal jurisdiction? Is this the first such representation? If there have been previous ones, would the minister agreeable to table those telegrams or letters or whatever form the representations took?

MR. SPEAKER: The hon. minister.

MR. HICKMAN: Mr. Speaker, I know that my colleague the hon. Minister of Fisheries has during the past several days - and I think prior to that - indicated to the appropriate minister in Ottawa the concern of the Government and Newfoundlanders with respect to the harassment, and before that the planned harassment. That - in my portfolio, namely, with respect to the law enforcement, as I explained and to the House yesterday, and as Captain Johnson, you know, so readily knows and indicated in his telex to me - that matter lay outside of my jurisdiction. But I did yesterday ask, and I received an assurance from the Commanding Officer of the Royal Canadian Mounted Police in Newfoundland that he has, through his superiors in Ottawa, alerted them to the very real concern that I have over the safety of Newfoundlanders at the front and their right to

MR. HICKMAN:

conduct the seal hunt without any harrassment. And this is why I have to be very careful in arranging, rather than directing, that these additional police officers go to the Front because there were two out there at least yesterday, Mr. Speaker.

MR. WHITE: How many are going now?

MR. HICKMAN: There will be at least, I am told by Chief Superintendent Farr, that he plans at least one per ship. And I would say that one per ship - bear in mind as well, Mr. Speaker, that there are already fisheries guardians, I think they call them, at the front who have pretty broad policing powers themselves. I would suggest that - anyway, to answer the question from the hon. member for Burgeo-Bay d'Espoir (Mr. Simmons), that Chief Superintendent Farr has indeed at my request brought to the attention of his senior officers, who in turn I know have advised the appropriate ministers. I also have been advised that the fishery officials, the guardians, have submitted to their minister, the hon. Mr. LeBlanc, evidence of breaches of the regulations. And that was done by these - alleged breaches of the regulations - by these people at the Front and is awaiting instructions to lay charges. I would hope that these instructions, and the only person who can give these instructions, as I understand it, is the hon. Minister of the Environment-Fisheries.

MR. SIMMONS: A supplementary, a supplementary.

MR. SPEAKER: I will allow one additional supplementary before recognizing another hon. member.

MR. SIMMONS: Mr. Speaker, a supplementary for the same minister. Is he aware whether any charges have been laid or are about to be laid under federal jurisdiction, and further, if there are any charges which are being laid or can be laid under provincial jurisdiction?

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: As of three o'clock this afternoon, Mr. Speaker, I was advised that no charges had been laid by federal officials,



MR. HICKMAN:

federal fisheries guardians. But I believe yesterday they submitted to their superior officers, I presume in Ottawa, what they considered to be adequate evidence of alleged breaches of the regulations to warrant the laying of charges. And of course, they cannot lay them without the authorizations from whoever in that department, or the minister, grants them. With respect to the provincial department of the Attorney General, we have issued instructions to the R.C.M.P. and these instructions were issued by Mr. John G. Kelly, Director of Public Prosecution, to investigate to see if there is any evidence which indicates that there have been any breach of the Criminal Code of Canada, in particular as I mentioned yesterday, to see whether or not any charge of conspiracy having been committed within the jurisdiction of this Province can be sustained. But let me assure this House, the R.C.M.P. are moving swiftly and quickly to investigate and accumulate whatever evidence there may be available to make sure that there has been no breach of any law coming within the jurisdiction of the Province or the breach of any law that I, as Attorney General, have the right or obligation to enforce.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: I recognize the hon. member for LaPoile (Mr. Neary). Before he asks his question, however, I would like to draw to the attention of the House, and I did not interrupt anybody during the previous questioning and answering, but I would draw to hon. members that the regulation as outlined in Beauchesne, paragraph 181, "Questions must be answered briefly and distinctly and be limited to the necessary explanations, though a certain latitude is permitted to ministers of the Crown whenever they find it necessary to extend their remarks with a view of clearly explaining matters

MR. SPEAKER:

in question." It does not give very precise guidance. And also in May, "An answer should be confined to the points contained in the question with such explanations only as renders the answer intelligible, though a certain latitude is permitted to ministers of the Crown and supplementary questions without debate or comment may within due limits be addressed to them which are necessary for the elucidation of the answers that they have given."

MR. SPEAKER:

What I wish to point out to hon. members is that I think one of the duties of the Chair is to permit as many questions as possible from hon. members. However, in so doing - and I say this because a number of hon. members are standing constantly and presumably have other topics - however, when a particular subject matter is the object of questions days in a row, and the object of supplementaries, then the Chair can only assume that this is a matter of quite some interest to the House and therefore it is a question of judgement. But obviously when a particular subject continues day after day and with a number of supplementaries, and where the answers, perhaps necessarily are quite lengthy, then obviously one cannot have both situations, both the continuation in depth of a particular subject and a broad variety of questions. It is essentially up to hon. members, I think, which they wish on any particular occasion.

The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, my question is for the Minister of Transportation and Communications. Would the minister tell the House what steps the government have taken in the last few days to protect the Trans-Canada Highway from further deterioration and destruction?

MR. SPEAKER: The hon. Minister of Transportation.

MR. MORGAN: Mr. Speaker, as earlier stated speaking on a petition with regards to the Trans-Canada Highway the department has now placed restricted speed limits or reduced speed limits down to the level of twenty miles per hour, and these are in certain sections of the Trans-Canada Highway, in the sections where the conditions are that heavy type vehicles, I am doubtful whether they can drive beyond that speed limit of twenty miles per hour, sections like for example the section between the Glovertown access and the Cambo access.

Tomorrow I will be travelling the Western part of the Trans-Canada in the Corner Brook to Port aux Basques area and if the situation over there is the same as it is on the Eastern part - there is a section over there in the Crabbs River area - the same speed limit will be placed there as well, a reduction down to twenty miles per hour.

MR. NEAPY: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. NEAPY: Would the minister tell the House if there is any hope at all for federal assistance to repair and upgrade and reconstruct and widen the Trans-Canada Highway? Is there any hope at all of any assistance from Ottawa to do this?

MR. SPEAKER: The hon. Minister of Transportation.

MR. MORGAN: Mr. Speaker, I am pleased to have the opportunity to inform the House with regards to this situation because it seems that the media in particular these days are giving the impression to the Newfoundland public that this is a lost cause with regards to obtaining the necessary upgrading of the Trans-Canada Highway, and that myself, as minister, is taking a different measure by means of attempting in a proposal to divert the tractor trailers from Port aux Basques to Argentia and this is because of the fact that there is no possibility of getting a federal-provincial agreement. I am pleased to inform the House of Assembly that as a result of months of work over the past year, and months of work involving meetings, discussion, negotiations and a proposal put forward, officially presented by the four Atlantic Provinces and surveys carried out and a study carried out just last Fall with regards to the truck traffic in our Province, that our proposal put forward seeking approximately a quarter of a billion dollars, \$250 million for this Province to carry out the necessary upgrading, reconstruction and in some cases four-laning some sections, that that proposal is now being dealt with by the federal Cabinet as of this week. And I am hopeful that the federal Cabinet will, as I earlier stated, look at the matter from two main points.

Number one, it is essential that something be done this year, be commenced this year on our Trans-Canada Highway, and it will overcome a major transportation problem in our Province. And number two, it will also help alleviate the high unemployment situation because it will boost the road building construction industry. So the proposal of ninety-ten cost-sharing is now before the federal level of Cabinet and I am hoping sincerely that in their wisdom they will

MR. MORGAN:

make a decision satisfactory to this Province.

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: A supplementary.

MR. SPEAKER: The hon. member for one additional supplementary.

MR. NEARY: Mr. Speaker, the minister indicated that he would be travelling Western Newfoundland tomorrow to meet with various groups. Would the minister indicate what particular groups the minister will be meeting with, in what communities in the Western part of the Province?

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

MR. MORGAN: Mr. Speaker, tomorrow afternoon a meeting is being convened at Port aux Basques, in the hon. gentleman's district, and that meeting will have representation from the Corner Brook Chamber of Commerce, from the Stephenville Chamber of Commerce, from the Port aux Basques Chamber of Commerce, the Channel and Port aux Basques Town Council, the Lions Club of Port aux Basques, the Hospital Board of Port aux Basques and I missed, I think, the Stephenville Chamber of Commerce as well. And also organizations such as the Lions Club and others.

MR. NEARY: The unions as well.

MR. MORGAN: And the request came in mainly in the beginning for this meeting from the CNR unions, and it was as a result of my proposal being made public that has been put forward to CN Marine and the Atlantic Provinces Truckers Association to reroute some of the tractor trailer activity into Argenteia. Because they are concerned in the Port aux Basques area that this kind of a move is going to hurt the economy of Port au Basques. So tomorrow the Deputy Minister of the Department of Transportation, the Director of Transportation for the Province, and myself, and I issue an invitation to the MHA for the area, the hon. gentleman from LaPoile (Mr. Neary) to attend that meeting so we can -

MR. NEARY: I accept.

MR. MORGAN: - so we can discuss the situation and hopefully not to just accept criticism of the proposal now put forward but to listen to alternate proposals from the groups in the western part of the Province.

MR. SPEAKER: The hon. member for Eagle River.

MR. STRACHAN: Mr. Speaker, I understand under the rules that I have



MR. STRACHAN: to readdress my question to the Minister of Tourism if I wish to debate it on the Late Show. Could the minister tell us whether -

MR. SPEAKER: It would be preferable if the hon. gentleman just went ahead and asked his question without intimating beforehand that he was going to be dissatisfied with the reply.

MR. STRACHAN: My old friend realizes already I am dissatisfied with the reply anyway. Could the minister tell us the criteria in which he bases the change in the open and close management zones, in particular reference to the Red Wine Mountain area in Labrador?

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, the professional staff of my department draws a circle around any given herd, caribou or moose or wildlife, and that is deemed to be a restricted area. It is not always done by physical marking. And I think in the case that the hon. gentleman refers to, it was not known at the time that the river, I believe, was used as a route or what have you. In cases such as this, upon request from groups or people in any given area, if they can show that it is necessary that there be provisions allowed for travel, whatever means, then certainly we respond to that kind of suggestion and make any necessary changes.

MR. STRACHAN: Mr. Speaker, I am dissatisfied with that.

MR. SPEAKER: The hon. member for Windsor-Buchans, followed by the hon. member for Trinity - Bay de Verde.

MR. FLIGHT: Mr. Speaker, I have a couple of questions for the Minister of Transportation and Communications with regards to his conversation with the officials of American Smelting and Refining Company. Did the officials concerned indicate to the

MR. FLIGHT: minister the pay load that they intend to put on the highroad as a result of now shipping their ore to Botwood by truck, what tonnage of trucks will they expect? How many tons per load will be going per trip?

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

MR. MORGAN: Mr. Speaker, the tonnage or the pounds per trip is not determined by the company, it is determined by the regulations set down by the Department of Transportation and the Highways Division. There is a limitation with regards to restriction of weights. They have to concur with these restrictions.

