

PRELIMINARY
UNEDITED
TRANSCRIPT

HOUSE OF ASSEMBLY
FOR THE PERIOD:
3:00 p.m. - 6:00 p.m.
WEDNESDAY, MAY 18, 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 galleries this afternoon two groups of visiting students, ten Grade VII and VIII students from the W. G. Davis Senior Public School at Brampton, Ontario accompanied by their teacher, Mrs. Foster. And these students are here under an exchange programme. And also forty-six Grade IX students from St. Clare's High School in Carbonear accompanied by their teacher in charge, Mr. Brian Manning. I know all hon. members join me in welcoming these young people from Carbonear and from Ontario to the House of Assembly.

SOME HON. MEMBERS: Hear, hear!

o o o

MR. LUSH: Mr. Speaker?

MR. SPEAKER: On a point of privilege?

MR. LUSH: Yes.

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

MR. LUSH: Mr. Speaker, I am not sure, I suppose it is a point of privilege, Mr. Speaker, but I would like to have leave of the House to discuss a matter that I think is of grave importance to this Province. The matter relates to, or it respects allegations of impropriety on the part of Provincial ministers. It also relates to great remarks discriminatory and insulting to this Province of Newfoundland. It relates, Sir, to remarks made in the House of Commons by Mr. Rodriguez, the NDP member for Nickle Belt, the riding of Nickle Belt. And I think the statements are quite serious. They are insidious they are invidious, and they are contemptuous. He was speaking to the Committee on Northern Affairs - on Indian Affairs, I am sorry, on Indian and Northern Affairs, and they were talking about the Terra Nova National Park. And Mr. Rodriguez made some erroneous statements that I think need to be corrected. First of all, he was - I tried to get a transcript of the remarks made in the Committee, and I find they are totally confusing, Mr.

Mr. Lush:

Speaker, Nobody knows - it seems as though where the Terra Nova National Park is going to go, least of all, Mr. Rodriguez, He suggested that the Terra Nova National Park - the Terra Nova National golf course was being built as a result of an agreement in 1972 which created the Terra Nova National Park which in essence, of course, it was the Gros Morne agreement of 1972, which stated in effect that a golf course would be built in Newfoundland by Parks Canada. It did not specify which park. And after much study, of course, it was decided that the park would be constructed in the Terra Nova National Park.

MR. LUSH: Other committee members made some very insulting remarks about the building of a golf course in Newfoundland, they said that the -

MR. NEARY: Get the support of the Premier on this one.

MR. LUSH: Right - that the golf course built in Newfoundland was questionable in so much that the geography was not suited to a golf course and it went on to say that the golfers would be fighting insects and the cold. Mr Speaker, I think this is insulting, grossly insulting but, Mr. Speaker, the most important thing about all of this is that Mr. Rodriguez presented a motion before the standing committee and the motion in affect was to reduce, to cancel, or to reduce the monies allocated for the construction of the Terra Nova National Golf Course to \$1. With this in affect, Mr. Speaker, would rob this Province of \$4 million, and at a time when we have extremely high unemployment, I think that this House should pass a motion - the government can do it, the Minister of Tourism could pass a motion condemning the contemptuous and malicious remarks by Mr. Rodriguez and condemning the motion.

And one other point, Mr. Speaker, that I mentioned about allegations to Ministers of the Crown outside the House of Commons, outside the committee, Mr. Rodriguez was reported to have hinted that the Terra Nova National Golf Course was being built outside the boundaries of the Terra Nova National Park but he hinted that it was being built outside the Terra Nova National Park because it was being built on land owned by provincial cabinet ministers. Now, Mr. Speaker, these are serious allegations and so I think this House should unanimously pass a motion condemning the actions of Mr. Rodriguez and other members of this committee, and condemning outrightly the motion and the Ministers of the Crown would have to take whatever action is necessary regarding the allegations made by Mr. Rodriguez,

MR. LUSH: the NDP member for Nickle Belt riding.

MR. SPEAKER: The hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, I would like to address a few remarks to this issue. I have been in touch with my staff today on this matter and I am informed that Mr. Thompson, Pat Thompson, who is located in the Halifax area, Parks Canada, have passed on to the Ottawa office, hopefully for tabling by Mr. Allmand, the minister a list of names of the land owners in the Sandringham area where the golf course is going to be built.

There is not very much one can say, Mr. Speaker, with regard to this except to be shocked by the fact that a member of parliament who obviously should - or at least one would believe that he would have the best interests of all the country at heart, notwithstanding his desire to do something for his own constituency. But it is people like Mr. Rodriguez who do a great deal against national unity and I suggest that this is another prime example of the Central Canada attitude of some people unfortunately who have the opportunity to sit in public places like the House of Commons.

I have discussed this matter briefly with my colleagues. Certainly there is a need for this House to do something and I suggest that there is nothing more appropriate than a fitting resolution to be passed unanimately by this House, hopefully, and to be passed on to the chairman of the committee on Indian and Northern Affairs. I would suggest also, Mr. Speaker, that copies of it be sent to the Newfoundland members of parliament so that they know just exactly where we sit in terms of this Province and this government with regards to this golf course.

While I am on my feet I should inform hon members that a second appraisal - a second appraiser has been hired and work is continuing and a report will be in by the last of May hopefully,

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MR. HICKEY:

which will see the successful conclusion to long negotiations with
regards to the acquisition of this property. Certainly this

MR. HICKEY: House should not lose any time in convincing -

AN HON. MEMBER: For the record; is there any one with their name on that list just for the record?

MR. HICKEY: We cannot get any information, Mr. Speaker, to indicate any names of any - this is a scurrilous reference by innuendo and by implication and that is all. I think it is proper that this House should deal with it accordingly.

SOME HON. MEMBERS: Hear, Hear!

MR. SPEAKER: The hon. the Premier.

PREMIER MOORES: Mr. Speaker, I just want to speak very briefly about the raising of the flag at the Canada Summer Games in Ottawa just a couple of days ago. There are two things I wanted to say about it: First of all I would like to congratulate all those involved in the ceremony for what I understand was a job extremely well done. The representatives, the Minister of Recreation and Rehabilitation from our government was there, and the Prime Minister, of course, from the federal government, and the Chairman of the Summer Games, and the other dignitaries who were attached to that particular ceremony.

But I think there is one thing particularly that comes out of it, that first of all I understand that some 120 Newfoundland dogs that were there from as far West as Alberta, and from our own Province here, of course, and from the United States as well, in national terms did a great deal. I understand there were front page articles in the Ottawa papers, the Calgary papers and the others. And I might say here, by the way, and this is not a derogatory comment to our press, but I am very surprised that at a time when it is a moment of pride for Newfoundland, that there was not a great deal more coverage than there was for that particular event.

PREMIER MOORES:

But what I wanted to say, Sir, was that I would like to congratulate those for the start of the Summer Games. They are going to be a big event in this Province this Summer and I hope our friends from Ontario who are in the Galleries today will mention to their friends that everyone is welcome here this Summer and I am sure that this is a start to what is going to be a very successful provincial event.

SOME HON. MEMBERS:

Hear, hear!

MR. SPEAKER:

The hon. the Leader of the Opposition.

MR. ROBERTS:

Well, Mr. Speaker, we on this side of the House, Sir, would very much like to be associated with the remarks expressed by the Premier. I think that every Newfoundlander felt a surge of pride and of very strong emotion when we saw the coverage on the national television. The local television news did not cover it; it was covered only in the national segments of the news programmes which we get in the evening.

I gather from people I have spoken to in Ottawa it was a most impressive ceremony. There were quite a large number of dogs and I believe the pride of the breed was one from the kennels in Harbour Grace, operated by the Premier's sister, the Harbour Beem Kennels, which is pre-eminent among the dog breeders of the Newfoundland breed, and it has helped greatly to bring back a breed which a few years ago was close to extinction, and if it had not been for the work of the late Hon. Harold Macpherson, and carried on by Mrs. Nutbeem and a number of other breeders, the breed would not have reached the peak it has today.

MR. ROBERTS: The Summer Games are obviously going to be a very memorable occasion in the history of this Province. I think they are off to a good start with the ceremonies in Ottawa earlier this week, and I think it is very appropriate that the ceremonies should be held where they were, on Parliament Hill, which is the centre of Canada, the national square. I think it was entirely appropriate they should involve the Newfoundland dog. I thought the Prime Minister's remarks were very eloquent when he spoke of the symbolism and of the meaning of the ceremony to him, and I thought it a very nice touch indeed, that the young pup, a Newfoundland dog, was presented - I am not sure if it was to the Prime Minister or to his children, but it will grow up, I understand, in a kennel being erected at 24 Sussex, perhaps next to the swimming pool. It is entirely appropriate because, of course, Newfoundland dogs are well-known swimmers back to Lord Byron's time. Lord Byron had a Newfoundland dog which was a famous swimmer. But it was entirely appropriate, Sir, and I think it is fitting the House should note it and should congratulate Mr. Andrew Crosbie, the Chairman of the Summer Games, and all who are associated with him in what is fast becoming one of the most successful as well as one of the most notable events in our history, Sir.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: Presenting petitions. J

MR. ROBERTS: Mr. Speaker, may I raise another matter under this Heading?

MR. SPEAKER: Under Statements by Ministers?

MR. ROBERTS: Well, it is a formal matter, yes, Sir. It is a little unusual, Sir. The House has a long tradition of marking the death of a former member of the House, and I would like, if I might,

Mr. Roberts:

to bring to the attention of the House an event which, though it is related to that, it is not quite the same. But there died at Lewisporte on Monday evening a Mr. James Hodder at the age of eighty-seven. Mr. Hodder was a well known citizen of Lewisporte and Central Newfoundland. A very prominent man, Sir. A very unusual in that both his son and his grandson have served as members of this House. His grandson is the present member for Port au Port (Mr. J. Hodder), who will obviously not be with us in the next day or so. The funeral, I believe, is tomorrow, is it in Lewisporte? I think it is tomorrow.

AN HON .MEMBER: Yes.

MR. ROBERTS: But his father, Mr. Walter Hodder, served for a number of years as the member for the district of Burgeo-LaPoile and served as the Deputy Chairman of Committees, I believe, as well for a period.

So I would move, or perhaps the Premier would care to move and I would second, that an appropriate letter of condolence be sent to Mr. Walter Hodder who, I believe, is the eldest surviving son, and the other members of the family. There are not many families, Sir, that have the tradition of father to son in this House. The present gentleman for Trinity-Bay de Verde (Mr. Rowe) had his father serve in the House, as well as his brother. The gentleman for Twillingate (Mr. Smallwood) served with his son in the House. But it is not often it happens, Sir, and I think in these circumstances the House would be well advised to take note of the passing of a very fine old gentleman, Sir, a man who has served this Province well.

MR. SPEAKER: The hon. the Premier.

PREMIER MOORES: Mr. Speaker, it is not with pleasure that you make a motion like that, it is something I am only too glad to do, and on behalf of the government side to do it. I did not realize that Mr. Hodder had died. I am sure particularly his grandson

Premier Moores:

who is here has had a traumatic time as far as business of the House is concerned recently, and when you have a family matter of this magnitude, no matter what age the person is, it is always a very, as I say, a traumatic episode in any house. And it is something that we all feel and we have all felt from time to time, and our sympathy is to him and it certainly is extended - and certainly I propose the motion on this matter that the Leader of the Opposition brought up.

PRESENTING PETITIONS

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

MR. W. MARSHALL: I rise to present a petition on behalf of some 250 more people in the Battery area in my district, from the Battery and Signal Hill. The prayer of the petition is brief and very simple. It says that they would like support for the cleaning up of the area of the Battery and Signal Hill.

Now the reason for this petition, Mr. Speaker, for the simplistic, in effect, the petition says they want something to be done. And the reason why it is couched in such language is first of all from the point of view of the people from the Battery as their traditional independence, they are a very independent people. And also it is partly born in frustration because for so many years politicians of all stripes and in all sizes have been telling them that certain things will be done and they have not yet been done.

Since this petition was signed, Mr. Speaker, the community of - because it is really a community of the Battery and the Signal Hill area - have come together and organized themselves into a neighbourhood improvement area. And one of the desires of the signators to this petition is that the area, the Battery and Signal Hill and other surrounding areas be recognized as a neighbourhood improvement area, and be entitled to participate in the Federal-Provincial and Municipal programme that has so successfully been instituted in other parts of old St. John's.

They have, Mr. Speaker, already elected a Steering Committee. They are in the process of adopting a constitution, and in

Mr. Marshall:

short order I expect there will be an application to the Municipal Government and to the Provincial Government. So the major part of the prayer of this petition is that such application when it comes be favourably and speedily received.

It also, Mr. Speaker, refers to certain services that are necessary. I might state that this petition was also presented to the City Council some time ago, because most of the areas affected come within the responsibility of the city, but to date unfortunately not a great deal has resulted from it. For years there have been a few houses in the Battery area which require - abandoned houses - which require removal under the Council programme. Despite repeated requests this has not occurred. We all know that the Battery area is intrinsically a very nice area for tourists, it is one of the greatest tourist areas.

MR. MARSHALL: it could be to eastern Newfoundland and certainly to the city of St. John's. The tourist potential is great. The Outer Battery itself have made requests time after time after time for attention to be paid to the problem that occurs sometimes through rockslides in the area. We all remember not too long ago a very unfortunate incident occurred in the winter time about five or six years ago, I believe, whereby people were actually killed in a snowslide. What has happened is that there are a lot of rocks down there that need attention on the hill itself because they constitute a danger to the people in the Outer Battery. No attention has been paid to this.

Another matter I think of the supreme importance, not only to the battery but to all of St. John's, because as far as I am concerned it is a conglomerative municipal, provincial and federal disgrace, is the condition of the harbour in the city of St. John's. I recently attended a meeting with fishermen in the Battery in the St. John's area. The fact of the matter is now that the city's harbour has become so polluted that it is impossible for the men to wash the boats out in the immediate vicinity of the harbour. Their ropes and their lines and that are, you just cannot describe the filth of the lines after they have been in the harbour for a few moments, even just a few moments.

Now the fishery in St. John's is pretty well overlooked, but the fact of the matter is we have fifteen trap crews and thirty small boats fishing out of St. John's. Ten of the trap crews fish out of the battery; one-half, at least one-half, of the small boats people come from the battery, itself. I am informed that there are between two and three million pounds of fish a year caught out of St. John's. So the fishery is as big in this area in quantity as you get in a place like Bay Bulls and Petty Harbour, which are traditionally regarded as fishing areas.

MR. MARSHALL: Now I say the condition of the harbour is a disgrace to the city of St. John's, and certainly the people who are most affected are the people in the Battery who for centuries have been fishing out of that place and their fishery is now is very much impeded. We hear a lot from time to time now about native rights to resources and what have you. I would say that this is certainly kindred to native rights, because no group of people have more right to be able to fish and prosecute their livelihood as these independent fishermen of the Battery who have for centuries now find themselves impeded by the dirt and filth of that harbour. As I say, something should be done about it. So there are many grave problems at the Battery to which this petition draws attention and I would ask that it be placed on the table of the House and referred to the department to which it relates. Referred to the Minister of the Environment for his attention, to the Minister of Intergovernmental Affairs so that he can get after the Federal Government from the National Harbour Board to discharge their responsibility with respect to it, to the Minister of Fisheries, who will be intensely interested in the protection of this industry in the city of St. John's.

Most of all to the Minister of Municipal Affairs to which the improvements are referred to relate to in large measure. Of course the Minister of Municipal Affairs being a resident of the Battery, or having been a resident grown up there, I know will receive it sympathetically; To the Minister of Tourism because of the potential the Signal Hill and the Battery has, and as a matter of fact to the Hon. the Premier and all of their colleagues because no longer, Mr. Speaker, can this situation be tolerated and something has to be done as I say for these independent people in the Battery and I do hope some care and heed and attention will come to this petition, not just from the Provincial Government but from the Municipal Government and the Federal Government.

MR. NOLAN: Mr. Speaker, I rise to support most heartily the petition as tabled by the hon. member for St. John's East referring to the Battery. Surely it has to be one of the areas within the urban region. It has to be and can be pointed to as one of the most neglected areas of all. It certainly is in the urban region of St. John's. I am afraid I do not know if it is the result of not caring or sheer ignorance or what. It is not enough, for example, to sit here and criticize the council of St. John's. It is a joint effort that is going to be needed on behalf of any number of agencies, municipally, provincially and federally in order to solve the problem there. Not too long ago in the late 1960's there was some consideration being given to an urban renewal scheme for the Battery area.

MR. NOLAN: I believe it would not include just The Battery, but down toward York Street and - I just forget the exact dimensions now, but they were certainly looking at it.

I was appalled, at one point, in sitting in on a meeting on the mainland of Canada, when there were a number of bureaucrats at a long table where I was sitting - I believe in Halifax it took place - representatives from C.M.H.C., and so on. And one of the things on the docket that day, was The Battery. And one of the learned gentlemen involved, I remember, spoke up and said, "The Battery, now. What people do you have there? Are they squatters?" To which I replied, "Yes, they have been squatting for about two or three hundred years," which silenced them pretty quickly on that occasion. But it is a sad thing. We have out there a sight that anywhere else in the world you probably would not be able to afford to buy the property, in my opinion. And -

MR. ROBERTS: The wealthy suburbs would be The Battery -

MR. NOLAN: Yes.

MR. ROBERTS: and Shea Heights, anywhere else.

MR. NOLAN: Shea Heights and The Battery would be the Knob Hill, anywhere else in the world.

AN HON. MEMBER: The Westmounts of St. John's.

MR. NOLAN: The Westmounts of St. John's. And I think it is time now that the member for the area put his foot down and demand it from the federal, provincial and municipal agencies that they come together, under his chairmanship, perhaps. Because merely presenting a petition in this House is not enough, in my opinion. And I believe that the rock slides that he refers to are very serious, and I do not want to be standing here some day, offering condolences, and so on, because I have been down there at The Battery following storms, seen the damage done to the fishing equipment there, stages and also the damages to the houses, as a broadcaster over the years. One of the great spokesmen down there over the years, of course, was the late Ray Riche, as many of you will know.

I hope that the application to which the hon. member

MR. NOLAN: refers will be received, and that something concrete will be done, and that this will not be merely a gesture on our part, and that something now will move very quickly, very definitely, to assure these people that the time for talking is over, and that there are sufficient people around ~~who~~ have their best interests at heart.

There is one place down there where there is a giant rock that I can think of, overhanging a house, or houses down there. Every time I see it, and I feel, the member for St. John's East (Mr. Marshall) is in the same position - he must cringe with the possibility that, that rock there - the threat that it poses. I am not going to say it is going to fall tonight, but I do not know that it is not going to fall tonight, and because I do not know, and because it does pose that threat, we have to be concerned.

 So, let us stop talking about The Battery, and let us do something about it. Those people down there are as deserving of positive governmental action and consideration as well as anyone else in this Province. And it is incumbent upon us now to make a move now, and to stop talking about grandiose plans and so on, and get moving, because otherwise, surely, the people of The Battery can only look upon us with suspicion and scorn, if we continue the way we have been over the years. So I certainly support, on behalf of our side, Mr. Speaker, the petition that is tabled by the hon. member for St. John's East.

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: I support the prayer of the petition presented by the hon. gentleman, Sir, on behalf of 250 residents, who live in The Battery part of St. John's.

 No other group of men, women and children in this Province, Sir, have been used so much for political pawns as the people who reside at The Battery. Every time there is a municipal election in the offing, Sir, The Battery becomes the issue in St. John's. And we have a municipal election coming up this fall, and again, The Battery is brought into the fore-front. The people,

MR. NEARY: Sir, have been used and are continuing to be used by the politicians, both municipal, provincial and federal. Mr. Speaker, it is about time that, instead of paying lip-service to The Battery, that something was done to improve conditions over there. It is one of the most beautiful parts of St. John's, Sir. There is a - I do not know if they are still using the honeycart over there. They are using, I suppose, a more sophisticated version, now, of the honeycart. But the sewerage still has to be hauled away from the - They haul it now, in trucks. One time, they used to have a horse and cart. Now they are hauling it away in a truck. So you have now a modern version of the honeycart. And the people still have to carry water over there, Sir, and I think that is disgraceful in this day and age.

Mr. Speaker, the N.I.P. Programme that the hon. gentleman referred to

MR. NEARY: I believe it is only designed to upgrade old houses, will not put in water and sewerage. Well, maybe it will, and the hon. gentleman says, "No, it is not". Well, I hope that it does include water and sewerage for The Battery, because we now know, Sir, from the experiments that have been conducted in Russia that it is possible to put in overland water and sewer systems. Now, they may be costly, but it is possible. As far as the Harbour is concerned, Sir, although the hon. gentleman did not mention this, the sewerage from the City of St. John's is still flowing out in the Harbour of St. John's. If you happen to have enough money in your pocket to go down for a meal at The Starboard Quarter on a calm day, when you are looking out the window from The Starboard Quarter and you see a bubble coming up in the water just overlooking the window from The Starboard Quarter, Sir, you know that somebody in St. John's just flushed their toilet. So, Mr. Speaker, there is need for improvement around the whole Harbour. My hon. friend is quite right.

AN HON. MEMBER: (inaudible)

MR. NEARY: No, I am not trying to be dramatic about this, but it is a fact, and -

AN HON. MEMBER: - a fish meal plant.

MR. NEARY: A fish meal plant? Well, I do not know if you - you mean to put a fish meal plant down on the -

Mr. Speaker, I am glad to see that the Municipal Council recently decided to take steps to build little bins for the fishermen to get the people to sell the fish in Steers Cove, to get them into their little stalls, and they are going to put running water there for them, I understand. But, the whole Harbour area needs to be cleaned up. It is filthy, rotten. There is all kinds of debris floating around. I think a stiff fine should be levied against the ships if they are caught dumping garbage over the side into the Harbour. And anybody that spills a drop of oil or a drop of gas, or anything else - there should be stiff penalties for people, Sir,

MR. NEARY: who throw garbage and the like into that Harbour. So, I support the prayer of the petition wholeheartedly, Sir, and I hope, this time, that the people of The Battery will be lucky enough to get something done -

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: - and it will not just be lip service, that this time they will get action for a change.

MR. ROBERTS: NIP service, not lip service.

MR. SPEAKER: Hon. Minister of Tourism.

MR. HICKEY: Mr. Speaker, I want to say a few brief words with regard to the petition by way of support. I had the privilege of representing The Battery people for close to ten years - nine years - and I know, Mr. Speaker, how accurate and how true the words of the hon. member for St. John's East (Mr. Marshall) are in his description of the problem of The Battery. I want to say to him that, as one Minister with, certainly, some responsibility, I suppose, from the point of view of the Tourist Industry and as a former member representing the area, he can count on my support to do anything that is possible to get something done. In expressing my support, Mr. Speaker, I draw to the attention of the House - I think, to some degree, as the member from LaPoile (Mr. Neary) has done - for too long the Battery problem has been kicked around, and usually during Municipal elections, because the initiative must come, Mr. Speaker, from the St. John's Municipal Council. It goes without saying that the project to correct the problems there is a monumental one and cannot be done solely by the City. But, nevertheless, Sir, the initiative must come from the City, be it a Municipal, Federal and Provincial plan or project, or whatever.