However, the indication from the company today in my talks with them is to the effect that they are planning to truck eight trips per day from Buchans to Botwood and that would be in accordance with the weight restrictions per truck.

MR. FLIGHT: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. FLIGHT: If the weight load or pay load is such that there is an obvious deterioration in what I have already pointed out as a very badly deteriorated road, would the minister then consider putting a half load limit in effect or else forcing Asarco to reduce the load regardless of what the standards are set right now; are we going to permit Asarco with excessive loads to break that road up, sixty-eight miles to Badger?

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

MR. MORGAN: No, Mr. Speaker, the company, Asarco,

Mr. Morgan.

will not be given any preference over and above other companies in the Province like, for example, Bowaters, who are now shipping their pulp from Glenwood to Corner Brook. So the Buchans Mining Company will be given the same treatment as other trucking companies who are now trucking in the Province.

MR. SPEAKER: The hon. member for Trinity - Bay de Verde, followed by the hon. member for LaPoile.

MR. ROWE: I would like to direct a question to the Minister of Justice, Sir. In view of the fact that the matters pertaining to the sealing industry really comes under the jurisdiction of the federal government, and they do have the Seal Protection Regulations, is the minister aware of the fact that these regulations are really not effective, they are really no good, because of the fact that we did have a court case in the Supreme Court over this whole issue a few months ago, and it was proven that these regulations were very weak indeed and there are certainly loopholes involved? Is the minister aware of that?

MR. HICKMAN: Yes, Mr. Speaker, I am aware that there was a matter came before the Supreme Court of Newfoundland last year arising out of a prosecution that was taken under the regulations. And I think it was Mr. Justice Nathaniel Noel held that it was - I was going to say ultra vires the Parliament of Canada because it was in international waters. My recollection is that the learned justice also indicated that one of the reasons why he had to arrive at that conclusion was that as of that date the Government of Canada had not seen fit to extend its 200 mile economic zone jurisdiction. That has since taken place, and I would think that the law is now different. I would also hope, but I do not know this, obviously, that the officials in the Department of Fisheries and the Environment in consultation with the law officers of the Crown would

Mr. Hickman.

have taken whatever steps were necessary to cure any loopholes that have been found in the original regulations. Now whilst I am on my feet, Mr. Speaker, a further report on the seal hunt. I have since, within the last few minutes, been in touch again with Chief Superintendent Farr who indicates that there is not unanimity as yet amongst the masters of all the sealing vessels, Canadian sealing vessels at the Front, as to whether or not they want R.C.M.P. officers on board. They have one spokesman who has indicated that he is in favour of it, but there is one captain who still wants a little more time. The rationale behind it is that apparently somewhere in the area the Federal Ministry of Transport has an ice-breaker, and if the ice-breaker is directed as they feel it should be by the Minister of Transport, if he is the minister in Ottawa, to proceed to the vicinity of the ships, and I believe Mr. Leonard Cowley, who is on board one of the ships is trying to arrange that, that the R.C.M.P. will then go on board the ice-breaker, you know, the whole lot of them and stay in the vicinity of the ships rather than have one man on each boat. But either way we are determined, when weather conditions lift and improve, to get an adequate number of R.C.M.P. officers out there. There is no problem today because with the fog in the area the harassers cannot get out there and harass.

MR. NOLAN: The boats are all in one area, are they?

MR. HICKMAN: I would think they are in close proximity thereof, yes.

MR. ROWE: A supplementary.

MR. SPEAKER: A supplementary.

MR. ROWE: In view of what the minister said about, you know, that some of the captains may not want R.C.M.P. officers on board the ships and this sort of thing, and the minister had hoped that as a result of the 200 mile limit now that the law would be interpreted a little differently - the minister has only expressed hope -

Mr. Rowe.

has the minister made any representation to the Parliament of Canada or to the Fisheries Minister of Canada, any representation calling for a law to outlaw any interference from outside groups or any interference whatsoever with the seal fishery within the 200 mile limit?

SOME HON. MEMBERS: Hear, hear!

MR. ROWE: A law, an actual law outlawing interference with the seal fishery? That is the only way I can see that it can be cleared up.

MR. SPEAKER: The hon. minister.

MR. HICKMAN: Yes, unless, Mr. Speaker, I could anticipate a far more favourable response than any Attorney Generals have in the past,



MR. HICKMAN:

I do not think that any request from a province to amend that type of law in Canada would receive very favourable attention or response from a federal minister. One Minister of Justice that I did ask one time to change a law told me that if the fathers of Confederation had intended that provincial Attorneys General would have that kind of right, they would have said so and he could not find it in the British North America Act.

Well be that as it may, I am satisfied that the regulations that are in force today, March 17, 1977 are capable of enforcement because of certain changes that have transpired in the last few months. And it is obvious that Mr. LeBlanc, the Minister of Environment-Fisheries of Canada must share that view to an extent that he has had his men taking the necessary evidence with a view to laying charges under the regulations. And all they need now, Mr. Speaker, is the green light to turn the red light on Greenpeace.

MR. SPEAKER: The hon. member for LaPoile followed by the hon. gentleman for Bellevue.

MR. NEAPY: Mr. Speaker, my question is for the Minister of Health. In view of the fact that there has been an awful lot of publicity recently over the fact that there may be widespread cancer of the cervix in the female population in Newfoundland, would the minister tell the House just how serious this situation is in this Province?

MR. SPEAKER: The hon. Minister of Health.

MR. COLLINS: Mr. Speaker, it is a matter which is serious. All hon. members realize that, I am sure. And it is something which we are discussing now with the Newfoundland Cancer Treatment Foundation.

MR. NEAPY: A supplementary.

MR. SPEAKER: A supplementary.

MR. NEAPY: Can the minister tell the House just how many clinics or centers we have throughout the Province that will allow women to have the pap test done? - How many centers, you know, are available to the female population of this Province?

MR. SPEAKER: The hon. Minister of Health.

MR. COLLINS: Yes. All of the centers, Mr. Speaker, have the facility for that. The problem arises when we look at the ways and means of the laboratory tests following the examination.

MR. NEAPY: A supplementary.

MR. SPEAKER: A supplementary.

MR. NEAPY: Would the minister tell the House what kind of an education programme or what kind of a publicity programme is conducted by his department to encourage women upon the importance of having a regular smear done as a safeguard against invasive carcinoma, in other words, cancer of the cervix?

MR. SPEAKER: The hon. Minister of Health.

MR. COLLINS: Mr. Speaker, there is a considerable amount of promotional work done by the medical profession, by the nurses association and by all the other professionals in the health field.

MR. NEAPY: A supplementary question, Mr. Speaker.

MR. SPEAKER: I think there is only a very short period of time left so I would recognize the hon. member for Bellevue.

MR. CALLAN: Mr. Speaker, my question is for the Minister of Tourism. On March 31 last year, almost a year ago, I asked the minister the same question: Would it be necessary for hunters in this Province to successfully complete a hunters safety course to qualify for a small or large game license for hunting in the Fall of this year?

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, it is not mandatory. We would encourage as many as possible to involve themselves in the hunters safety training programme. We will be taking some steps this year to increase our efforts to make the facilities and testing available and we encourage it and we would hope that as many people as can be accommodated during the coming year take advantage of it because I think I can say that as soon as it is practically possible then we would want to go that particular route.

MR. CALLAN: Mr. Speaker, I give notice that I would like to discuss this on the Late Show.

ORDERS OF THE DAY:

MR. SPEAKER: Order 4. The hon. member for LaPoile adjourned the debate.

MR. NEAPY: Mr. Speaker, I understand I only have three or four minutes left, Sir, in this debate. As the House is aware we are debating Bill No. 14, "An Act Respecting The Establishment And Operation of The Polytechnical Institute Of Newfoundland." Well, Sir, again I want to repeat what I said yesterday, that I wholeheartedly without reservation, without any strings attached, Sir, I wholeheartedly support the principle of this bill, to establish a polytechnical institute in this Province. It will be a good thing, Mr. Speaker, if it becomes a reality.

I again want to re-emphasize a point that I made yesterday to the hon. minister, that he not allow this matter to fall into the hands of the academics

MR. NEARY: because if the minister does that, Sir, then it is doomed from the start; that the input, the foundation upon which this polytech must be built, the input must come from the private sector, from business and industry, from the trade and from labour. Only in that way, Sir, will it be a success. There must be tremendous research, very intensive research done before plans are finalized to get the polytechnical institute off the ground. It is all right to go ahead with the design, to acquire the site and to start to design the building. I hope, Mr. Speaker, the building will be a better design than that dull, drab thing that we have over here now on the Prince Phillip Parkway, that College of Trades and Technology with long corridors in it. It is a terrible, terrible design and it is too bad that we cannot afford to bulldoze it down altogether. It is very impractical and it looks bad.

So, Mr. Speaker, these are the only few words of wisdom and advice that I offer to the minister. I wish the minister well in his negotiations with the Government of Canada. I know it is not going to be easy. Some of the other ministers may have to give up some of their projects and make this a priority. The Minister of Justice may have to forget about his jails. It is far better to put people in the Fisheries College and in the polytechnical institute than to put them in jail. There is no doubt about that, Sir, that vandalism and crime and drinking goes with unemployment - no question about that - goes hand in hand.

So, Mr. Speaker, I wish the minister well in his negotiations. It will be a good thing if the minister can pull it off. It will be a good thing for Newfoundland but certainly, Sir, I hope that the minister will carefully research this polytechnical institute before we actually start to put the building up and decide

MR. NEARY:       beforehand what is going to be taught inside the walls of this institution.

                  Mr. Speaker, I wish the minister well and I whole-heartedly support this bill.

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

MR. LUSH: Mr. Speaker, I want to say a few words on this bill and want to express some of the questions and some of the reservations already expressed by my hon. colleagues who already addressed themselves to this particular topic. I want to say, Mr. Speaker, from the outset that I certainly will be supporting this bill and will give my reasons for so doing as I -

MR. WHITE: Just a moment, Mr. Speaker, There is no quorum in the House and I wonder if we could get a few more people in to listen to the hon. member as he makes his remarks.

MR. SPEAKER:       A quorum call has been asked for.

Order please! I ask the law clerk to count the House.

I am informed that a quorum is present.

The hon. member for Terra Nova.



MR. LUSH:

Mr. Speaker, I think hon. members cannot be condemned for expressing some reservations and having queries about the polytechnical institution. This is an idea that has been bandied around for a number of years. And it is only a matter of getting assurance from the minister that this indeed is not an administrative concept, that it is not an administrative idea, but indeed it will come out to be a physical building at some time. And I do believe that the Premier certainly gave an answer to that. I, for one, am pleased to see that we will eventually get a building, a physical building, offering programmes which will be called a polytechnical institute. But there are some questions, Mr. Speaker, that arise in my mind with respect to this polytechnical institute. And these questions are, number one, I would like to know whether this bill today certainly sets up the mechanism to combine or to co-ordinate the programmes of the Trades College or the Fisheries College, and I am just wondering whether or not these two institutions know, for example, all the ramifications of this particular bill, whether they indeed have had input into this particular bill, because if you are going to co-ordinate two particular schools - I wonder if somebody could provide me with the bill so I can see what it is that is coming together - and if these two institutes are coming together for efficiency, and one of the things we must look at certainly is the duplication that is now going on in the various colleges referred to in the institutions that this bill aims to bring together, I am just wondering what will happen, for example, in the event that this bill will do away with duplication, do away with courses. For example, if the bill does away with courses to avoid duplication this obviously will affect staff at both places. Does this mean that we are going to have to get rid of certain staff members, that certain

MR. LUSH:

members are going to be laid off, and if that is the case whether this has been thought out and whether these people have been notified.