Mr. Speaker, there must be twenty volumes of Hansard in the nine years that I represented the area, where those matters - the same issues that we are talking about today - were brought to the attention of the House and to the attention of

MR. HICKEY: the City. Scores of meetings with the City, and still nothing done, Mr. Speaker. You know, there might be some comical things about The Battery area, but I assure hon. members that the rock that the member from Conception Bay South (Mr. Nolan) refers to is not very comical. It is still there, and it was held there by a chain. And how those people slept at night is certainly beyond me. We all know of the landslide - the snowslide - at the Battery some years ago. There was a tragedy, and it raises the question as to how long more we are going to wait to see if yet another tragedy will occur. So, I want to say to my friend from St. John's East (Mr. Marshall) that I will accompany him to the City if necessary, to meet with the City, and to do anything humanly possible to bring about a solution.

MR. HICKEY: Mr. Speaker, the late Ray Riche was mentioned by someone or other and probably no greater individual played a greater role in attempting to get something done to solve the problems of the Battery than the late Ray Riche. And I recall as member for the district at the time meeting the hon. Mr. Robichaud, who was then a Federal Minister of Fisheries, and in Mr. Riche's own manner and in his own way of describing things and it was comical, Mr. Speaker, it was very funny at the time in putting forward the case to the Federal minister, Mr. Riche, and as only he could in a kind of rough and ready, fishermanlike way which says something about the culture of Newfoundland said to the minister, "I have two questions for you, Sir. One, are you going to do anything for the Battery, and two, are you not going to do anything for the Battery? You know, Mr. Speaker, that might have been comical but it summed up the whole case for the Battery because, as the late Mr. Riche was saying in so many words that look, we have been toyed with long enough and we have been bluffed long enough; for God sake tell us once and for all if indeed you are going to do anything.

So, Mr. Speaker, it is with a great deal of pleasure that I add my support and say to my colleague from St. John's East that he can count on me for whatever I can do to bring about a solution to the problem.

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

MR. PECKFORD: Mr. Speaker, I should like also to go on record as supporting this petition presented by the hon. member for St. John's East and I do so for a number of reasons. One is a very personal, selfish reason and that is because my father was born and raised in the Battery and my grandfather spent from the time he was around sixteen or seventeen years old until his death in the Battery. He fished out of the Battery all his life and having been down there because it has some personal importance to me and seeing the condition of the area I can only heartily endorse the prayer of the petition. Secondly, I wish to support the petition because I did attend a public meeting a

MR. PECKFORD: couple of years ago when I was Minister of Municipal Affairs and Housing at the old Bishop Field School when the present NIP programme from St. John's East was being discussed and at that public meeting a group from the Battery were in attendance and were lobbying to have some NIP money spent in their area. I think at that time the St. John's East area did not include the hon. member's district. But because the St. John's East NIP and RAP programme has been so successful due in large measure to the hon. member whom I have heard a number of people say in the last few weeks because of this NIP and RAP programme in St. John's East that it should be renamed the Marshall Plan. I do not know if we can have that done through CMHC and Newfoundland and Labrador Housing Corporation.

SOME HON. MEMBERS: Hear, hear!

MR. PECKFORD: But in any case it is now time in my opinion after listening to the people of the Battery at that public meeting, after now recognizing the need that did exist in then St. John's East area that it be extended to the area of the Battery for all the reasons given by all the hon. members and also to clean up the whole area down there. Most people tell me that, and some people that I know down there after I indicated to them the interest that I had that my grandfather lived there and my father and so on, that there is a lot of independent people down there. As a matter of fact, Mr. Speaker, I should put it on the record I suppose, my grandfather who was a fisherman had the first motorized inshore fishing vessel in Newfoundland and the hon. member for Twillingate in one of his books has made mention of that fact.

MR. HICKMAN: What was your grandfather's name?

MR. PECKFORD: Oh, Joseph Peckford.

MR. LUNDRIGAN: Uncle Joe was it?

MR. PECKFORD: Uncle Joe. He had the first motorized inshore fishing boat in Newfoundland and he was a resident of the Battery. For all these reasons I heartily endorse the prayer of the petition presented by the member for St. John's East.

SOME HON. MEMBERS: Hear, hear!

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

MR. ROBERTS: Mr. Speaker, having listened with interest to the eloquence and conviction of the gentleman from Green Bay and the gentleman from St. John's East Extern, both of them commenting upon the petition presented by the gentleman from St. John's East, I just want to simply say that we support the petition. My colleague from Conception Bay South has spoken and stated our position. I do not need to add to it. I think what I should say is this, that as the

MR. ROBERTS:

gentleman from LaPoile (Mr. Neary) said in his remarks, Sir, there has been a great deal of lip service about the Battery. It is a perennial that comes up every municipal general election. We are getting nearer to another general election. So it is coming up again. It is time that we had some remedy as well as the problem. The problem is well rehearsed. What is needed now is the remedy. The remedy is obviously at hand in the neighbourhood improvement programme, the NIP programme which is offered by Central Mortgage and Housing in co-operation with our own housing corporation.

MR. PECKFORD: By the way, it does include the infrastructural basis -

MR. ROBERTS: It does.

MR. PECKFORD: Yes.

MR. ROBERTS: Oh yes, yes! I thank the gentleman from Green Bay (Mr. Peckford), Sir. I agree with him. It does include loans, I believe, to the municipal body in this case, the city council, to allow them to improve the infrastructure which is the \$1.50 word for water and sewer lines and street improvements and what have you. But I think the whole thing could be summed up very succinctly, Sir. We have had enough lip service. What we need now is some NIP service. And I hope that the result of this debate in the House will be a strong request for the Minister of Municipal Affairs to the council, which is an independent body but which operates by virtue of act of this House and operates - to use a phrase that the council may find offensive although they ought not to because it is not an offensive phrase - operates, as does any municipality, as a creature of the Province because in law that is what the municipalities are. I would hope the Minister of Municipal Affairs will be in touch with the city council at an early date to urge them to extend the St. John's East NIP area or to create another NIP area, whichever is the appropriate technique so that the people of the Battery at long last can see some improvements.

MR. ROBERTS:

I cannot claim any grandfatherly or fatherly connection with the Battery. But I have a certain awareness of events there, a certain connection with it. And I think it not only is a very historic area, it is a very scenic area and very much part, Sir, of the attraction that makes St. John's the city she is. And I think it is something we should preserve, enhance and defend in courage. And I would hope, Sir, that the result of this particular interlude in the House will be the achievement of those goals, Sir. I support the petition.

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

HON. A. MURPHY: Mr. Speaker, if I may, I would like to add my support also. It is a rather coincidence in two areas because of the fact that this is clean-up week for the Province of Newfoundland as far as the Department of Environment is concerned, and we will certainly do all we can to see that the harbour is cleaned up. And perhaps after the great announcement made about how quiet the St. John's members are, perhaps this might be another occasion where we broke our silence and perhaps put some of the things that are needed in St. John's on the record. But I can only say, Sir, I cannot add too much to what the other gentleman has said. But the need is great. What the cures are, I do not know. I have heard it debated for many years. I attended many meetings in Ray Rich's rooms out there, his fish flakes out in the Battery about their problems. They say it is impossible to put water and sewerage there, so on and so forth. But I certainly say that anything I can do in my capacity as Environment Minister to clean up the harbour, we will certainly do, Sir. And it will require perhaps co-operation from the Federal Government. And I can only pledge to the hon. member for St. John's East (Mr. Marshall) my support and anything that he feels we can do for him I will only be too happy to co-operate with him.

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

DR. COLLINS: Mr. Speaker, I would like to add my voice also in support of the petition presented by the member for St. John's East (Mr. Marshall) and I do so most heartily. I also take this opportunity to speak about their neighbours across the harbour, that is the citizens of St. John's who live in the Fort Amherst area. They have much the same problem as the people in the Upper and Lower Battery. Both areas reach well back into the history of the city, as has been mentioned. They had a tremendous amount, I think, of the character of this city. And it is a great shame - and I think this is something perhaps a bit peculiar to Newfoundlanders - it is a great shame that these areas have not been made into areas of tourist attraction, historic interest and generally adding to the amenities of the city. I would certainly hope that both sides of the harbour can be cleaned up, can be made more attractive, that there can be greater facilities put out there. In saying that I think we would be fooling ourselves if we said that certainly putting facilities out there was an easy thing to do. In the Fort Amherst area I have heard it quoted that it would take something like \$10,000 per household to bring water to the area. And as we know it was

DR. COLLINS:

mentioned in the House a little while ago, we have to look at these horrendous costs very carefully. This was mentioned in a debate a short time ago when resettlement came up. And one of the solutions to that problem has been the suggestive resettlement of people from these two parts of the city to areas of the city more easily serviced. I do not know if that is the answer. I certainly would hate to see the Battery and Fort Amherst abandoned. I think they have too much to offer to the city.

I think it is interesting to note, Mr. Speaker, that in the Fort Amherst area there was water at one time. When the Canadian Armed Forces had an establishment out there they had water over-land. I believe it was one a heated conduit, and that this was very successful. But when the Canadian Armed Forces abandoned the facility this was allowed to deteriorate and of course it is no longer available to the citizens out there now. So, Mr. Speaker, I certainly do support the petition brought forth by the member. And I hope that it will receive attention and that the entrance to the city of St. John's from the harbour on both sides will become beautified and a better place to live in.

ANSWERS TO QUESTIONS FOR WHICH NOTICE HAS BEEN GIVEN:

MR. SPEAKER: The hon. minister.

MR. PECKFORD: This takes care of all of it, all the ones on the order paper. I wish to table answers to questions no. 169 and 231 asked by the hon. member for LaPoile (Mr. Neary). I hereby table them.

MR. NEARY: Mr. Speaker, can I ask the hon. member what time I am going to get the answer to the question I asked about the free bus service provided by Newfoundland Hydro?

MR. PECKFORD: At once, Mr. Speaker.

ORAL QUESTIONS:

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

MR. ROBERTS: In the absence of the Premier, who I understand is about matters of an uxorial nature, perhaps I could ask a question of the Minister of Intergovernmental Affairs in the hope that he will be a little more responsible as well as responsive than his colleague, the Minister of Mines and Energy. The question arises out of our dealings with Ottawa and the Lower Churchill project. Can the minister tell us, please, what response the government have received from the Government of Canada in response to our most recent request for assistance with the development of the Lower Churchill?

MR. SPEAKER: The hon. minister.

MR. PECKFORD: Mr. Speaker, there are negotiations ongoing with the Federal Government as it relates to the Lower Churchill and other matters dealing with the potential for hydro development in Labrador. Nothing specific or definitive can be said at this time because negotiations are still ongoing relative to it.

MR. ROBERTS: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. ROBERTS: Can the minister tell the House, please, when our request for assistance was submitted, to whom it was submitted and perhaps at the same time tell us what are we seeking?

MR. SPEAKER: The hon. minister.

MR. PECKFORD: Mr. Speaker, I cannot give any specific information on those matters at the present moment. As I indicated in my former answer, we are in discussions with Energy, Mines and Resources and other related departments as it relates to development in Labrador right now. And I would not like to say anything more on it.


MR. ROBERTS: A further supplementary. The minister is being most uncommunicative, whether by design or by accident, I do not know. Could he tell us whether his reluctance to answer is related to the

MR. ROBERTS:

state of affairs disclosed in the House of Commons yesterday by the Minister of Energy, Mines and Resources in Ottawa in response to a question Mr. Jack Marshall, in which it was revealed that the Government of Canada have been waiting for the last six weeks for specific proposals from the government of this Province with respect to assistance and request for assistance for the Lower Churchill project?

MR. SPEAKER: The hon. minister.

MR. PECKFORD: If the response from the Minister of Energy, Mines and Resources in Ottawa is anything similar or comparable with a statement that he made as he toured over the Alaska highway pipeline alternative, one can put very little creditability in any statements that that hon. minister might make. Let me say to the hon. Leader of the Opposition that the meetings that I have had with Mr. Gillespie, which have been very informative and very friendly, that I thought we both understood our positions, and that ongoing discussions would be held between officials and myself with him, Mr. Gillespie, and his officials on the whole business of power development in Labrador. And I am extremely surprised and it was the first time I heard that that kind of reaction from the

- MR. PECKFORD: Federal minister was made in the House of Commons.
- MR. ROBERTS: A final supplementary, Mr. Speaker.
- MR. SPEAKER: A final supplementary, the hon. Leader of the Opposition.
- MR. ROBERTS: Mr. Speaker, could the minister tell us whether there have been any specific or detailed requests for assistance made to Ottawa in respect of the Lower Churchill project since the Government of Canada announced a year or more ago that they were prepared to provide, I think at that time it was \$343 million, which was half the estimated cost of the transmission lines from the Gull project here to the Island and then feed into the grid? Have there been any requests for assistance made other than these nebulous discussions which the minister apparently at Ottawa feels are mere talk awaiting receipt of proposals from our government, Sir?
- MR. SPEAKER: The hon. Minister of Mines and Energy.
- MR. PECKFORD: Mr. Speaker, it really, you know, aggravates me to think that the Leader of the Opposition is really serious on this very important matter. And I can understand why he is, really, because of those kinds of answers coming out of the House of Commons yesterday. In that sense I can, in that context, but you know all I can say is that various alternatives or projects or whatever are being discussed between the two governments at this present moment as to ongoing development in Labrador as it relates to hydro power. And that is a fact and I can further elaborate for the hon. -
- MR. ROBERTS: No specific requests have been made?
- MR. PECKFORD: Yes, specific alternatives as to how development should proceed as it relates to hydro development in Labrador are ongoing with the Federal Government through Energy, Mines and Resources and have been for the last six or eight weeks.
- MR. ROBERTS: Either the minister here or the minister in Ottawa is wrong.
- MR. PECKFORD: Well, you can pick your choice, Mr. Speaker.
- MR. ROBERTS: Well I have. 
- MR. SPEAKER: The hon. member for LaPoile followed by the hon. gentleman for Conception Bay South. Before the hon. gentleman asks his question

MR. SPEAKER: I should say that the students in the gallery have been joined by six students from Gambo- Dark Cove, the Dark Cove Junior High School accompanied by their teacher, Mr. Brian Keough, and on behalf of hon. members I welcome them also to the House.

SOME HON. MEMBERS: Hear, hear!

MR. SPEAKER: The hon. member for LaPoile.

MR. NEARY: Mr. Speaker, in the absence of the Premier from the House who has stepped out for a moment would the Government House Leader, the Minister of Justice, acting Premier, tell the House who is looking after the Linerboard mill in the absence of the Minister of Finance, the Chairman of the board of the Linerboard Mill?

MR. SPEAKER: The hon. Minister of Justice.

MR. HICKMAN: Mr. Speaker, I know that the hon. the Premier has been taking a very active interest, and say two other of my colleagues who are on the board of Linerboard and also my colleague, the hon. the Minister of Public Works and Services.

MR. NEARY: Well, Sir, a supplementary question. Perhaps the Minister of Public Works and Services could tell the House, now that the word is gone out from one end of this earth to the other that the Linerboard mill in Stephenville is going to be phased down in six months, would the minister tell the House if there are any proposals from any individuals, companies, corporations or countries to take over and operate the Linerboard mill?

MR. SPEAKER: The hon. Minister of Public Works and Services.

MR. ROUSSEAU: Mr. Speaker, I understand that various indications have been given in the House that some proposals had been verbally received. Of course, as my colleague, the hon. Minister of Justice, said - I think it was - that we would crawl to the door for anybody who wanted to take over the Labrador Linerboard mill operation. We have had some unofficial verbal inquiries but at this point in time whether to say anything would develop into a concrete proposal or not is beyond my ability.

MR. NEARY: A supplementary question for the hon. the Premier, Sir. Would the hon. the Premier tell the House if any serious proposals have

MR. NEARY: been made to the hon. the Premier in connection with taking over and operating the Linerboard mill at Stephenville?

MR. SPEAKER: The hon. the Premier.

PREMIER MOORES: The situation is, Mr. Speaker, serious. I do not want that to be taken out of context. The fact is that, yes, there have been verbal interest shown, there has been verbal interest shown in the project. There are some people coming in next week to talk about it. The ironic thing is there seems to be more interest since the announcement than there ever was before. I was talking to the member from Stephenville yesterday on what I had to say here before about the committee meeting. I have had a chance to do some checking on it since. There will be a group in next week and what they will have to propose, if anything, will have to wait for their arrival, and equally I have a meeting in Montreal in about ten days time to meet with another group on the same subject.

MR. NEARY: A supplementary question, Mr. Speaker. Would the hon. the Premier indicate whether there has been a proposal from the Republic of Korea, and if that is the group that will be coming to meet with the Premier and the government next week?

MR. SPEAKER: The hon. the Premier.

PREMIER MOORES: Mr. Speaker, no it is not the Korean

PREMIER MOORES: delegation that are coming. I do not know if we could get a select committee of the House to go to Korea during the estimates or something. Maybe that would be the best approach to that particular subject. But no, we have not, quite seriously, Mr. Speaker.

MR. NEARY: A supplementary.

MR. SPEAKER: A supplementary. Hon. member for LaPoile.

MR. NEARY: In the absence of the Minister of Finance who is Chairman of the Board, is the Premier now acting chairman ex officio of the Board. Is the Premier handling the negotiations in connection with the Linerboard mill personally?

MR. SPEAKER: Hon. the Premier.

PREMIER MOORES: I am involved, Mr. Speaker, but the fact is of course that the advisory board is set up for this particular purpose. People may contact us but it is the advisory board who are making up the final papers on what they are going to recommend. They will also be listening to proposals from various interested people and hopefully part of their final proposal will include just exactly what the options are in all aspects.

MR. SPEAKER: Hon. Member for Conception Bay South followed by the hon. member for Lewisporte.

MR. NOLAN: Mr. Speaker, a question for the Minister of Transportation and Communication. For some time the Safety Council members on this side and members on his own side over the years, I can think, as well as columnists, broadcasters and so on who are attempting to find some way to see if something cannot be done about the point system, as it is known, in so far as traffic violations and so on are concerned. Now maybe I should be addressing this question to the Minister of Justice and if so perhaps the Minister of Transportation could correct me on it and I would certainly be permitted to do so.

One, what efforts have been made recently in this regard? Are we still just talking about it or are we going to do

MR.NOLAN: anything? Where are we now in relation to a point system for traffic violations in this province similar to what they have in much of North America and the World for that matter?

MR.SPEAKER: Hon. Minister for Transportation.

MR.MORGAN: Mr. Speaker, we are giving serious consideration, and more than just consideration. What I have done now in the Department of Transportation and Communications, I have established a committee chaired by the registrar of motor vehicles to analyze and scrutinize the systems now used in most all of the provinces in Canada, except there is only one province now using a point system other than Newfoundland and Labrador. That is the Province of Saskatchewan. We are looking at two things. We are changing the driver's license system to a classified driver's license. Two, we are looking at a point system known as a merit or de-merit. Some provinces use a de-merit system, where they have to start off in an established number of points and take away from that according to the number of traffic violations etc.

So, it is a hope now that the department, myself as the minister, to be in the position to introduce legislation this session, to do these two things, one, establish a classified driver's license system; two, a point system for the province.

MR.SPEAKER: Hon. member.

MR.NOLAN: A supplementary Mr. Speaker. I am wondering if the minister is in a position to tell us if from his discussion or information that he might have derived from other provinces whether this system would in any way assist people with their insurance. Would it make any difference with the premiums? I mean, you have a very definite record there; I suppose to some extent you have it now. I am wondering to what extent it will be of some benefit to residents. It will certainly be a benefit to the Justice Department, Transportation Department and so on. Motor Registrar. But what benefits will there be available to people as a result of the inauguration of this system in this province?

MR.SPEAKER: Hon. Minister.

MR.MORGAN; Mr. Speaker, it is obvious that the studies and work we have carried out to date, it is obvious to us that there is definite advantages to the motorists because it clearly points out to the insurance companies who are, for example, the greater risk. Therefore that kind of system when it is brought into effect will obviously benefit the driver by means of cheaper insurance policies.

MR.NOLAN: A supplementary.

MR.SPEAKER: A supplementary.

MR.NOLAN: I do not mean to press the minister on this, but the minister just made a statement now that I am sure he must be aware of the importance of it, because has he had some assurance from the insurance companies that it is going to make a difference? You know, we have heard these things before, not from the Minister, and I am not trying to put him on the spot, maybe he has been led in that direction, but I think it is important to realize that if we are going with this in effect you are doing, you are creating permanent records which would be a benefit to his department, the motor registration and so on. You are also keeping records that will be a benefit to the insurance companies. Therefore I say are they going to put up and pass any benefits on to the consumer?

MR.SPEAKER: Hon. minister.

MR.MORGAN: Mr. Speaker, I am unable to assure the hon. gentleman that the insurance companies will pass along any benefits to the drivers but I sincerely hope that, of course, we will make every attempt and discuss the matter with the insurance companies or the insurance bureau.

MR. MORGAN:

before bringing in that kind of a system, that they will take into consideration that the good drivers, and those showing with the good points in the point system, that they can gain some benefit by means of having their insurance policies less costly than they are now.

MR. NOLAN: A final supplementary.

MR. SPEAKER: A final supplementary, then the hon. member for Lewisporte.

MR. NOLAN: Just one final note on this point, and that is I believe that many corporations are using government gathered information for their own benefit and purposes, fine. Now then, is there any reason when the minister has this information and the demerit or point system set up, if the insurance companies will not pass on any benefits that they should, why can we not merely charge them? If they want information on a driver, let us soak them for it and not give it to them for nothing.

SOME HON. MEMBERS: Hear, hear!

MR. ROBERTS: There is a question in that.

MR. MORGAN: Just an argumental point.

MR. SPEAKER: The hon. member for Lewisporte.

MR. F. WHITE: Mr. Speaker, a question for the gentleman from Grand Falls in his role as the Minister of Industrial Development. And it is in connection with all the people who are about to leave Goose Bay when the William Carson starts to operate. I wonder if the minister could tell the House whether any assistance has been provided or whether any assistance is being sought from the Dutch gentleman, Mr. Van Beke with respect to the woods operation in Goose Bay?

MR. SPEAKER: The hon. minister.

MR. LUNDRIGAN: Am I correct in assuming the member said, was there any assistance requested from Mr. Van Beke.

MR. WHITE: Or any provided, yes.

MR. LUNDRIGAN: Mr. Speaker, there are a number of companies that have requested assistance that have skidders, that have difficulty in meeting their skidder costs that has been looked at by the Department of Rural Development. Mr. Van Beke, I believe, has made an application for an ARDA III grant and he has made other inquiries.

MR. WHITE: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. WHITE: Mr. Speaker, I wonder if the minister could indicate to the House whether or not from his knowledge at the moment there is any possibility of large scale employment with Mr. Van Beke in the Goose Bay operation as a result of discussions he has held?

MR. SPEAKER: The hon. minister.

MR. LUNDRIGAN: Mr. Speaker, Mr. Van Beke came to us about a year ago approximately and made a proposal to harvest the selected amount of pulp that went out of Goose Bay-Happy Valley area. There was an agreement made with government that if he were to meet the preliminary conditions of the first and second years of harvest of a selected amount of timber, that we would extend his authority to get involved in manufacturing-- if he were to come forward with a detailed proposal. Respecting the harvest, to date he has made some effort and fairly diligent effort. I believe he has spent upwards of a half million dollars throughout the Province and some of it, a good bit of it in Goose Bay - Happy Valley area with a small number of people involved. He seems to have operated independently. He has not received any assistance from government to date. Now as far as his plans or whether he is capable of putting together a larger enterprise, we are not in the position to make that determination at the moment. But he certainly has shown a good deal of grit up to this particular moment.