So, Mr. Speaker, that is a concern of mine, is what will happen in the event that this coming together will result in the elimination of certain courses and what will happen to staff members that are teaching these particular courses. Secondly, the bill refers to a board of governors. Again, I think that we should know just what is the composition of this board of governors. Will it be the people that are now in the principles of the various vocational schools and the trade schools and the College of Trades and Technology or the Fisheries College, will it be these people? Will it be members from these institutions or will it be business people in the community? Just what will be the composition of the board of governors? Just how will they - I believe the bill says that they will be appointed by the Lieutenant-Governor. But, Sir, I do believe that it is incumbent on the minister to tell us something a little more about the composition of the board of governors. I think that is all I would want to question about the specifics of the bill other than to say that I certainly agree with the establishment of a polytechnical institute. I cannot see how anybody could object to the establishment of such an institute, realizing of course that it is another dimension, it is providing the youth of this Province, the people of this Province with another dimension in education. Indeed it is another step towards providing equality of educational opportunity in the Province. I want to refer to that just a little later.

There is

MR. LUSH: another suggestion I want to make, Mr. Speaker, with reference to the act and that is that there are three distinguishable types of post-secondary education in the Province today, there are three; there is the university, there is the technical and vocational education, and that includes the College of Trades and Technology and the College of Fisheries and the District Vocational Schools, and the adult and continuing education. And I believe the major issue that must confront this Province in the future is the co-ordination and the articulation of these three segments. Now I realize that it looks like this bill is going to bring in two, particularly the technical and vocational aspects of education, but Sir, I believe also that we can co-ordinate the three aspects that I have mentioned, the university, and the adult and continuing education aspects. I believe that we can also consider co-ordinating these three because I do not think the Province can afford the duplication that results from the competing institutions and agency.

So I believe that there are certain segments of Memorial University, for example, certain technical courses that also can be brought under this legislation. Now I think there might be people who would argue that you probably cannot bring together technical education and liberal education. I forget who it was who said the antithesis between technical education and liberal education is fallacious. He went on to, not in the exact words, but to say that there is no technical education which has some aspects of liberal education, and likewise there is no liberal education but it is technical. So certainly there is every reason why we should, from the point of view of economy, that we should be able to bring together all three of these segments. The bill does bring together the technical and the vocational aspects, which is a good aspect, it will eliminate a lot of duplication, a lot of duplication that the Province cannot afford, but I would suggest that we in the future look into trying

MR. LUSH: to bring some of the courses at Memorial University, some of the technical courses also under this umbrella, if you will. And there must be also co-ordination between these institutes with respect to the adult and continuing education aspects because every one of these institutes are into some aspect of adult and continuing education, offering courses in the evening, at night, and I think there must be some co-ordination here to see what duplication there is, to monitor these courses for the sake of economy.

There is another point that I do not think should go unchallenged. The hon. member for LaPoile (Mr. Neary) yesterday, and I do not know whether he said this in jest, but I certainly want to go on record as saying that I do not hold the same opinion that he does of Memorial University. I thought yesterday that he asked the question, you know, what has Memorial University done of value to this Province? And again, whether in jest, he went on to say that probably nothing other than to contribute to the unemployment of the Province. Now, as I said, I do not know whether the member was in jest or not.

MR. NEARY: Mr. Speaker, a point of order.

MR. SPEAKER (DR. COLLINS): Mr. Speaker, I did not make any such statement. The member is quoting me completely out of context, Sir. Obviously the hon. gentleman was not following what I said, Mr. Speaker. And I ask the hon. gentleman if he is going to quote me to quote me correctly.

Sir, I think that Memorial University has had some value to this Province. And I did not just condemn the university.

MR. LUSH: I do not know, as I say, what the exact-but I thought he made some reference to what exactly was the value



MR. LUSH: of Memorial, and then I thought he made some reference between the two and unemployment. I just want to say that I think Memorial University has been a tremendous value to this province. It is very very difficult to measure the value of Memorial to this province in terms of the numbers of teachers that they have turned out in this province. Right now, Sir, we have more degree teachers, more degree teachers at this moment than we had teachers in 1949. We could go on down through the list; the numbers of engineers that have been produced by Memorial, the number of doctors, the numbers of scientists, people have gone throughout Canada and throughout the United States making very worthwhile contributions. So I certainly want to go on record as being one person in this House that is very proud of Memorial University. But I do suggest to the minister that in the future we look at coordinating these technical and the liberal programmes as well as the technical ones.

Mr. Speaker, this is, as I said before, this is another step towards providing equality of educational opportunity in this province and there is nobody can argue against the Bill that would do that. It is a step towards expanding and diversifying our post-secondary education. Again this is certainly necessary.

But, Mr. Speaker, related to equality of educational opportunity is also another aspect which is very important, and that is accessibility to these programmes. There is one thing right now, Sir, right now at this moment, we have thousands of students in this province walking around. Students who graduated from Grade XI, students who graduated with good marks, and yet they cannot get into a post-secondary institution, particularly trades and vocational schools. This is why I am so concerned that the polytechnical institute just does not become an administrative thing, that indeed it become the physical building, a building that would be able to house more students, a building with the facilities that are required to teach in a



MR.LUSH: technological age, building that will have the necessary facilities required to train and develop our young people for the skills that will be necessary today. One of the great difficulties today is accessibility by our students to be able to get into the institutions that we have. And of course that is related, space is one thing. Right now I am sure that the post secondary institutions, particularly the Fisheries College and the College of Trades and Technology, these buildings now are bursting and cannot take in more students.

But, Sir, with providing the space we must make sure that these programmes are accessible to the students. Today we have many students from low income families. Because of financial problems they cannot get into these places, and I believe that is another point that we must be very concerned about. I know the Canada Manpower is providing monies. I believe last year it was somewhere around \$12 million.

But, Sir, the point remains that we still have a large number of students who want to get into our trades schools, who want to get into the Fisheries College, and they are discriminated against. They cannot do it and as long as that is the case then we have not made provision of equality of opportunity. But, Sir, it is a step in the right direction. I just want to impress this upon the minister and I know that he is concerned about it and that we can make some moves in this direction to improving the financial grants to students, the financial aid that will indeed give us greater equality of educational opportunity.

Mr. Speaker, these are the only concerns. I just probably want to make one last point, but I believe in setting up these programmes that every effort will be made to involve people from every walk of life, every walk of life, from business, from industry, yes, and including the academics too, because they have something to offer. I believe in trying to ascertain the needs of the labour

MR.LUSH: market, we have to, and with the view to developing courses, of course aimed at fulfilling the needs of that labour market that we must

MR. LUSH:

involve people from every walk of life, from every segment of society, to insure that we are fulfilling the needs in an adequate way.

One other point, Mr. Speaker, I think we must certainly be concerned with fulfilling the local needs, or let us say our provincial needs.

We must make sure that we have programmes that will train students to be able to take care of the kinds of jobs that the Newfoundland labour market will demand. But I think there is another aspect and

a bigger one. I also think that we have got to be concerned with training people to work in Canada. There are also job needs there.

And that is one of the justifications for the federal grants that we get because we train people to work on a national level and on an international level. So this is why I think when we are looking at

the kinds of programmes we cannot be too parochial. We have got to

have a broader perspective because we are not only training our

people to work in Newfoundland, certainly there are people who

want to broaden their horizons. There are people who are going to

want to work on the national level. There are people who are going

to want to work on the international level. So I believe that there

must be recognition of that fact in this polytechnical institute

as well. Thank you.

MR. SPEAKER: The hon. member for Eagle River.

MR. I. STRACHAN: Mr. Speaker, I wish to talk briefly on this topic. I agree wholeheartedly with the principle of the bill. It is an idea which is close to my heart because for six years I taught at the Fisheries College and put together some of the courses at the Fisheries College. In fact it was almost twelve years ago that the idea first started for a polytech institute originating with the idea that the Memorial College between Merrymeeting and Harvey Road was of little use, further use because of confined facilities and

MR. STRACHAN:

that a new Fisheries College would have to be built. And in fact in 1966 we started the design of the Fisheries College part of the polytechnical institute at that time. So the idea is twelve, thirteen years old, not really seven years old. I am glad to see that it has now come up and now being presented because I think the idea, the principle, the concept of it is an excellent concept. Since I do not want to talk too long on this, I just want to get into a small part of it which I am concerned about because it was ideas that we developed at the Fisheries College in 1967-1968 which led me to believe that one has to be very careful in the designing and the structure of a polytechnical institute. I agree wholeheartedly with the comments made earlier by the member for LaPoile (Mr. Neary) on the idea that we cannot build an ivory tower, that we have got to make sure that the polytechnical institute keeps close to the trade, keeps close to the fishermen and various other parts of this Province, which was the initial intention of it. I refer this very particularly to the idea in 1968 in the Fisheries College where we found that within the confines of a building one can teach the basics but it is very difficult to teach the practical aspect. A technical education must blend the academic and the technical and make sure that the people who were involved in it are out getting their hands wet, getting their feet in the slurry. At that time the only way we could do it was either to try and obtain facilities or to try and get out into the industry. I remember after we put the food technology course together, which was a three year diploma course, we found that we were turning out students to start with who were not fitting into the fishing industry, and the reason being that they had a basic background, a background of chemistry, physics and additional subjects, but they did not know how to operate within the fishing industry. And before we obtained the premises on

MR. STRACHAN:

the southside of Joe Brothers we decided then to get in touch with business and to place our students during their final year for three, four months at a time on projects within the fishing industry. So we had students travelling all over the Province and working within industry on-the-job-training in some ways, but at the same time using their education, their training in order to develop projects, in order to develop new products within the fishing industry.

The point I am really getting here - I am being very concise about it - is that I agree there must be a cross fertilization between the industry,



Mr. Strachan:

the small industry, the fishermen, the trade, the unions and so on, the Salt Fish Corporation, there must be a go-between, a cross fertilization between that and the polytech institute, that if this becomes an ivory tower for purely academic work then I think that the whole idea will fail. And I know that the minister is taking this into consideration and will, of course, design something. But I would put it to him that if you are designing the facilities, the facilities also need to be, as well as classrooms and laboratories, it also needs to be facilities close to an area which is close to the sea or close to water in which you can develop waterfront premises where you can have fishermen landing fish, and you can work on this kind of thing, if the fisheries part of it is going to be developed properly.