Another side of the story, Mr. Speaker, we have just approved in excess of \$100,000 to have a very professional assessment done of the feasibility of a woods related industry for the Goose Bay-Happy Valley

MR. LUNDRIGAN:

area and the details of that will be announced in the next few days.

MR. SPEAKER: A supplementary, the hon. member for Eagle River.

MR. STRACHAN: A supplementary, Mr. Speaker. Could the minister tell us whether he will be helping individuals, and there are a few individuals left in the Goose Bay area who own their skidders and various other equipment which are now being recalled by the companies which they financed them initially, whether there is any assistance to them as there has been previously to other companies like he mentioned who had been assisted in trying to meet their financial payments?

MR. SPEAKER: The hon. minister.

MR. LUNDRIGAN: Mr. Speaker, this is a very complicated topic although it seems on the surface a very simple one. Many of the companies or independent operators that had equipment did receive some kind of separation flow of funds from the Labrador Linerboard. In any event, a number of them have found themselves in very grave difficulties, some that we cannot help with the instruments of government like the Rural Development Loan Programme. But where we can apply it I have taken the position that we are going to be as flexible as we possibly can. We have helped a company in recent days with a small loan to help the leased payment problem because we believe in the operator. And we will do it within the authority that we have. And I believe maybe in the near future there will be an announcement regarding another problem having to do with the truckers where there has been some very serious discussion to try to come up with a programme that can help the truckers that have found themselves in difficulty as well.

MR. STRACHAN: Another supplementary.

MR. SPEAKER: A final supplementary.

MR. STRACHAN: If I could change to the Minister of Forestry on this supplementary. It deals with Van Beke operations. But Mr. Van Beke has now applied for a permit or is applying -

MR. STRACHAN: I do not know if he has applied or is applying - for a permit to cut an additional 40,000 cords of wood in that area and I wonder whether this permit has been granted and what the total amount he will now be cutting to ship wood from Goose Bay to Europe.

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

MR. MAYNARD: Mr. Speaker, the permit by Mr. VanBeke, I understand that it has mailed but it has not reached me at this point in time, and it will eventually after going through the regional services, but we will have a look at it when it does reach me. As to what we can grant him I think we will have to take a very close look at the type of operation that he ran in the past before we can say definitely that we will go ahead with another permit.

MR. SPEAKER: The hon. member for Baie Verte-White Bay.

MR. RIDEOUT: Mr. Speaker, my question is for the Minister of Justice and I am asking it to the minister because I understand he is acting president of the Treasury Board in the absence of the Minister of Finance. Is that right or could the minister tell me who is and I will direct the question?

MR. LUNDRIGAN: That is all right you can direct it here. Mr. Peckford is, but he is out of the House.

MR. RIDEOUT: But he is not here.

MR. LUNDRIGAN: All right, what is the question?

MR. RIDEOUT: Well, okay I will ask the Premier. I wonder if the Premier could tell the House whether or not there are any negotiations presently ongoing, salary negotiations, between the Treasury Board and game wardens in the Province?

MR. LUNDRIGAN: I will take it as notice.

MR. RIDEOUT: Yes, but the Minister of Tourism does not know. He said Treasury Board -

MR. SPEAKER: The hon. member for LaPoile followed by the hon. gentleman for Windsor-Buchans.

MR. NEARY: Mr. Speaker, would the Minister of Transportation and Communications, Sir, indicate to the House whether the minister has received a letter from the Ferryland Community Council in connection with constructing a breakwater in front of the resident of Mrs. Mary Williams, Freshwater, Ferryland and the families in that area?

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

MR. MORGAN: Mr. Speaker, I do not recall that piece of correspondence. Of course I receive approximately hundreds of pieces of correspondence in a matter of a couple of days but I can check it out and check into it for the hon. gentleman.

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

MR. SPEAKER: A supplementary question.

MR. NEARY: Is the minister aware that the Williams' family and other families in the area are in danger, in grave danger of being washed out of their homes or even drowned in their homes with the next serious rainstorm and windstorm that may take place in Ferryland?

MR. MORGAN: Mr. Speaker, I indicated I am not aware of this matter but if the matter is so urgent as the hon. gentleman indicates surely the people in Ferryland concerned could have contacted myself through a telephone message or my deputy minister or an official of the department by telephone without having to write. If the matter is urgent, Mr. Speaker, I will take the matter under advisement and I can assure the hon. gentleman I will be in contact with the people concerned this afternoon.

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

MR. SPEAKER: A supplementary.

MR. NEARY: Mr. Speaker, has the minister been advised either by telephone or in writing by the community council or by the residents of Ferryland that if a breakwater is not erected immediately part of the community could stand to be washed away, including St. Joseph's Elementary School, with the next windstorm and there are about 150 children in this

MR. NEARY: school? Is the minister aware of that?

MR. SPEAKER: The hon. minister.

MR. MORGAN: Well, Mr. Speaker, I am not aware of that piece of correspondence myself but there is a possibility that one of the officials in the department could be aware of it. But I will take the matter under advisement and I can assure the hon. gentleman, and in fact the House of Assembly that I will take immediate steps this afternoon to get the full information on this matter and to arrange to take corrective action.

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

MR. SPEAKER: The hon. Leader of the Opposition, a supplementary.

MR. ROBERTS: It is on the same letter. It has gone widespread.

MR. NEARY: I was going to direct mine to the Premier.

MR. ROBERTS: Well, I am intending to direct mine to the minister and then we will work down the scale to the Premier. Mr. Speaker, along the lines of the same letter which has been circulated widely by the Ferryland Community Council -

MR. MORGAN: What date is the letter?

MR. ROBERTS: Well I do not know if the hon. gentleman is -

MR. NEARY: It is dated April 28th.

MR. ROBERTS: April 28th. So today being the 18th of May I would think the hon. minister has had an opportunity to get it. It has been circulated widely because obviously the Community Council of Ferryland are distraught at the lack of response they have had. Can the minister tell us, Sir, whether he or - Well he told us yesterday he does everything in the department anyway so - whether he consulted with the council of Ferryland -

MR. MORGAN: Do not be nasty. That is -

MR. ROBERTS: I am just quoting the hon. gentleman whether -

MR. MORGAN: Well ask it properly. Do not be nasty.

MR. ROBERTS: Mr. Speaker, I think I know how to ask the question properly so then if Your Honour -

MR. MORGAN: You cannot ask a question without being nasty.

MR. ROBERTS: If there is any direction needed surely it is the hon. gentleman who answered the question. And my question is this, Sir, if the hon. gentleman will control himself, as difficult as that may be for him; can he tell us whether he consulted the Town Council of Ferryland before he decided to - Well I will read the letter, Sir, it is the best way to do it.

"During last summer your department spewed pavement all along the Southern Shore and some of this pavement fell in Ferryland but we are still wondering if it is proper protocol to take over the responsibility for paving roads in a community without first

MR. ROBERTS:

consulting the council of that community." So could the minister tell us, please, whether he did in fact consult the council before he spewed pavement along the Southern Shore?

MR. SPEAKER: The hon. minister.

MR. MORGAN: Mr. Speaker, there was no pavement spewed along the Southern Shore last year. In fact, pavement in this Province is a very costly venture, paving of roads. And I am sure the residents in the Ferryland district, in the community of Ferryland, are quite pleased to get the pavement they obtained from this administration whether it has been Ferryland or any other part of the Province. And Mr. Speaker, the decisions of the department to pave certain roads, if these roads are under the jurisdiction of the Department of Transportation and Communications, very seldom do we consult the people, except on the request made for that kind of pavement or paving. We do not go in and consult which roads to pave only on the basis of petitions, the need put forward by the residents and organized groups.

Now, Mr. Speaker, I earlier said, and I will say it again, if there is a problem in Ferryland with regards to a potential hazard and affecting property in the area, the matter will be dealt with quite adequately this afternoon or tomorrow by myself. But I am saying now that I am not aware of that piece of correspondence myself personally. But there is a strong possibility that the officials of the department have already taken action.

MR. ROBERTS: A supplementary.

MR. SPEAKER: A further supplementary, the hon. Leader of the Opposition, followed by the hon. gentleman for Windsor-Buchans who has been endeavouring to get in for some time.

MR. ROBERTS: Thank you, Sir. The hon. gentleman -

MR. NEARY: The original question was mine, Sir.

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

MR. SPEAKER:

with respect to questions is quite straightforward, the Standing Order 31, that the Speaker permit supplementaries at his discretion. And it is not infrequent that a line of questioning started by one hon. member, and he almost invariably if there are supplementaries gets additional ones, and then perhaps another hon. member also gets supplementaries on that little line of questioning. And one has to bear in mind as well in the exercise of that discretion whether there are other hon. members who for some time have been endeavouring to be recognized. And these are the matters which the Chair has taken to its discretion. not always easy, obviously not always infalable but very few human judgments, if any, are. So I say that in explanation of the exercise of the discretion which the Standing Order requires that I use.

MR. ROBERTS: Mr. Speaker, the hon. minister may not be aware of this particular letter. I accept that. However, obviously he is aware of the situation because he wrote the council on April 5 to deny any responsibility for the particular problem - I am sorry?

MR. MORGAN: I said this letter here.

MR. ROBERTS: Yes, I do not say the minister is aware of this letter. I do not know if the minister sees his letters or not. I am aware of it. My friend from LaPoile (Mr. Neary) is aware of it and so are the Evening Telegram, the Department of Municipal Affairs and the Premier, all of whom were sent copies of it. I am sorry, the gentleman from Twillingate (Mr. Smallwood) equally was sent a copy of it.

The question is this, Sir; the minister has already told us that if pavement was laid it was laid on roads for which he is personally responsible as minister and not within the council's area. Can he therefore square that with his denial of responsibility for the

MR. ROBERTS:

breakwater situation, given the fact that this breakwater situation is located on a road for which he has just told us he is responsible as the Minister of Transportation and Communications? How does he square the two? And if he can square it or cannot, what does he intend to do about it? Sir, the situation is serious. The council have obviously written to the minister and sent copies to a number of hon. gentlemen simply in desperation at being unable to get any satisfaction or response from the minister. That is why we raise it now.

MR. SPEAKER: The hon. minister.

MR. MORGAN: Mr. Speaker, I am going to swear on anything. I earlier said and I repeat now I will be in contact -

MR. ROBERTS: (First part inaudible.) - swear on it.

MR. MORGAN: Mr. Speaker, the problem as put forward to the House of Assembly by at least two hon. gentlemen now indicates, at least, unless the wrong impression is left, that this matter is a very urgent matter.

MR. ROBERTS: Of course it is.

MR. MORGAN: So because of that, Mr. Speaker, this afternoon, in fact as soon as Question Period is over, I will make contact by telephone with the council chairman this afternoon to determine what corrective action we can take. And that is based on the impression left with me that the matter is a very urgent one.

MR. ROBERTS: Sure it is urgent.

MR. SPEAKER: I recognize the hon. member for Windsor-Buchans.

MR. FLIGHT: My question, Mr. Speaker, is to the Minister of Tourism. In view of the fact that the deadline for applications for big game license is this coming Friday, the deadline for the receipt of applications,-

MR. HICKEY: I cannot hear you.

MR. FLIGHT: In view of the fact that the deadline for the

MR. FLIGHT: receipt of applications for big game licences is this Friday coming, would the minister indicate to the House if the department has experienced any problems in dealing with applicants and if there has been a request for an extension of that deadline?

MR. SPEAKER: The hon. the Minister of Tourism.

MR. HICKEY: I am not aware of any problems, Mr. Speaker, and I am also not aware of any requests for extensions. If there are cases because of the system that we have put into effect where people have not had a reasonable opportunity to get an application in, then certainly I am prepared to take a look at it.

MR. FLIGHT: A supplementary, Mr. Speaker.

MR. SPEAKER: A supplementary.

MR. FLIGHT: Would the minister indicate if he is in a position to tell the House what the comparison is this year with the number of applications as compared to the same time last year?

MR. SPEAKER: The hon. the Minister of Tourism.

MR. HICKEY: I have no idea, Mr. Speaker. I have not had a count as to how many applications were received to date because, as my hon. friend realizes, I am sure, the applications are being received all over the Province, and it will be some time before I will have any indication as to the total number.

ORDERS OF THE DAY

MR. SPEAKER: It being Private Members' Day, the debate on Motion 12. The hon. the Premier.

PREMIER MOORES: Mr. Speaker.

SOME HON. MEMBERS: Hear, hear!

PREMIER MOORES: Mr. Speaker, speaking on this motion regarding joint ventures is something that, I think, cuts a lot further than just the joint venture concept or

PREMIER MOORES: the experiment of it last year. The fact is that we are talking about the fishery and the future of it and in which direction we will go.

Mr. Speaker, talking about the fishery in this Province, I think it is fair to say - if I can be heard, Sir - it is fair to say that one of the very first reasons for settling in this Province was the fact that there was a fishery here. The people who came here in the early days to settle the Province and to - whether they were from the press gangs for naval training - and when settlement was allowed, I suggest the reason they stayed was because of the fish availability here, and at that time virtually nothing else.

Mr. Speaker, with the situation as I just briefly put forward, the real first industrialization of the Province, other than the fishery, of course, was the coming of the, I guess, pulp and paper mills, first of all in 1905, and 1923 after that. The first mining in the Province was in 1895 on Bell Island and that, not being a renewable resource of course, is now over. The fact is that from time to time there have been other developments. Some have been good and some have been bad. But today, I would suggest, even though it has never been given the attention it should have been, circumstances have been such as to have made it very difficult, but the fact is that the fishery today is still the largest employer of people in the Province. It does not pay the most wages, it does not have the greatest income from the primary producer, but the fact is there are some 20,000 people in the fishery versus 7,000 in mining and 7,000 in forestry.

This means, of course, that whilst the numbers are large, also for the first time, the opportunities are even larger. Mr. Speaker, the 20,000 people presently in the fishery are not, of course,

PREMIER MOORES: fully occupied. The fact is that at the present time of those 20,000, I would suggest, the great majority are on seasonal employment, both the fishermen and the worker.

But, Sir, with the 200 mile limit this can and should change radically. This will happen if the whole problem is approached properly. And that is something that is going to take great care, a great deal of thought, both at the level of the primary producer himself, the level of the union, the industry and the two levels of government in particular.

The fact is, Sir, that presently there are 12,000 inshore fishermen in our Province of one kind and another. I think the number of 12,000 is indeed large because, whilst we have longliner fishermen, we have people who genuinely are fishermen. I suggest we have a percentage of that 12,000, at least, I do not know how large, who literally fish for stamps for eight weeks, then they - and I do not say this derogatorily, I am just saying it for explanation of the large number of people called inshore fishermen.

PREMIER MOORES: But of the 12,000, of course, there are a lot of bona fide fishermen as well.

There are 1,500 men in our deep-sea fleet off shore, and there are some 6,500 in the fish plants. But, Sir, whilst there are 1,500 men involved in the deep - sea fishery versus 12,000 on shore, the ironic thing is that 50 per cent of the fish landed in the Province is from the deep-sea effort and 50 per cent from the inshore effort. So I think that illustrates that with in this case virtually just one-tenth or 12 per cent of the fishermen, the offshore effort is indeed much more efficient than most of our inshore fleet.

Sir, what I want to talk about now is what has happened to the stock and why conservation is at this time so badly needed. Now that we have the 200 mile limit, the first and last, really I suppose, priority has to be conservation of the stock itself. Because if we review the figures and what happened over the years, first of all for many, many centuries, I suppose, the fish in this Province came to us. We were on this rock or on the Coast of Labrador - still rocks - we set out our nets or our traps and the fish swam into where we were and it was a convenient, if difficult, but convenient way of catching fish. After the Second World War, of course, Europe needing food, needing development, needing to expand its fishery, which was always great, decided to go further afield because their stocks were getting less. And the very heavily industrialized part of our world, probably today the most heavily industrialized including the United States, these countries, Russia, Germany, Poland, Spain, France, Portugal, all these countries mobilized what was probably the greatest armada, in our terms, that ever went to sea.

PREMIER MOORES: The fact is that they needed fish as a protein food, they needed fish primarily because they liked it as a source of food. They enjoyed eating fish as opposed to its being a cheap meal, or in those days, a Friday. The fact is they built fleets to hunt fish, and I mean to go where the fish was as opposed to the fish coming to them. And with, of course, the effort that countries such as that had behind them, it meant that the technology they developed was such as to be very, very efficient. Even on something as uncertain and as unlikely as the oceans and the seabed, the fact is - they became very proficient indeed.

As an illustration of that, Sir, before getting to what happened to the conservation, I might say on the newest German trawler that we toured this year in Bremerhaven, the boat had an electronic section of the bridge - and I think this will be of interest to the member for Burin - Placentia West, it was incredible to me - whereby they not just had the fish-finder for the fish down below, they also had it horizontally. And when the net found the fish there were two items on top of the head-rope - one gave you the measurement of exactly what tonnage of fish went into your net, and they would know exactly when to haul the net back because they knew how many tons were in it; but even more incredibly they had an acoustic device on the head-rope that told you by the sound of the fish going in what type of fish it was.

Now this I found amazing.

They would tow on this -

MR. H. COLLINS: What is this?

PREMIER MOORES: They could tell by the sound.

MR. H. COLLINS: Is that right?

PREMIER MOORES: Yes. They would tow for maybe an hour or an hour and-a-half, whatever the case may be.

PREMIER MOORES:

If they had a good catch of fish the computer and the compass and the electronic equipment on board that boat - they literally had to press one button and the boat would go on an automatic pilot the same as an aircraft, take the currents, take the whole thing into consideration, but because of the bottom contour, electronically that computer would take that ship back over exactly the same ground that they just came over without human hands touching it. I think, Sir, what I am illustrating here is that the fish really did not have much chance when you had that sort of technology applied to it.

But getting back to conservation:

In 1961, there were 2.4 billion pounds of all species caught in the ICNAF area, that is the North West Atlantic that we are primarily concerned about. The 2.4 billion pounds was made up of

PREMIER MOORES: 1.3 billion pounds of cod, which was by far the biggest specie involved and of course was primarily caught by these European nations I am talking about. In 1968 that 2.4 billion pounds had gone up to 4.6 billion pounds of fish. Now, Sir, that is one heck of a lot of fish. Of that 4.6 billion pounds of course cod was two billion pounds of it. Still a large percentage, but nothing like before. From 1968 the stocks obviously started to go down. The catches went from 4.6 billion pounds to 3.8 billion pounds and the quota this year is 1.8 billion pounds. Now we have gone from 4.6 billion pounds in 1968 down to 1.8 billion pounds this year. I suggest, Sir, that is a radical reduction when you consider 800 million pounds of that is caplin, but even more interestingly is that there is only 400 million pounds of cod in that particular figure which I think illustrates two things: First of all, the cod supply is by far the most seriously affected by the Europeans of the catches, and secondly that within that 400 million pounds there is a fantastic demand when you consider that is all that is being caught where two billion pounds were being caught just eight years ago.

The fact is that with these reductions from 4.6 billion pounds down to 1.8 billion, as I say 800 million pounds of that is caplin, the quota system that is being set down now by the scientists, and ICNAF, and by Canada in particular, I do not think there is any question whatsoever but they do have a true conservation figure to allow the stocks of the various fish to regrow. Sir, the need is obvious for the conservation measures. The steps have been taken; as I say, less than fifty per cent of what it was a year ago. It has to be strictly enforced. The limits themselves must be strictly enforced and the only way you will ever enforce those totally is when it is totally Canadian effort, because as long as the Europeans are fishing off the coast, unless you have observers aboard every boat, there is no way that you can govern how much by-catch flounder is being caught with the cod, how much of it is being thrown overboard, or in fact what mesh size they use or for that matter how much fish they actually take.

PREMIER MOORES: Now, Sir, unless this is done, unless the 200 mile limit is enforced and the conservation quotas are enforced, all is for naught. We must assume controls. We must take over the control of the Continental Shelf and we as Canada must be totally responsible for the enforcement.

SOME HON. MEMBERS: Hear, hear!

PREMIER MOORES: Now the Federal Government had many obligations and we have had a very co-operative effort on this thing so far, but there is one area where they have first and foremost priority and without the lack of planning for the future, or if not the lack of certainty in what direction we may be going, there is one thing that is absolute and that is not that we have quotas established, limits established, that the first and prime requisite of the Federal Government is to ensure that those quotas are adhered to and that limit is very strictly enforced.

Now, Sir, the fact is that the conservation levels, as I say, have been reduced dramatically. They must be in place for a year or two before the stocks themselves actually grow, but if we take the conservation level, and we have all talked about it in this House, the closing of the Hamilton Banks or sharply reducing the quantity there or whatever areas we take where conservation is going to be drastically reduced, the fact is, Sir, that the more of that that is done the quicker the stock will grow. But whether it is done slowly or whether it is done quickly the fact is, and this is irrefutable, Sir, is that these stocks will grow. It is only a matter of time, whether it is four years if there is stringent measures taken now, or seven or eight years if it is a more slow process, but the one thing in my opinion that is absolutely irrefutable is the fact that the stocks of fish will come back. And what I am saying is, Sir, is when they do come back we as a Province particularly and we as a country also of course have to be ready and have our planning done and have everything in motion to take advantage of it.

PREMIER MOORES: Now conservation is being carried out and I think - If you want to take, as I have mentioned briefly earlier, the example where we have been affected most dramatically is on the cod fishery to the East, to a degree to the South but particularly to the North. In 1968 for instance, Sir, the Russians were allowed 300 million pounds of cod from that area and they have gone from 300 million pounds to 60 million pounds in 1977. The Spanish have gone from 270 million pounds to 60 million pounds this year. The Germans from 120 million pounds down to 25 million pounds, and the Portuguese 300 million pounds and this year they are allowed 60 million pounds. So I do not think, Sir, that there is any doubt but conservation measures are being taken and fairly drastically.

The other thing I think we have to realize, and I think we have to understand the Federal Government's position, the other thing we have to realize is that the European effort will not be phased out overnight. I mean I am sure if every member in this House or every member of this Province had their way this would be a Canadian, totally Canadian identity tomorrow morning. But the fact is the European fleets will not be phased out overnight. I think they should be phased out as quickly as possible, but the fact is that there are bilaterals signed with most of these countries and when we are talking bilaterals we are talking, of course, government to government on a national level and that I am sure includes other trade considerations. There is bound to be other trade considerations. You just do not take another country and say, We are cutting you off one thing but we would like you to buy more wheat or whatever it is of something else. We have a very vested interest here but I would say, facing reality, that it is unlikely that the European effort is going to be, as I say, closed out tomorrow morning. It is going to be phased out as quickly as possible but it is still going to take, in my opinion, two, three or four years.

The other reason, of course, that they have to be concerned about the speed in which the Europeans phase out is because there is still a considerable amount of ground outside the 200 mile

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PREMIER MOORES: limit and this of course is particularly the
Southern edge, the Eastern edge of the Grand Falls, the Flemish
Cap. I would guess these as the three areas mostly affected but
of course there is no Canadian jurisdiction

PREMIER MOORES: there and unless we can get the co-operation of the Europeans so that we can patrol that for conservation purposes as well, unless we get that co-operation they are then free to catch whatever species is there without any reference to Canada. They can have bycatches, they can abuse whatever regulations are made with absolutely no recall to our own government. And I think co-operation is certainly at this stage much more important than just, as I say, going in and kicking them out without proper justification or without proper consultation.