Also it must be taken into mind that a student cannot be trained within the confines of this, that he must be trained within business. And I found that when we adopted that concept the best years that I had at the Fisheries College, in 1967 to 1970, the three years then, the best years and the most productive from the students' point of view were the years in which we took them out around this Province, when the students were going to LaScie, when the students were going to Fogo, Lumsden, Valleyfield, going to Bay de Verde, Old Perlican, Bonavista, down to Burin, Grand Bank and Harbour Breton and working on problems which the fishing industry had. The fishing industry would come to us, say they had a problem, a particular problem in the fish meal plant, they had a particular problem with freezing scallops, they had a particular problem with quality control on their fillet line, and then they came to us with that, we could then slot our students in and they would use their expertise in order to help the industry and help the business and also to, of course, help themselves and get themselves

Mr. Strachan.

involved in the industry. Then we found that industry turned around and instead of rejecting the students, which they had done up to that point - they were rejecting students because the students had no more practical knowledge than anyone else taken off the street - and when they then accepted that idea, they usually hired these students when they were finished the diploma programme. And this was an encouragement to the student. He often found the area of the industry that he wished to work on, whether it was on the fishing draggers, whether it was in the fish plant, whether it was in a small plant business, a small plant operation, and they could put this together. And I think this is a very important part that the polytechnical institute should not be an ivory tower. It should not just be a building. It should be something which reaches out with all its fingers to the industry all across the Province, and tries to get the students trained and brought into line with the industry and so they can automatically, when they graduate, virtually move into industry. And it pleases me very much many times, when I move around the Province, to see how many of the students that we produced at that time, how many in these last three years are actively working in industry, still working, and in fact many of them have reasonably senior positions, regarding they have only been there four or five years, that they are in industry. They are now starting to develop their own small businesses. I know of two small businesses started off by these students who have had the incentive to move on further from industry and create something of their own.

So I would like to put this point here. I could talk about this for considerable time. I have great deep feelings about it. But I think that point will suffice and will be sufficient to bring forward the situation I am bringing to you.

Mr. Strachan.

I support the bill. I support the principle of it. I hope that something will come of it, that it will move on from here, and we will see the polytechnical institute. I think that, although the university has been of tremendous advantage to this Province, I feel that there has been far too much emphasis on academic training, in the academic side of it, and that this Province should look very clearly to the technical side, because that is where the jobs are. That is where we can plug many of our citizens in and many of the young people want to go in. And instead of having people with a Bachelor of Arts degrees floating around the Province with no practical experience, they could be trained in the technical side of things, which I believe was the original concept behind the College of Fisheries by the ex-Premier of the Province, the member for Twillingate (Mr. Smallwood).

So I heartily endorse the principle of this bill and hope that it comes to fruition.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Twillingate.

MR. SMALLWOOD: I, of course, would be quite an unusual and extraordinary person if I did not welcome this bill, if I did not support it and support it very heartily indeed. And I do so in the strong hope that the government really mean business, that they are not going to be content merely to call the College of Fisheries, Navigation, Marine Engineering and Marine Electronics and the College of Technology by a new name. The minister did not, as I understand it, make it absolutely clear as to whether the Fisheries College, to give it its short name, and the College of Technology are to continue as such in the existing buildings. I did not gather that.

I did gather from the Premier yesterday that the intention is to erect a new building, what might perhaps be called a central building, with wings scattered about, one of them being the present Fisheries College, the other being the College of Trades and Technology, with the College of Fisheries perhaps being moved out of the present building into a somewhat larger one, but not the main central building that it is proposed to erect, that is proposed provided the government of Canada will give substantial financial assistance to the government to do so.

MR. NEARY: On a site that you picked out, by the way.

MR. SMALLWOOD: Now I do not know what site they have in mind.

MR. NEARY Ridge Road.

MR. SMALLWOOD: The site that I picked out - and, Mr. Speaker, I personally picked it out, that is to say I drove around and around and around in my car to try to find the right spot for the new polytechnical. I was torn between two desires. One was to put it near the university for two reasons. One reason being to give it a certain dignity, to try to break down a feeling that was beginning to emerge in Newfoundland, namely, that if you are in the university you are somebody and if you are in the technical college or the Fisheries College you are somebody much less. And that if therefore the new polytechnic were to be put, physically speaking, physically near to the university, some of the prestige of the university might rub off on the polytechnic.

MR. SMALLWOOD:

The second reason was that as there was an admitted, an undoubted need at the university for large athletic grounds, which it does not possess today, a large football field or more than one football field, and other grounds for athletic purposes, that these could be used also by the students of the polytechnical. Therefore instead of having to have two completely different sets of facilities, one for the university at considerable cost and the other for the polytechnical, one set might serve both institutions, and at a considerable saving in capital expenditure and also for the purpose of furthering the idea of the university students and the polytechnical students rather merging, having certain things in common. So therefore the site I selected was in Pippy Park.

Pippy Park, as the House must know, is a substantial area of land in a sense surrounding the university campus, the presently existing campus, the new campus. Pippy Park goes to the West of the campus and to the East of the campus but mostly to the North and consists, I believe, of a good many hundreds of acres. I have forgotten just how many hundreds. I have related in my memoirs the story of my taking the telephone one day and calling the late Chesley Pippy and saying to him, "Ches, have you got a million dollars to spare?" "Well", he said, "I do not know about to spare." "Well", I said, "have you got a million dollars?" He said that he did. "Well", I said, "I would like to have it."



MR. SMALLWOOD: "What do you want it for?" I said. "To pay some of the cost of creating a big park which if you gave us the \$1 million we would be glad and proud to name after you in gratitude for the \$1 million." He said, "You have it, Joe," and sure enough we did. We got the \$1 million. It was the quickest and the easiest million I ever got in a three or four minute telephone call. He has been paying it, and his estate since his death, regularly every year because there was no point in his writing a cheque for \$1 million and handing it over. Instead it is being paid at a rate of so much a year until the full million is received. In Pippy Park, I think on the higher level of the campus - I would say almost immediately to the North of the campus up on the higher level - is the site I selected for the polytechnical. The House may be amused to know that I had a hobby of selecting sites.

I selected the site for this building under circumstances that were terribly tragic for me personally, accompanied by the late Dr. James McGrath and Mr. Gregory Power. I drove up to the top of Signal Hill and they were with me. I was driving but they were with me to keep me company and try to keep my mind off a certain tragedy, and we parked up on top of Signal Hill and I began, as I had done again and again but not from that particular spot, to look over the city to find a site for this building, this present building, Confederation Building. I did. I found what looked like an excellent empty space and I began to trace it and I drew their attention to it. I said, "You see St. Thomas's Church." Yes, they identified St. Thomas's Church, and you see this and you see that and you see the road that goes in and so on. I traced it out with my finger pointing at the air and they could not identify the field, a meadow, but it was a large meadow. So we drove in to it and got as far as - Is it called Gooseberry Lane? Just down in front here where Isaac Mercer, the lawyer, lives. Gooseberry Lane. We drove up Gooseberry Lane and stopped the car and then climbed over the fence into the field and we walked around

MR. SMALLWOOD: the site of this present building.

MR. NEARY: All trees then, was it?

MR. SMALLWOOD: No, this was a meadow. It was a meadow, a grassy meadow and it belonged to the Anglican Church. It belonged to the orphan aid - or at least it belonged to the Anglican Orphanage and the government bought it and proceeded to erect this building on it.

MR. NEARY: And the Opposition thought you were mad building this beautiful building out in the wilderness.

MR. SMALLWOOD: Well, we were criticized, but governments are always criticized. So frankly I find precious little thrill in criticizing the present government because I spent twenty-three years being criticized and frankly I just do not get any thrill out of it. If I did perhaps I would do a little more criticizing. But I did not mind the criticism. I felt what we were doing was the right thing.

This polytechnical has been a dream of mine for a good many years. We did not build it. Five years, going on six years have passed since I went out of office and it is still not built. I do hope that they will make a beginning this year, six years after I have gone out. I spoke repeatedly in public of this great dream of a Newfoundland polytechnical and it was well known, publicly known,

MR. SMALLWOOD: this is one of my dreams. Now perhaps at the hands of the present administration, provided they can get some financial help from Uncle Ottawa, our rich uncle, they may be able to go ahead and put up a central building. I wish that the minister when he closes the debate will spell out if he is in a position to do so, spell out more particularly just what the polytechnical is to be, not immediately, not instantly but in the next three or four or five or eight years. Is it to consist of one fine commodious central building, possibly on the same site that I chose or some other site? And is it to have branches, one for Fisheries and Navigation, and Marine Engineering and Electronics, which is what the present college is, the other College of Technology, and then others specializing in perhaps a more advanced form of technological education? And if he could - now I was going to say if he can do it we would greatly appreciate it.

I fully understand that a government may come to a decision. I can imagine a Cabinet meeting, I can imagine the Premier saying, or perhaps the Minister of Education, "Look here, what about this polytechnical? Are we ever going to do it or not? The times are not propitious perhaps to launch into the deep now, we have not got the oodles of money that we had had during some parts of the last twenty-seven or twenty-eight years and perhaps we should hold our horses and leave this for something that may be more urgent." Then I can imagine someone saying, "Well, we do not have to lash out a lot of money at the moment. We already have the beginning of the polytechnical in two colleges and let us incorporate those two colleges in the new polytechnical. Let us take our time, get the blueprints, get the plans made, and let us approach Ottawa and see if we can get some money from Ottawa. But in the meanwhile let us announce it as our policy. Let us bring a bill into the

MR. SMALLWOOD: House to give us the authority to create the polytechnical."

Then some member of the Cabinet might be sufficiently politically minded to say, "Sure, and let us change the name of the Fisheries College and let us change the name of the College of Technology and put a new name on it and it will be ours."

Now that would be a purely political approach which I am sure the Minister of Education would never even think of, it would never come in his mind. It might come in the mind of some more politically minded members of the Cabinet.

I will, I hope, be pardoned by the House if I express a little vanity in this matter. I had some little something to do with creating a university, and there are not many men living today in Canada who ever had anything to do with the creation of a university. That is a proud privilege for any man. And I had some little thing to do with the creation of the College of Fisheries and with the College of Technology and with the creation of some seventeen trade or vocational schools in Newfoundland, the only ones there are. There has not been one built since I went out of office.

I would hope to see one or two or maybe three others built when times become more propitious for that from the financial point of view. The House will not, Mr. Speaker, the House has not found me in the last year and a half or whatever it is since I have been back in this Chamber, nor will they find me in this session, or as long as I am a member of the House, unless I am a member five or six or eight years from now, by which time I would hope the Province will be much more nearly on a financial even keel than she is today, the House will not find me advocating very much



MR. SMALLWOOD:

to be done in the way of capital account expenditures, even on roads, even on paving, even on hospitals, even on water and sewer projects, even on so simple and primitive conveniences as artesian wells. Still less will the House hear me advocating anything but modest capital account expenditures on anything because it is my profound conviction that we have got to have a halt, we have got to have a hesitation, a pause, an armistice in heavy capital account expenditure. I do not believe there are very many hon. members in this House today who share that view. I do not believe there are very many hon. members of this House or even for that matter very many hon. ministers of the Crown in Newfoundland today who share my feeling that we are perilously near to deep, deep financial trouble. However, that is my view and so I am not even going to urge the minister or his colleagues to get cracking on this polytechnical. I am not going to urge that they begin lashing out money on that.