Now, Sir, I think at this time we should review our policy objectives as to the problems and opportunities that we have. The Newfoundland harvesting capacity both inshore and offshore should be expanded in order to allow the orderly displacement of foreign effort and to ensure that our fishermen can derive maximum benefit from the 200 mile limit. I think that is a statement that once again is a 'motherhood', if you like, but I think it is very important that it and others be said. It must be our objective to process the catch as much as possible in this Province and to ensure that our products are fully processed and are of high quality.

Now in the past, Mr. Speaker, we have been many times I suppose been blamed for not doing more reprocessing, but in a great many cases the blame should not be directed totally to the industry here because the fact is that there have been high tariffs. In the United States there are much higher tariffs on processed food as opposed to the raw material block, for instance, in the frozen food example of going in there. One I think is a cent and a half a pound or a cent a pound and the other is fifteen per cent. Europe has never been a big market for frozen Newfoundland fish. It has for salt, but one thing that comes out of this I think that is interesting, when we talk about having fish fully processed here at present there is a fifteen per cent tariff in Europe on all fish products and in the United States, as I said, there is a fifteen per cent tariff on cooked products or reprocessed products.

PREMIER MOORES: Now I think we have to negotiate in Europe bilaterally as far as tariffs are concerned and the reason I say that is because whilst the ICNAF negotiations are desirable, they are ongoing, the one thing you can say is that they are very slow and the fact is that there is no reason for us to assume that they are ever going to be much faster. But Norway and Iceland both when they had their 200 mile limits negotiated with the EEC, before they had closed off their waters totally they said, "Okay, in order for you to catch so much fish you are phasing out by X year; in order for that to happen you are going to need the fish that you would normally get from our area anyway so we want preferential treatment for our tariffs!" The fact is today that Norway and Iceland are the two countries outside the European common market that in fact have a three per cent tariff where the rest of the world have a fifteen per cent tariff.

I am suggesting that at this stage we are in a better position to bargain for future supply of market. Ottawa is to reduce that fifteen per cent tariff to the three per cent tariff like Norway and Iceland did. I say we are in a better position to do that now than possibly ever before. The fact is that by reprocessing the fish of course we have more sophisticated jobs which I will deal with in a moment and also I will deal with the species that have the greatest potential in that regard. But to get back, Sir, to the objectives themselves: In order to ensure continued growth and stability the fishing industry should become highly competitive and should be independent of financial support from government. Now whilst that is an objective that possibly can be met over the years I also

PREMIER MOORES: suggest, and I wish I did not have to say this, but I think there is going to have to be public support for some time to come. But once again I will be going into that in a great deal more detail in a moment.

The expansion of the industry must take place in a balanced and orderly manner so that full advantage can be taken of the low capital cost associated with the inshore fishery. Accumulation of offshore harvesting capacities should be fully consistent and complimentary with the economic position of the inshore fishery. An increased harvesting capacity should therefore be put in place gradually with due regard to the balance which must be maintained between inshore and offshore fishing effort. The dispersed settlement pattern of our people requires a healthy inshore fishery and one which is not sacrificed to excessive offshore effort, whether this effort be by domestic or foreign ships.

Well, Sir, I think as objectives these are fine, but how are we going to bring these very broad objectives about? Well, I suggest we talk about harvesting, we talk about processing, we talk about marketing and we talk about involvement of various groups as to how this can be done.

First of all let me talk about the harvesting in this Province. We have the inshore fishery and the fact is that whilst everyone looks at the inshore fishery as the cod traps or the longliner, we in fact today have a considerable involvement in the inshore fishery by a multitude of different types of boats with different types of capability. For instance, the very small open boat we are all familiar with, one that goes in along the shore hauling a few salmon nets, hauling a few lobster pots, doing a bit of handlining

PREMIER MOORES: in the Fall, basically not the vision of the future, it has limited scope. And I suggest, Sir, there will always be people who do not want to become industrialized, there will always be people who will not want to be joining the rat race which a developed fishery and the industrialization, which it is, that goes with that, that that will create. I suggest there are people still who will want to go the easy way - not the easy way but the casual way, if you like, with the small boat, the outboard engine with his lobster traps, his salmon nets and his handlining in the Fall and so on. But as I say, it is not, I would not suggest, a major part of the plan for the future development of the major part of the fishery itself.

We have the open trap-skiff. Today, I suppose we still have a considerable number of codtraps. This boat will catch salmon, it will do some handlining, it will do some gillnetting and it will do some trawling in the Fall, that is hook trawling, I mean, with hook and line, and I suppose it is the best return on investment for capital involved and for return generated. I suppose the trap-skiff itself is the best return on capital investment of any part of the fishery. The fact is, Sir, though unfortunately it has a very short season and the role is limited, it is limited to really what it does today and cannot, I suppose be envisaged as a very much expanded role in the future.

The small longliner up to forty-five feet really has the same purpose as a trap-skiff but, of course, it has a slightly longer season because it is a deck boat, has a better engine and probably more seaworthy mainly because it is decked, I guess.

The larger longliner up to

PREMIER MOORES: sixty-five feet, today is becoming indeed very much of a multi-purpose boat. A sixty-five footer today is gillnetting with automatic gear. It is possible to have longlining trawls, if you like. It is very possible to do it, and I am not sure, but I will get to this in a moment, that it should not do more of it than it is. Today with the power block, of course, it can seine for mackeral or herring or caplin. It can do trawling and as the newer steel boats, better known in parliamentary terms as the sculpin class, the newer steel boats are showing that in fact, there is indeed a great - that they can do very well, I should say, at trawling.

For the information of the House I might say that the M.V. Sea Launce and the Barricudina and the Blue Hake, these three boats that -

MR. NEARY: The Sand Launce.

PREMIER MOORES: The Sand Launce, I said her first, yes - which were designed and built, I suppose, almost as much by accident as by any great degree of planning, it was a good idea, it was given to a group of people to put together and they did, but since the 1st. of January until the end of last month, Mr. Speaker, which is not a very long season in the Winter, the Sand Launce landed 1.3 million pounds of codfish at a value of \$140,000;

PREMIER MOORES: the other one landed just about 1 million pounds to the value of \$105,000, and the other one, which was not as active, landed 650,000 at \$70,000. Now that is in what? - that is in four months? - In four month's work.

MR. FLIGHT: Is that Hardy's?

PREMIER MOORES: Two of them are fishing at Hardy's, I think. The hon. the member for LaPoile (Mr. Neary) would know.

MR. NEARY: They are landing their fish on the Southwest Corner, Hardy's, King Fisheries and Rose Blanche.

PREMIER MOORES: Right. It is a phenomenal story, Sir, when you consider that one of these boats would be landing, in fact, as much as one of the larger trawlers if they kept that record up. But that, of course, was exceptionally good fishing.

MR. WELLS: How many men would crew a boat?

PREMIER MOORES: The number of men on that boat, I guess, would be five or six. The hon. member would know that as well. I would not think -

MR. NEARY: Five.

PREMIER MOORES: Yes, five men, which would give a tremendous return on capital. So the fact is that sort of boat, very obviously, is going to play a very major part, or a variations of the same boat, and this goes for a lot of sixty-five foot longliners, whether the fisherman can afford the price of a steel boat or whether it has to be a wooden boat which has the same capabilities as these others. These boats also, I might say, are such that they have a great deal more mobility than we have ever had in the fishery before. For instance, this boat would be totally capable of trawling for shrimp in Port au Choix or scallops off St. Anthony or off Labrador,

PREMIER MOORES: during seasons of the year, and fishing off Port aux Basques for another season, going to wherever. I mean, there is a tremendous mobility for this sort of inshore boat and I suggest, Sir, also a very, very bright future and it is going to play a very major role in the fishery as such.

But, Sir, I think it is also fair to say, once we have gone through the various types of boats, in the main that are operating inshore, I think it is also fair to say that no matter how much is caught inshore there will always be a role for a deep-sea fishery. I think it would be wrong for us to say that never again - we do not need a deep-sea fishery, if we let the stocks build up enough the quota will come inshore. There is a certain amount of fish, of course, that that does not happen to and the South Coast, I suggest, is living proof of that, plus the fact, of course, there are a great many species of fish that do not come inshore at all. A few flounder do but in the main the flounder are caught off shore. Your redfish are caught off shore, your round nose grenadier are caught off shore, so obviously there is always going to be room for a deep-sea fleet.

But, Sir, there has to be a balance between the two types of fishery, and whilst the conservation message has to be true to both, also the planning and the development have to be true to both. I think it is wrong for offshore fishermen to say that inshore fishing is a waste of time, and equally it is wrong for inshore fishermen to say that we can never have a deep-sea fleet because we want it all for ourselves. I think reality has to be faced and I think this has to be done.

Now, Sir, when we talk about offshore and the potential we open up, of course, a

PREMIER MOORES: very different world than one that we have been used to in this Province. Our offshore fishery, on the South Coast particularly, and it is the only place, really, has been one of pretty traditionally sized chips as we know them. But today when we look at what the possibilities are and the ships that are actually fishing off shore here now, and the ones that could possibly be designed to fish off here, you have the hundred foot longliner that the Norwegians, the Faroe Islanders, in particular, have fished out here with great success. I suggest whilst people may say this is deep-sea fishing, the ironic thing is, whilst a lot of boats like this are in Europe and whilst they are fishing out here they mostly trawl with longlines. The Norwegian type longliners are capable of trawling traditionally, hook and line and seining.

They have a great deal more mobility than our inshore effort does. I mean, it can be an elaborate sixty-five footer, if you want. They certainly have more opportunity for diversification and, of course, they have the capability to stay from home for awhile.

Now that one hundred foot middle water boat, you could almost call it, is not a ship that we have fishing out of this Province, to my knowledge, at the present time. That may be somewhere in between the inshore and the offshore that maybe we should be looking at three or four of these ships in Europe as opposed to building them, to bring them here and try them with our own people and see what the capabilities are.

In the offshore we have two types of ship that in my opinion do nothing to affect the conservation measures whatsoever. They do not catch any amount of by-catch, they do not catch any, or

PREMIER MOORES: virtually few, small fish.
One is the Portuguese type gillnetter which, in fact,
has five or six longliners on board. They used to
have the old

PREMIER MOORES: dories as we remember in the old days. Today they have the longliner on board that boat would be totally capable of fishing the Labrador fishery as a prime example, the Virgin Rocks area or really anywhere where there is rough ground where trawling is not appropriate or where it is very difficult to do. They are capable of course of longer trips and as I say the type of cod they catch in the main are very large and with very little by-catch certainly compared to the traditional trawler. These boats have always salted fish on board because of the distance they had come but the fact is of course that if they were fishing from this Province it could be salt or fresh. It is the type of fishery, oddly enough, Sir, and a deep-sea method that our inshore fishermen would understand better than our offshore fishermen, because if you had five or six longliners fishing from what is really a small mothership, I suppose, the fishery and the method of the fishery is the same as if you went from Bay de Verde or Bonavista or wherever the only thing is you are landing in an area that has very large quantities of fish and where it is much more prolific than it is inshore.