I believe Mr. Speaker as in duty bound has something to say, and perhaps I would yield the floor to His Honour for a moment.

MR. SPEAKER: I thank the hon. gentleman. And as hon. members know at five o'clock I am required to inform hon. members what three matters will be debated at five-thirty. I have received notice of three so no selection was necessary. They will be debated in the order in which I received them, which is the order in which I will read them.

First, the hon. member for LaPoile arising from a question asked the hon. Minister of Justice; the subject matter, increased drinking especially by the youth of this Province. Number two, the hon. member for Eagle River arising from a question asked the hon. Minister of Tourism; subject matter, criteria by which open and closed management zones are determined especially in Red Wine River and mountain area. Thirdly, the hon. member for Bellevue arising from a question asked the hon. Minister of Tourism; subject matter, need for hunter safety course for large and small game hunting



MR. SPEAKER:

license.

The hon. member for Twillingate.

MR. SMALLWOOD: Mr. Speaker, the House knows, I think the Province knows, that I have enormous respect for the hon. member for - I always forget - LaPoile (Mr. Neary). Not only enormous respect but a lot of affection. I think that Newfoundland is better off because a man of his caliber is a member of this House. I believe this House is better off. I think the whole institution of representative government is better off, it is strengthened, by the fact that he is a member of this Chamber. And we can all feel proud to be a member of the same Chamber of which he is a member. Although we do not always agree with him. Though we do not always share completely every view he expresses - and he has expressed a view from time to time about the university that I do not share. I do not think for a moment that the university is perfect. I do not know of any human institution that is. It is not perfect but, Sir, where is the pen that is going to write an account of the enormous good that the work of the university since 1949 has brought about in Newfoundland?

This afternoon you have in this Province I suppose some 30,000 to 40,000 young men and women who have gone through the university, some 30,000 to 40,000 young Newfoundlanders. The day we became a Province of Canada we had in the whole of Newfoundland perhaps as many as 500 or 600 persons who had ever been to university. There

Mr. Smallwood.

might have been that many. I remember speaking at a speech day meeting of one of the colleges here in town in which I pointed out that here tonight in this audience are more persons - I think the hon. Minister of Justice was the chairman of that board, because I believe it was the United Church College - what is it called?

MR. HICKMAN: Prince of Wales College.

MR. SMALLWOOD: Prince of Wales College.

- and he was there in his bib and tucker that night, dressed up and looking extremely handsome, and I was the principal speaker, as usually was the case in those events - and I pointed out that there that night, in that assembly, there were more persons with university degrees than there had been in the whole of Newfoundland the day we became a Province. My colleague, the hon. member for - wherever it is - Terra Nova - these new fancy names that the government in my absence put on a lot of the districts take a little getting used to. Perhaps if you were here in the Chamber when that bill was debated, you would remember their names a little more closely -

MR. NEARY: Or would be more confused.

MR. SMALLWOOD: - or be more confused perhaps than ever. I do not know.

But as my hon. friend said here today, the numbers of persons in Newfoundland with university degrees, medical doctors, engineers, lawyers, educators, thousands, quite literally there are thousands of Newfoundlanders this afternoon in this Province. and the great majority of them are in the Province - some, it is true, have had to leave the Province, and seek work or ambition, the realization of ambition in greener fields, or

Mr. Smallwood.

what appeared to be greener fields, but the vast majority of them are still here. They are living here. They are working here. They are serving Newfoundland. They are serving Newfoundland in a countless number of ways, and they are serving Newfoundland with superior minds, minds that have been honed, minds that have been drilled, minds that have been shaped and molded to greater use, and sharper use. And Newfoundland is benefiting enormously, Mr. Speaker, from that fact.

As a matter of fact, if you take all of the graduates of our university, and all who have studied at the College of Fisheries, and all who have studied at the College of Technology, and all who have gone through the seventeen trade schools, you are talking of close to 100,000 Newfoundlanders, men and women, close to 100,000 who have had their lives changed, and for the most part, with precious few exceptions, improved. They are better men and better women because these facilities and these opportunities were created and have been operating for their benefit and for the benefit, may I remind the House, of tens of thousands and scores of thousands yet to come, because there are youngsters all over Newfoundland today, the sons and daughters of fishermen and labourers and loggers and miners and railroaders and shop and office workers, not only the sons and daughters of rich merchants and rich lawyers and rich doctors and rich civil servants, but the sons and daughters of ordinary people all over Newfoundland, there are tens of thousands, indeed Sir, there are scores of thousands because you have in the schools today something I think close to 200,000 students, I do not remember the precise number, and scores of thousands of them and other youngsters who will take their places, scores of thousands of Newfoundlanders will go through that university

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and through the College of Fisheries and the College of Technology. And who has got the brains, who has got the skill, who has got the imagination, who has got the knowledge, and who has got the mental grasp to be able to spell out the wonder and the marvel of the good that that will do to Newfoundland? Truly

MR. SMALLWOOD: we are living in another world, truly we are living in another Newfoundland, and an incalculable part of that change has been brought about by the proliferation, the escalation, the enormous, the staggering increase in the numbers and the quality of education institutions scattered from Cape Chidley, you might say, to Cape Race and throughout the entire Province. Today amazingly, amazingly, and I suppose you would have to have gone through Newfoundland for two-thirds of your life before Confederation and one-third since, as I have done, to be amazed by it, to appreciate the miracle of it, today, Sir, in settlements all over this Island and in many parts of Labrador, today you have schools which would have made the people in St. John's gasp, and almost uncontrollably proud if they had had them. There was no school in St. John's in 1949, not one equal in magnificence of structure equal to schools that were built after Confederation in dozens, if not hundreds of places.

And I remember being present at the opening of that magnificent school in Springdale, that which the hon. member down there somewhere, up on the South Coast, was then one of the principal figures. Springdale, I remembered the day I opened that school with a brass band there that came all the way I believe from Corner Brook to play music. I remembered in opening that school that the first time I had gone to Springdale, after Confederation came, I had been there once before by boat, but the first time after Confederation I got to Springdale by taking the train to Badger - there was no other way to get to Badger, there was not a helicopter in Newfoundland at that time - the train to Badger, a car down the Halls Bay Line to South Brook, and from South Brook a boat put off to sea and go out around the Cape and up into Springdale. That is how I had reached there. That was the only way you could get there except to take a schooner.

MR. PECKFORD: Would the hon. member just permit a comment? He should



MR. PECKFORD: not forget when he is talking about Springdale and he is talking about that school, that that school was named after a good friend of the hon. member's and who is still alive.

MR. SMALLWOOD: That is right. In fact I think I put the name on it. Would someone refresh my memory?

AN HON. MEMBER: Grant.

MR. SMALLWOOD: Harvey Grant. As a matter of fact, I think the hon. minister was closely associated with the school and the hon. member for Southwest Coast -

AN HON. MEMBER: Burgeo - Bay d'Espoir.

MR. SMALLWOOD: Yes, was either the principal or one of the principal officers of that school. But that was only one. There are schools all over Newfoundland today and Labrador, that would put to shame the best schools there were in St. John's the day we became a Province, I mean architecturally, in size and dimension and so on. We had some fine schools in St. John's at that time, we had Bishop Field College, St. Bon's College, the Salvation Army College down on Springdale Street, we had Holloway School, we had Prince of Wales, and we had Curtis Academy, we had MacPherson. But all of these would fall far short of some of the great school buildings we have in Labrador and other parts of Newfoundland today.

In all that picture of education expansion and improvement, the university has played a great central part because there must be, I do not know, there must be thousands - are there not? - thousands of teachers teaching in Newfoundland today, either in classroom or as inspectors or supervisors or in some kind of executive capacity which plays a great part in the development of education, are there not thousands of teachers today in Newfoundland actually in the education field who got their training at the univeristy, are there not thousands?

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Tape No. 1099

NM - 3

MR. SMALLWOOD: The Minister of Education, I take it, is a product of Memorial Univeristy. The hon. gentleman from Terra Nova (Mr. Lush), I take it is a product of that university.

MR. SMALLWOOD: I take it that the Minister of Mines and Energy is a product of that university. I take it that the member for the Southwest Coast here up in Fortune Bay and Bay d'Espoir is that it?

MR. SIMMONS: Burgeo-Bay d'Espoir.

MR. SMALLWOOD: Burgeo-Bay d'Espoir is a product of that university, and how many others?

MR. SIMMONS: The member for Lewisporte, Bay Verte-White Bay.

MR. SMALLWOOD: The member for Lewisporte, the member for - and so on. Who is going to put -

MR. LUSH: Well, this one.

MR. ROUSSEAU: Somebody from the West Coast. We are all the same here.

MR. LUSH: The Minister of Education.

MR. WHITE: Saint Francis Xavier, yes.

MR. SMALLWOOD: Yes, well a great many from the West Coast have come in to Memorial University and are -

MR. ROUSSEAU: And we also went across.

MR. SMALLWOOD: They had been doing that even before Confederation and the few - there were not many. You had to be someone. You had to be the son of someone to go away to university. That was one of the great reasons we had for creating our own university so that you would not have to be the son of a prosperous merchant or some other person of more than ordinary wealth. You could be the son or daughter of very humble parents and all you needed was to have a brain, all you needed was to be smart, all you needed was to be ambitious and the son of the poorest, the poorest in the land were able to go, and did in fact go and they are still going to our university which is -

MR. FLIGHT: It is not so any more though.

MR. SMALLWOOD: Not so any more? I would be sorry to hear that.

I would be sorry to hear that. I would imagine that out of the

MR. SMALLWOOD: 6,000 or 7,000 or 8,000 students at the university this afternoon there are many hundreds, if not a couple of thousand who are from very modest and moderate- families of very modest means. I would not think that you have 6,000 or 7,000 students up there today who are only from well-to-do families. If it were otherwise I would feel deep regret and considerable shame and no little anger because the day surely has gone in Newfoundland when education is just a privilege for the privileged classes. Surely that day thanks be to God is gone.

Yes, the hon. member wants to -

MR. FLIGHT: I would like to make this observation and see if you would agree, Sir, that whether they are from humble families or the mighty that to put a year through Memorial University this day and age costs around \$2,800 per year. I submit to you that anyone who is in Memorial from the low income bracket that you refer to, and they complete their education, will come out \$10,000 to \$12,000 in debt.

MR. SMALLWOOD: Yes, well let me put it this way. All my life since I was a little youngster I have been reading and hearing of students, especially in the United States, more there than in almost any other country, because in England it was always the case until quite recently when the red brick universities began to spring up- it was until quite recently in Britian you had no chance to get in to one of the great universities unless you were the son of wealthy people. I remember that Sir Richard Squires and Lady Squires entered their sons names - Dick, Bobby and Norman - entered the names of their three sons when they were one or two years old for entrance in England. You had to be someone and you had to get on the waiting list. It is not like that today. But in the United States it was quite different. It was entirely commonplace in the United States for young fellows to work as waiters - even in

MR. SMALLWOOD: the university they would be waiters serving the other students - work their way to earn their way to get through university. I would imagine that there are still perhaps several million young Americans who get through university by working and earning their way. Now there does not seem to be that opportunity in Newfoundland, but so long as a young man or woman can borrow the money, so long as there is someone who will take a chance to lend the money - \$5,000 - \$8,000 - \$10,000 - \$12,000 to get through university and get a degree and then get in the big money - so long as that can be done all that is needed is that the students be healthy, be energetic, be ambitious, be smart and determined



MR. SMALLWOOD:

to get ahead and in that way still, today, no matter how thin times may have become, still today there are thousands and thousands of young Newfoundlanders, male and female, who somehow can get through university. I remember reading a book by a Canadian, I forget his name now at the moment, who visited Russia as a tourist - well he is a newspaper man, he is a well-known journalist and a rightist not a leftist - and he visited the Soviet Union and he went down in the southern part, Tashkent, Samarkand, and what is the other one, those three famous -

MR. NOLAN: And the Black Sea?

MR. SMALLWOOD: Well, no, yes, getting down almost to the Northern boundary of India. He visited there and what did he find? He found in the university, I think it was Tashkent, or it might have been Samarkand, he found thousands of young students - these are Russians, a communist country - he found thousands of students who were going to school at six o'clock in the morning, going to university at six o'clock in the morning and were working ten and twelve hours a day. You might almost say it was like slave labour. But they would go through hell to get a university education. They would dress shabbily, their accommodation was shabby, they did not live on the fat of the land. I was in Cuba and I will never forget the impression that was made on my mind as I went through one university with 30,000 students, 30,000, and not one of them, not one paid as much as a nickel for tuition, for books, for papers, for clothing, for food, for board, for accommodation, not one cent, the 30,000 students. But every one of them in the college of medicine, where they had 3,000 or 4,000 students, in the college of engineering, where they had 3,000 or 4,000 students, in the different colleges that made up that university, what did you have? You had them going out and working so many days a week. And they earned their way. They will not pay

MR. SMALLWOOD:

any cash. As a matter of fact they get paid cash for the work they do. And in addition to getting paid some cash for the work they do they get their education free, their food, their clothing. Now they look like a bunch of tramps. They are all dressed in blue denim, we used to call it - what is the new word for that now?

MR. RIDEOUT: Jeans.

MR. SMALLWOOD: Jeans, jeans, jeans. I was brought up to call it blue denim. The only people that wore blue denim in Newfoundland were the longshoremen. If you saw any man in St. John's with blue denim he was a longshoreman. That was almost like a uniform. Today it is a uniform for college students, is it not? Well you talk about the condition of Newfoundland today. You have, Mr. Speaker, you have a most remarkable contrast. You have two Newfoundlands, side by side. One is tens of thousands of unemployed men and women, tens of thousands, maybe thirty or forty thousand unemployed this afternoon, no jobs. And I saw the time when if you had that number of unemployed in Newfoundland you would have a revolution every afternoon and another one every night. You would have mobs. You would have parades. You would have them tearing down buildings. Why do you not have that today? Because for some of them, and there could be room for argument as to how many, what proportion, but for the substantial number of the people who are unemployed today they are drawing more payment from the Unemployment Insurance Fund than the highest paid workers ever dreamed that they would ever get for hard work in Newfoundland. To draw that unemployment insurance - now not the electricians, not the plumbers, not the highly paid skilled workers, but tens of thousands surely of ordinary, not particularly well skilled Newfoundlanders are

MR. SMALLWOOD:

not suffering. You go around Conception Bay today as I do every Saturday - I drive around the bay, I go down to Carbonear and I go in the shopping center and then I go to all the shopping centers right along. There are six of them now, six.

MR. MORGAN: You go to them all?

MR. SMALLWOOD: I go to them all, every Saturday.

MR. MORGAN: You are not campaigning are you?

MR. SMALLWOOD: I like to mix with people. I like to look. I like to see people. I like to see how they are living. And when you go into six supermarkets and see thousands of people and see the goods piled sky-high, in any one of those supermarkets, in any one of them there are more goods than there would have been in the whole of Conception Bay thirty years ago. It is incredible, and I would say it is just about the same all over the Island.

So you have a people who though unemployed are not suffering on the one hand and on the other you have a government that are so close to being - I will not use the word, I have refused right along to use the word - but I say perilously close to being in deep, deep financial trouble. The people are better off than the government are. It is astonishing. It was always the other way about. Governments were nearly always better off than the people but not so today. And it is fascinating. I do not know how I got on this. I think I was replying to my friend from LaPoile (Mr. Neary) when he -

MR. NEARY: What did I say that got you started?

MR. SMALLWOOD: It is not what the hon. gentleman said, it is what he did not say. I am answering what he did not say.

MR. NEARY: All I am doing is asking to have the budget tabled.

MR. SMALLWOOD: Well I want that. I agree with that.

MR. NEARY: That is what I am asking for.

MR. SMALLWOOD: And I also agree with academic freedom. I would fight to the death against any impairment of academic freedom. I certainly would. But I would also like to see the budget tabled here. It is our money, the Newfoundland people's money. This House votes that

MR. SMALLWOOD:

money and this House is asked to vote that money blind.

MR. NEARY: Well now we are in agreement.

MR. SMALLWOOD: We are in agreement on that. We have been, not now. We have been in agreement on that right along. I slugged it out with the president of the university and other officers.

MR. LUNDRIGAN: Could I ask the hon. gentleman a question?

Was the university budget ever tabled in the House in recent years, the last thirty years?

MR. NEARY: No.

MR. LUNDRIGAN: Why was it not?

MR. NEARY: We could not find out.

MR. LUNDRIGAN: Why did the hon. gentleman not insist on it.

MR. SMALLWOOD: We believed in it. We argued. I had the president of the university into Cabinet and we would argue and argue and argue and he would bring me book after book after book to read and I would read book after book after book and then I would get books and give them to him to read and we were slugging it out intellectually speaking. We never did - we debated it here in the House. I remember the Leader of the Opposition who was Mr. James Greene was horrified at our suggestion that the university should be obliged to table a detailed budget of their spending of public money.

They are spending - what is it, \$30 million or \$40 million now is it?

MR. NEARY: That is right.

MR. SMALLWOOD: Forty odd millions. My God - excuse me, Mr. Speaker - the day I became Premier the full budget of Newfoundland was \$35 million. Now the university alone is spending \$10 million more than that and not a word of it debated here in the House except in the broadest general terms.

I am in perfect agreement on that matter and other matters as well with the hon. member for the East End of St. John's (Mr. Marshall). I am in agreement with him on that. Surely all of us in our hearts - the only thing is we are a little afraid that we would



MR. SMALLWOOD:

be accused of damaging, of trespassing on academic freedom which is sheer and arrant nonsense, because we would not.

MR. NEAPY: Here is one fellow here who is not, I can tell you that.

MR. SMALLWOOD: No but there are others who would be a little timid about doing it.

However, what I got up to say is that I hope this polytechnical will come, that I hope they will get the plans designed and drawn, that they will get Ottawa to chip in substantially to pay the cost of it and then in the next three or four or five years we will end up having a glorious big new building upon campus and that there will be branches of it scattered not only through the town but scattered through the Province. I will vote for the bill because in conscience I can do no other.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for Kilbride.

MR. WELLS: Mr. Speaker, I would like to congratulate the member for Twillingate (Mr. Smallwood) for a very excellent speech which I found enjoyable. He often has this effect on me, that he gets me up after him because he makes a very worth-while contribution to the debate. Now I do not think anybody in this House would object for a moment to this legislation. And the debate thus far has been somewhat discursive Your Honour and I hope that I will be allowed the same latitude. Sure it is a good thing to put these heads together under one polytechnical institue. I am not sure



Mr. Wells.

if I could define what a polytechnical institute is, but I gather - and someone will correct me if I am wrong - I gather it is an all encompassing technical college that takes in the things that are under different roofs at the moment. This is a good thing, and I think it will be a good thing for Newfoundland. But, you know, I would like to make the comment, and it is in line with some of the things that the hon. member for Twillingate (Mr. Smallwood) has been saying, and I would like to say this to the House that we must not fall into the trap of believing that money makes for a good education. I do not think it does. You know, there has been nothing more maligned than the school system that we had in the past, before Confederation in Newfoundland. Now it is true that there are a lot of people, perhaps, who did not get the education in that system that they had the capability of receiving but a lot of people did get a good education. And I wonder and very often wonder if the millions that are being spent today, really, that if the law of diminishing returns has not set in somewhere? I for my own part am a product of a one room school - up to and finished Grade X in a one room school.

MR. SMALLWOOD: Where was that?

MR. WELLS: It ended up in Port Blandford, various places, but Port Blandford I did the last six or seven years, and finished Grade X there. And a curious thing - I came into Prince of Wales for my final year of school, Grade XI - and a curious thing is I think I did better in Grade X under the one room system that I was used to than I did in Grade XI when I got into many classrooms and many teachers and an entirely different system. So I think we should recognize this. I mean I do not want, and I am not saying and I do not want anybody to interpret what I am saying that we should go back to one room schools or anything like it. But let us

Mr. Wells.

not think that millions make for a good education because they do not, Mr. Speaker.

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

It being Thursday and 5:30 P.M. a motion to adjourn is deemed to be before the House. And the hon. member for LaPoile (Mr. Neary) wishes to debate increased drinking especially by the youth in the Province.

The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, for the information of the Minister of Justice, Sir, the regulating of advertising of liquor and beer falls within provincial jurisdiction but because this Province has never passed a law or drafted regulations controlling advertising on radio and television within our provincial boundaries, Sir, we have been forced - we have no alternative but to rely on the policy of the CRTC be that good or bad. Mr. Speaker, I sincerely hope that the minister's flippant off the cuff answer to my question last Friday is not typical of the attitude of government to the pressing problem of drinking in this Province, especially, Sir, teenage drinking which is becoming a major problem.

Mr. Speaker, we know that alcoholism is costing the taxpayers of Canada about \$2 billion a year. Although this is a fantastic amount of money, Sir, it should be perfectly clear that this may or may not be the total cost in dollars let alone in heartbreak, emotional upsets, marriage break-ups and both homicide and suicide. Mr. Speaker, I would like to see in this Province some thought given to accumulate figures similar to the ones that were given out, I believe it was the day before yesterday, by Canadian Press as provided by the Government of Canada on the cost in this Province to the taxpayer indirectly and to the public treasury directly of the alcoholic.

MR. NEARY:

Mr. Speaker, I am getting all kinds of noises. I can hardly hear myself talk. Could we get a little order, Sir? I cannot even hear myself.

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

The hon. member wishes to be heard in silence.

The hon. member.

MR. NEARY: Mr. Speaker, as I said there, we should try and accumulate the figures on a provincial level that they have on the national level, the cost indirectly to the taxpayer and directly to the public treasury of dealing with this matter of alcoholism. I am sure, Sir, that we would all be shocked at the total bill for alcoholism, that is, Sir, the total measurable bill in terms of dollars and cents of the cost of alcoholism in this Province, property damage, broken windows, car accidents, health damage and all other headings under which information can be collected. If we had this information before us, Mr. Speaker, we may be able to ascertain

MR. NEARY: whether or not the Newfoundland Liquor Corporation should operate on what my hon. friend, the Minister of Transportation and Communications has so often referred to, the user pay concept. That is to say, Sir, that the Newfoundland Liquor Corporation operate on a profit margin that will ensure that the user of alcohol will be paying the cost of his addiction and not shrugging it off irresponsibly on the ordinary, hard working, temperate citizens of this Province.

Mr. Speaker, health care for the treatment of alcoholism and alcohol related diseases can no longer be ignored or dealt with on a haphazard basis. Newfoundlanders, Sir, must become more aware of the dangers of excessive drinking and I once again, Sir, call upon the administration, on the government, to do whatever is necessary to prevent large numbers of our people from embarking upon a life of misery and suffering that automatically results from abuse and misuse of alcohol.

MR. SPEAKER (DR. COLLINS): The hon. Minister of Justice.

MR. HICKMAN: Mr. Speaker, I find myself very much in agreement with the sentiments so ably expressed by the hon. the member for LaPoile. And before I deal with the issue of teenage drinking may I simply crave the indulgence of the House for one half minute and give a further report on the seal fishery.

Arrangements had been satisfactorily concluded with the masters of all Canadian ships to house one member of the RCMP on board each ship. But that is no longer necessary now because the icebreaker John Cabot is about to sail for the Front. She will be at the Front with the sealing ships by noon tomorrow. She will have on board seven members of the Royal Canadian Mounted Police who will remain there as long as

MR. HICKMAN: necessary together with a helicopter. And there are additional members of the force at St. Anthony as a backup with helicopters when they are needed, and I seriously doubt if they will.

MR. ROBERTS: Can you assure us that any breach of the Criminal Code will be greeted by arrest?

MR. HICKMAN: Mr. Speaker, I outlined that very clearly today that we are looking to see if there have been any breaches that come within my area of law enforcement and most assuredly we will move definitively and quickly.

Now there is one thing, only one thing that I am not ad idem with the hon. member for LaPoile (Mr. Neary) on and that is the question of the control of advertising of alcohol and alcoholic beverages by television. I do submit that that does come under, it is inter-provincial, it is inter-provincial because it is Trans-Canada advertising. The hockey games, the Stanley Cup games, I am -

MR. ROBERTS: Some Provinces have banned it.

MR. HICKMAN: Some Provinces have banned it. BC have tried to ban it. Manitoba have been trying to ban it without any success. How do you ban Reader's Digest from circulation in Manitoba because they carry O'Keefe's beer? But be that as it may, that is only a side issue. On the issue of teenage drinking in this Province or in Canada, whilst it is, in my opinion, something that we cannot overlook let us not tar the majority of young Newfoundlanders or young Canadians with that kind of brush.

I have reason to believe, and I have seen it, because I have four children in that age category now, I have seen very strong evidence in this Province, particularly in the last few years, I think we are going through a different cycle now, where the young people have come out of that - where it is no longer the smart thing to do to be drinking all the time or on drugs - and they are once again going back to some of these fundamental principles. We have more young people attending church in Newfoundland today on a regular



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MR. HICKMAN:- basis I would suggest than we have had in the last ten years. We have more getting actively involved in church groups. We have more of them becoming interested in politics. We have less of them running afoul of the law.

Mr. Hickman.

And I believe that we have every reason to be proud of the attitude that is emanating from young Newfoundlanders today in a sense of community leadership, in a sense of community responsibility and a sense of getting more actively involved in competitive sports, in that sort of - and other literary competitions that in my opinion, Mr. Speaker, augers well but does not and should not be allowed to provide a crutch or an excuse for us to turn our backs on the problem no matter how large or how small it is of excessive drinking by young people.

Thank you, Mr. Speaker.

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

The hon. member for Eagle River (Mr. Strachan) wishes to debate the criteria by which open and closed management zones are determined, especially in the Red Wine River and Mountain area.

The hon. member.

MR. STRACHAN: Mr. Speaker, just let me very briefly - five minutes does not do justice to this subject - set the scene. The Red Wine Mountain area contains a fairly small caribou herd.- this certainly is not as large as the Northern herd.- and it is an open zone. In order to get to that open zone one has a choice of three routes. One can either go in the Red Wine River, up the Grand Lake or around the back by the Naskaupi River. To go around the Naskaupi River it increases the distance that one must travel. To carry on up Grand Lake means you face open water or rattles, and you often cannot get out of the sides and so the simplest route, and the only feasible route is the Red Wine River. Hunters from North West River and

Mr. Strachan.

Goose Bay use that river to get into the Red Wine Mountains. That river was on a closed zone. Many hunters last year used that route and a steady stream of hunters passed back and forth the Red Wine River to get to the Red Wine Mountains, to get their caribou and haul them back. The case we have in point is hunters returning down the Red Wine River theoretically crossing a closed management zone, and these three hunters had possession of one caribou. Now the only other way to get in there is to travel by plane or travel by helicopter and some people do charter planes and helicopters to get in there but that is expensive. So for the ordinary hunter who wants to get his meat he has to travel by ski-doo and therefore use the Red Wine River. What happened here is that the helicopter, belonging to the Department of Tourism, Division of Wildlife, swooped down on these three hunters - they were only three of many hunters who had previously travelled that route - and confiscated from them their caribou on the basis they were travelling over a closed management zone, the only route they could go with their caribou. Also confiscated were the guns and various other charges were laid. Some charges which are possible under the Wildlife Act which applies to a sportsman but certainly does not apply to hunters going for legitimate meat. The rifles and the meat were confiscated and the hunters were subsequently charged in court. And as far as I understand the hunters received a fine of \$1,000 each or certainly one of them received a fine of \$1,000 and also lost his rifles and his meat.

What we are stating, Sir, and the point we are trying to make here is that we feel that this is an over-zealous application of an act designed for sport hunters, not legitimate hunters going

Mr. Strachan.

for their meat. These people are not poachers. They are not criminals. They are ordinary residents, ordinary hunters who are going legitimately with their licence to get their caribou and going by the only route they know. Because the route was marked out on the maps as being a closed management zone, they were, therefore, guilty of an offense. I understand - and I only say this - I understand, and maybe the minister in answering could correct this, I understand subsequent to the charges and subsequent to the court case, the Red Wine River area has been opened up as

MR. STRACHAN:

as far as I understand. I am not sure on that. But as far as I understand it has been opened up to allow hunters to get into the Red Wine Mountain area for their meat. In other words, the zone or the Red Wine River is now open zone so that the hunters can get there. The point that I am making, Sir, is that have we got to get to the stage of arresting legitimate hunters, not poachers, not criminals, take them to court and prosecute them under the Wildlife Act before we realize that the boundaries that we set for the management zones may be incorrect or certainly may be zones which the people themselves do not know are closed zones. It is only recently in the last few years that the Wildlife Act has been followed up in Labrador and many residents do not know what the Wildlife Act stands for or what it really means. They were also charged as well with having rifles, carrying rifles on snowmobiles which were loaded. And, of course, the first thing in Labrador you do when you leave the community is that you fill your magazine with your shells. You to be loaded, as far as Labrador is concerned, or people hunting are concerned, is to have a shell in the breach. So many people travel that way because if you suddenly come across partridge, wolf or whatever it is, then you very quickly need to come off, you very quickly need to get a shot away or else you lose your meat. The case we are saying is that the Wildlife Act does not apply in conditions like this and places like this. And the mistake, and I believe it is an honest mistake by the division, is a mistake of the divisions and not a mistake of the three hunters, three of many who travel that route, but the only three who were prosecuted.

SOME HON. MEMBERS: Hear, hear!

MR. MURPHY: Are there any non-resident hunters in there? Are there any non-residents who go in or is it purely local?

MR. STRACHAN: Local.

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, insofar as the charges that were made or the



MR. HICKEY:

cases which went to court, I am not in a position to comment on it at the present time. I certainly will say to my hon. friend that I will take it under advisement and I would be rather interested myself in following through to determine exactly what has happened and if the case is as he outlined it. If it is, then certainly I am prepared to concede the point that it would appear not to be proper for charges to have been laid in the first place. In saying this I am not acknowledging. I am saying that provided that the situation is identical as the hon. gentleman points out.

Insofar as determining restricted areas is concerned my staff advises me that usually this is done not necessarily identifying physical marks such as rivers or small roads or paths or what have you. They are not always visible on a map I am suggesting. Rivers should obviously be. So there is an obvious question insofar as that is concerned. But in broad general terms restricted areas very often are put in place by simply circling a herd in a given area and going with that. The result being that the minute that that information is passed on to the local area the staff in the local area who identify that it is now a restricted area, he or they or whomever then looks at it from the point of view of it being practical or otherwise.

My next question would obviously be why this was not identified by the people in the local area when they were notified that this was a restricted area. I think my hon. friend makes a valid point when he talks about the river in question. I think I have to say that again according to information just of this date that river is now open, is now used as a means of getting in and that raises a question as to whether or not it should have ever been in there. But again I am told - and I do not say this, Mr. Speaker, in any way as an excuse or to justify but purely from an objective point of view - one of the important reasons for an advisory committee for Labrador, especially Labrador,

MR. HICKEY:

as my hon. friend has pointed out the people there are not always and are not yet as familiar with the Wildlife Act as indeed they need to be. I would hope that that is going to improve with some efforts with regards to the language on the one hand and with regards to proper interpretation by my staff to the residents from time to time on the other hand.

I point out and I raise the issue of the advisory committee which is still not functioning because one of the reasons, Mr. Speaker, that we readily agreed to an advisory committee was, in fact, to allow necessary input by the people of Labrador into areas such as the very one we are discussing today. But the committee is not functioning because there have been problems with arriving at or agreeing to the terms of reference. I think some of the people in Labrador wrongly see the advisory committee as an opportunity to open up the whole Wildlife Act. I think my hon. friend is very much aware of what I am talking about. If that is the case then that is wrong. I do not think that they should, if that is true, I do not think that they should view it in that way. I think that it has to be viewed in a very positive sense that here, at least, would be a vehicle where they would have input, where the incident that he refers to would never happen again, that instantly when an order is passed or when changes are made they are reflected to the people of Labrador and they are viewed in terms of whether or not they are practical and if they are not changes are instantly affected to take out whatever area should not be in there and so on.

So really my only explanation to the points that he makes is in the first instance I want to go back and find out the circumstances surrounding the cases he mentioned. I am certainly not happy at all to hear that the incidents he refers to took place on that river which was in but which is now out. Certainly that does not make anybody happy. I will investigate that and get back to him. I can only ask him to assist us in suggesting to his people that the quicker the advisory committee gets into operation then the better the opportunity and the better the chance to eliminate this possibility. I think at this point that is the best I can offer in response to the subject he has raised.

MR. SPEAKER: The hon. member for Bellevue wishes to debate the need for hunters safety courses for large and small game hunters.

The hon. member for Bellevue.

MR. CALLAN: Thank you, Mr. Speaker. Mr. Speaker, I did not intend to ask an oral question this afternoon when I came into the House. I just happened to reach down underneath the desk here and I pulled out a Hansard from last year and in opening it up I discovered that I had asked the Minister of Tourism, who is still the same minister as this time last year, about the hunters safety programme. So I got into this debate. I am not very well prepared for it. However, perhaps in five minutes I can say some of the things that are on my mind.

Mr. Speaker, first of all I want to talk about the need as I see it for this hunters safety training programme. It has been talked about by this government for the past two or three years. It was this government that raised the suggestion and it is this government that has been procrastinating. Mr. Speaker, the government over the past couple of years in particular have had a big problem in the distribution of hunting licenses especially the large game licenses. We have heard of examples of where eighty-five year old ladies and blind people and so on have been obtaining moose licenses and that, I suppose, could not be avoided under the system.

Mr. Speaker, I contend that if a hunters safety programme were introduced, and therefore each prospective hunter had to obtain a license in order to hunt big game, then this would eliminate the distribution of large game licenses because then you could not have this same thing happening, where an eighty-five year old person who was probably too feeble to pass the license test and so on, or some ladies

MR. CALLAN: or some blind people and so on naturally would not be able to obtain this licence.

Of course, Mr. Speaker, the main reason for a hunter safety programme is for exactly that, what it says, so that we can have safe hunters hunting throughout the Province.

Mr. Speaker, I want to quote from last March 31st., 1976, the answer that the hon. minister gave when I asked him the same question. He said, "Voluntary efforts are already underway through some staff of my department to have people take a hunter safety training course." Mr. Speaker, I am quite familiar with these voluntary efforts. As a matter of fact I have been a part of it. I formed a cadet corps at Norman's Cove three or four years back and as commanding officer of that corps one of the subjects that was taught to these young cadets, young boys from ages thirteen to nineteen, young army people, one of the courses that was taught, and I taught it, was a hunter safety course. And I remember coming into St. John's and attending conferences where we had Mr. Pat Latta, and I am sure the Minister of Tourism is quite familiar with that gentleman talking about hunter safety and so on.

Mr. Speaker, there have been some other voluntary efforts directed at hunter safety and this has been done by the breweries, the people who sell the beer. I have attended one or two of these as well and I might say, Mr. Speaker, that they have been a complete failure. If these are the voluntary efforts that we are looking for to improve the safe hunting efforts of our Newfoundlanders then it has been a complete flop. The people who go to these gatherings go because there is free beer given by the breweries, not to learn about hunter safety. I have been there and I know.

Mr. Speaker, I have taken and studied and passed the Newfoundland hunter safety test. I also spent three weeks



MR. CALLAN: in New Brunswick a couple of summers ago and as one of the several courses that I did there in connection with the cadets, and the cadet corps, was also to study and write the New Brunswick hunter safety test. And the test that we have in Newfoundland and the one in New Brunswick are very similar.

Mr. Speaker, in five minutes, as I said, I cannot say very much on this topic, just a matter of mentioning a few of the important things. My question to the hon. Minister of Tourism is, how much longer is the government going to procrastinate on this subject? It has been talked about for years. There is a need for it. I have just mentioned two needs. My question is how long is the government going to procrastinate? You know I have been of the opinion that the "P" in Progressive Conservative, the "P" as I see it has stood for not progressive but for procrastinations because this is just another example of the procrastination that I have seen, things that have been talked about through the media and so on in this House of Assembly, but things that have never been implemented. So, Mr. Speaker, that is my question to the hon. Minister of Tourism.

MR. SPEAKER (DR. COLLINS): The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, let me first of all say that I will be making a statement soon. I hope within a week or ten days with regards to the hunter training safety programme. The hon. gentleman, I will be kind to him and say that he did not know that and I will simply say that his question and his comment this evening is probably opportune in light of what I have just said.

I want to say to him that we are not procrastinating at all, Mr. Speaker, if there is anything that this government or this administration and the two previous administrations in the past



MR. HICKEY: five years, if there is anything they can be accused of it is not procrastinating when it comes to regulation. It might well be argued, indeed sometimes I think it is argued that we are regulating ourselves out of existence. It is not as simple as one thinks to continue to bring in regulations to regulate people's lives, nor is it as simple to say to people, who have and who still do consider hunting as not a privilege but a right. to say to those people, "You will not hunt anymore

MR. HICKEY:

until you pass a test, until you take an exam be it written or oral and until you pass a target test." You know, that goes over and that will go over with some of our Newfoundlanders like two holes in the head. So my friend is not correct when he says we are procrastinating. I think it is not important that we bring in regulations for hunter training safety for the sake of bringing them in. Now I agree with my hon. friend that many of the problems that emanate from the big game licensing system or systems will be solved when at some point in time it is mandatory that people must be certified or have a certificate to show they are certified hunters. It would solve a great many of the problems which are presently connected with and which we presently face insofar as the big game licensing system is concerned.

But the thing is it is not enough just to bring them in, bring those regulations in for the sake of bringing them in. They must work. They must be accepted and they must be followed through and recognized. And I suggest to my hon. friend the way to do that is to do it gradually with full explanation for the implications and the necessity of those regulations and when you have a kind of healthy environment and a positive environment in which to enforce that part which says mandatory, that is the time to do it and that is the course that this administration wishes to pursue.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: Order, please!

The motion before the Chair is that this House do now adjourn.

The hon. House Leader.

MR. HICKMAN: Mr. Speaker, I believe there is a meeting on tomorrow of some importance. And therefore I move that this House on its rising do adjourn until Monday, March 21, A.D. 1977 at three of the clock provided that if it appears to the satisfaction of Mr. Speaker after consultation with the government that the public interest requires that this House should meet at an earlier time Mr. Speaker may give notice that he is so satisfied and the House shall meet at the time stated

MR. HICKMAN:

in the notice and shall transact its business as if it had been duly adjourned to that time.

MR. SPEAKER: It has been moved and seconded -

SOME HON. MEMBERS: Oh, oh!

MR. HICKMAN: Do not be pushing your luck. If you lose this motion -

MR. ROBERTS: Mr. Speaker, we on this side have been consulted about the motion and we are quite prepared to go along with it. I guess this is the fourth weekend that a similar motion has been moved. We would also like to thank the administration for their kindness in allowing the House to stand over until Monday to allow another meeting of some importance and some considerable public interest to go ahead. May I also, Sir, in the same vein as the Minister of Justice, speaking on a Late Show matter, say how pleased I am that instructions have been issued to the RCMP to go to the Front. I have been in St. Anthony for two days, two and a half days, as is well known and I am very glad that the laws are going to be enforced in the way in which they are because there is a very strong feeling among people there that 100 policemen were brought in to stop our people from obstructing Brian Davies and how come Mr. Davies and the Greenpeace crowd can carry out acts which appear to be flagrantly unlawful and very much in the breach of everything that should be encouraged. So let us hope that the situation is resolved. And I hope that the Greenpeace people if they have done what I am told they have done are arrested forthwith and dragged off to the nearest lockup and put there until the courts can deal with them in the appropriate fashion as quickly as that can be done.

But, Sir, the important thing is that the minister and the police have moved. They may have been a little tardy but that is another story. They have moved now and let us hope the matter is resolved and resolved quickly.

MR. SPEAKER: It is moved and seconded that the House do now adjourn until Monday next at three of the clock provided that if it appears to the satisfaction of the Speaker after consultation with the government

MR. SPEAKER:

that the public interest requires the House should meet at an earlier time, the Speaker may give notice that he is so satisfied and the House shall meet at the time stated in the notice and shall transact its business as if it had been duly adjourned to that time. Those in favour of the motion 'aye'. Contrary 'nay'. I rule the 'aye's' have it.

This House now stands adjourned until Monday next at three of the clock.

I N D E X

ANSWERS TO QUESTIONS

TABLED

MARCH 17, 1977



MAR 17 1977

#196

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

How many students presently attending School of Medicine, Memorial University?

- (a) from Newfoundland
- (b) from other provinces of Canada
- (c) from other countries

ANSWER

(a) students from Newfoundland	175
(b) students from other provinces	44
(c) students from other countries	<u>4</u>
TOTAL	223

MAR 17 1977

#152

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

- (1) Who are the members of the Board of Governors of the St. John's General Hospital Corporation?
- (2) How many meetings were held by the Board of Governors in the calendar year 1976 and each month this year to date?
- (3) What salaries, wages, or other remuneration are paid to members of said Board?

ANSWER:

- (1) Mr. G. C. Eaton,  
15 Dublin Road - Chairman  
  
Dr. J. G. Barnes,  
5 Carbonear Place  
  
Mr. I. Campbell,  
33 Holbrook Avenue  
  
Mr. R. A. Clancy,  
3 Mayparke Place  
  
Dr. F. P. Duff,           - ex-officio  
18 Circular Road  
  
Mr. J. P. Henderson,  
10 Reeves Place  
  
Mrs. Daphne House,  
Elizabeth Towers,  
Elizabeth Avenue

.../2

Mr. D. A. Mercer, Q.C.,  
Thornburn Road

Mr. R. D. Moore, - ex-officio  
37 Downing Street

Mr. L. M. Parsons,  
203 Portugal Cove Road

Mr. G. E. Stentaforde,  
Carbonear

Mr. J. Templeton,  
52 Empire Avenue

RESIGNED:

Mr. E. Thoms - June, 1976  
Placentia

Mr. H. V. Hollett, - October, 1976  
44 Weymouth Street

- (2) There were 11 meetings of the full Corporation held in 1976 and two to date in 1977. In addition, there were 24 meetings of sub-committees of the Board during 1976 and 4 sub-committee meetings in 1977 to date.
- (3) The only payment to Board members is to members who reside outside St. John's for travel expenses to attend meetings.

#166

MAR 17 1977

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

1. Cost of buying residence Lomond Street, Corner Brook for the Administrator, Western Memorial Hospital.
2. Sale price of house formerly occupied by Dr. Wass, Lomond Street, Corner Brook.

ANSWER:

1. Department of Health did not at any time buy a residence on Lomond Street, Corner Brook, for the Administrator, Western Memorial Hospital.
2. The house on Lomond Street, Corner Brook, formerly occupied by the late Dr. Wass was the property of the Newfoundland and Labrador Housing Corporation, who inform us that the sale price was \$56,000. The house was sold through advertising on the public market.