The other type is what I mentioned briefly a moment ago, the Norwegian type longliner and this boat of course is also used for seining. But the type of trawling they do is with hook and line longline trawling and they float out about ten miles of trawl before they even come around to pick up. Now I mean when we talk about ten miles of trawl to our traditional longlining inshore that is a very different operation entirely. That boat will not catch as much fish as any other but, Sir, the quality of the fish that is landed on that ship is, in fact the value of that cargo is so much more than the traditional boats landing that the Norwegians tell me, the people I know in Norway, that in fact the value for crew effort and the value for the catch is greater per man hour than any other method they do because they catch these very big fish on the longlines, they bleed them coming on board, they salt them in the

PREMIER MOORES: main on board, large white bled fish, salted and the price they get for those fish of course is a price that we have never heard of because we have never had a fish to sell on that particular market.

So, Sir, the fact is that they are smaller catches but of the very highest quality. So in the two types of offshore boats I am talking about, the Portuguese type gillnetter and the Norwegian type longliner, these are not the type of ships that really hurt conservation measures. As a matter of fact they are only catching large fish and they are not catching very much by-catch. Then of course we have the traditional trawler, as I say, which we have seen operated on the South coast. This boat picks up all species. The fact is that this trawler fleet is going to have to be replaced. I suggest there are quite a few of the side trawlers that should be replaced and are starting to be replaced now. They will either have to be replaced or supplemented. In other words there will have to be ships bought or there will have to be ships built and I am suggesting, Sir, that between the two that will have to go in the plan as well. Then of course there is the freezer trawlers. Now I have very mixed emotions on the freezer trawlers. There are two types of them of course. There is one that does processing on board with bone-in fillets and there are others that freeze fish with the head off, gut out for processing on shore. The last one certainly has more appeal from a labour point of view on shore and I would suggest that if we are expecting Newfoundlanders and Labradorians to go to sea on freezer ships for ninety days it is unlikely if we are going to get them to go in the processing plants. They might go where the bigger wages are on deck but as far as processing in the plants are concerned I would suggest it may be quite difficult.

AN HON. MEMBER: Mr. Speaker, - Harbour Grace -

PREMIER MOORES: Yes.

MR. NOLAN: Excuse me, Mr. Speaker, there seems to be undue noise

MR. NOLAN: in some of the corridors. I mean, I would assume that the Premier is making a major statement in connection with this issue and whether we agree with him or not is not really the issue, but I think we should hear him out and he should be granted the courtesy of at least some silence. The noise I refer to is outside the chamber, Mr. Speaker.

MR. SPEAKER: I would ask the constable if he would take appropriate action to assure that the noise will not interfere.

PREMIER MOORES: Arrest them.

MR. NEARY: - fish the West Germans put ashore in Harbour Grace this year? That is the fish the Premier is talking about.

PREMIER MOORES: Yes. The advantage, Mr. Speaker, of the freezer trawler of course, there is one very large advantage and that is the fact that it provides a controlled inventory for processing. A lot of people may not realize exactly what that is or how valuable it is. But what happens in most fish plants in the Province, whether they be year round plants on the South Coast or seasonal plants on the Northeast Coast, but what usually happens is that there are days when there is not enough fish to give a full days work and when those days happen of course it is only natural that the labour force if they see four hours work are going to be six hours before they get out of the plant and this is the most natural thing in the world. And I think the member from Fortune will agree

PREMIER MOORES: with that particular comment. But the fact is by the frozen fish being in storage or the fillets with the bone in even when the time comes the next day, you know, you only have four hours fish ahead of you, the fact is that x amount of fish can be taken out and thawed which will guarantee a full eight hours production. And this of course from a skilled employee point of view, from a value for hour work point of view is invaluable. It is invaluable to guarantee almost a forty hour week every week. It is the sort of controlled inventory that can aid and abet. It will never be the guts, and that is not a point, Sir, of the problem, it will never be the solution to it but certainly it can help in the efficiency of it.

But when you talk about the fish that is available for this controlled inventory you are talking about an article that is extremely expensive. First of all the ships themselves, the replacement value of these German ships today for instance is \$30 million, which is a high amount of money for any one trawler, and of course because of the cost of the ship the product has to reflect, even though they catch considerably more, the product of course reflects the additional cost of the ship as well.

Now, Sir, the fact is that I think we can come up with a prototype ship that can do the same job. The reason for that is, I suggest, we do not need factory ships in the long-term such as the Europeans did. As I say, they have to steam 3,000 miles to start fishing and then after they have finished fishing they have to steam 3,000 miles back home again. That is a 6,000 mile steam and what we tend to forget is that we in this particular part of the world are in fact anchored in the middle of the fishing ground. There is fishing going on all around, whether it is the Gulf of St. Lawrence, the Straits, the Grand Banks, East of us or to the North of us, the fact is that Newfoundland and Labrador are located exactly where the fish is. I am saying what we need is a boat that can possibly catch this fish as

PREMIER MOORES: efficiently as the Europeans but certainly not as large nor as expensive as the boat they required to stock up for that long voyage and so on.

That prototype I think, and we have talked to the Federal Government about this, is a boat that should be ice reinforced, a powerful ship, smaller and cheaper or more reasonable than the European freezer. I think between ourselves and the Nova Scotians and the Federal Government we should co-operate and see if it is not possible to come up with a design and a prototype and get a couple of these ships built on a trial basis and see how they can compare with the freezer ships. Because, Sir, if they compare favourably of course you can do the same work as a freezer ship without, as I say, the tremendous cost of doing it.

MR. NEARY: Will it be iced fresh fish?

PREMIER MOORES: Yes, it will be iced fresh fish because what a lot of people of course do not realize is that if you take the extreme of the Hamilton Bank, if that is where you were talking about and that is the furthest away I would suggest, you are still only a days steam from port whereby the Nova Scotians fishing on the Eastern edge of the Grand Banks now are what, two or two and a half days steam from port? That is right I guess, yes. So, Sir, to get on with it, the fact is that we have looked over the various types of ships. We have to decide of course what numbers will be required, what types should be required and where they should be obtained and where they should be built. Now I think there is no question whatsoever that irrespective of how many ships that for instance are leased or bought to be used for this purpose when we start talking about the tonnages which I will get to in a moment, when we start talking about the tonnages that is possible for us to catch it will mean that Marystown, as an example, will have to be at full production, and even at full production will not even come close to supplying the gear and equipment that is going to be required for the job. So there is going to be an opportunity here for all this to be done.

PREMIER MOORES: Now, Sir, so much for the harvesting and the various options we have available to us and the various types to be used for that. But let us look at the groundfish themselves. It is difficult this afternoon and I apologize for using so many statistics but it is difficult to illustrate conversation and catches and this sort of thing without using figures. So for that I do apologize. But, Sir,-

AN HON. MEMBER: It is good.

PREMIER MOORES: Pardon!

AN HON. MEMBER: It is good. -

PREMIER MOORES: In the codfish area, for instance, in 1968 as I said there were two billion pounds caught. In 1976 there were 430 million pounds caught. Now, Sir, the best guess by the Federal people, and I would suggest to anyone else, the scientists, that when the conservation levels are lifted from that particular specie, you know, when we have gotten back to the - in other words, this maximum sustainable yield, when we get to the stage where we can take that amount out which

PREMIER MOORES: will allow the regrowth to be stable, in other words, you will have a set amount. The figure is that the minimum we will go to is 700 million pounds of cod. Now, Sir, it was almost two billion pounds a few years ago, 250 million pounds this year, the figure is 700 million pounds they expect it to get to in the 1980's which is what will be there available for us to harvest.

MR. CANNING: Mr. Speaker, would the Premier allow a question?

PREMIER MOORES: Sure.

MR. CANNING: Those figures you gave there first when you gave it out, there was so many million caught one year and then at another date down to 250 million pounds.

PREMIER MOORES: Yes.

MR. CANNING: Does that mean that that is cut by quota, you know, or was that what they could acquire? Was that shown by the scarcity of fish or was it the actual quota?

PREMIER MOORES: No, The actual catch in 1968 was two billion pounds of cod, the actual catch. But, this year the actual quota is 250 million pounds. In other words, two billion pounds were caught in 1968. and this year by quota we are only allowed, everybody, to catch 250 million pounds.

MR. CANNING: Is that quota being based on the decreasing amount that is being caught ever since 1968?

PREMIER MOORES: No, That quota this year was half what they thought they could catch because they put in conservation measures. This is the conservation quota. This is the level that the scientist believe is the level that will allow the stock to grow back very quickly.

MR. CANNING: Right. Thank you!

AN HON. MEMBER: No quota.

PREMIER MOORES: Pardon!

AN HON. MEMBER: There was no quota in 1968?

PREMIER MOORES: There was no quota in 1968. She was just high, wide and handsome. Sir, the scientists, as I say, expect this to get up to 700 million pounds at the leveling off period. That will be when the stock regenerates, 700 million pounds will be allowed. But one of the

PREMIER MOORES: amazing parts of that, Sir, is that 700 million pounds is just a figure to be bandied about, but to put it into some kind of perspective the total inshore fishery in this Province is 100 million pounds. So what you are saying is that you will have fourteen times the volume available as the present inshore fishery in this Province in cod alone. So once you take that as cod alone and that, Sir, I would suggest is only a small part of the potential fishery resource, I think it gives you some idea of exactly what the potential is we are talking about. Flounder and sole, these basically have remained stable but this year of course with conservation they will be increased and the guess is from 160 million pounds this year to 200 - 250 million pounds in a few years time. But that is all Canadian now and I suggest will be all Canadian then. And red fish from 124 million pounds this year to approximately 200 - 250 million pounds once again in the early 1980's. Now today that is not an all Canadian catch. There is some 60 million pounds being caught by Russia this year.

These are primarily caught of course along the South Coasts and for primarily the South Coast and Nova Scotian plants. But, Sir, there are other areas as well in the groundfish area, the turbot - 60 million pounds that are being caught this year and the fact is that only 13 million pounds of that is being caught by Canada. It is projected that this will increase to 100 million pounds by the early 1980's but in fact not a great deal is known about the turbot fishery either by the scientists in the European nations nor ourselves because it is comparatively new really in the Coast and in our waters as far as harvesting is concerned.

MR. MURPHY: That is a far more valuable catch than probably cod or - ?

PREMIER MOORES: No, turbot is not. No, if it was real turbot it was. But it is what we call Greenland halibut. There are other names for it but Greenland halibut, I think, is the most electable name I can think of for it this afternoon. And the hon. member from Eagle River knows exactly what I am talking about. The round nose grenadier, there was 70 million pounds of that being caught this year.

MR. MURPHY: That sounds like soldiers.

PREMIER MOORES: . Well, they are as far as we are concerned but they have not arrived yet. The fact is there is very little known about this fish. It is mainly being caught by the Russians now. It is being caught in very deep water off the Eastern trench and once again a very marketable fish that we know virtually nothing about. Pollock is expected to go from 60 million to 100 million pounds. But on ground-fish alone, which is not the major one - well certainly a major but it is no more major than the other - but on groundfish alone we are talking about going from 750 million pounds in 1977 to approximately 1.3 billion pounds by the early 1980's. That is going

PREMIER MOORES: to be the increased volume.
Now this, of course, at the present time is being caught to a small amount by Canadians but by a large amount by Europeans. First of all you have the Canadian effort to replace the European effort that they are taking now. But when you consider that the catch itself is going to double, you also have to have the capacity to catch that extra tonnage that is going to be available. I do not know if I made that very clear or not, because it is not a very clear statement. But when we have 750 million pounds now, say half is being caught by the Europeans, we will have to build up the catching capacity to catch that half. But also, because of the increased growing rate of the fish, because of the conservation measures, it is not just that half we have to catch, we have to catch double the total as well for the simple reason that that is how much more is going to be there to be caught.

MR. STRACHAN: This is where you get your
(Inaudible) and inshore catch.

PREMIER MOORES: On cod, yes. On both ways, right, and Newfoundland, of course, catches a very small percentage of that total.

I will review the total prospects in a moment. But, Sir, probably the most startling statistics of all are the statistics on the pelagic species which we have not caught very much of in this Province at all, with the exception of herring. I suppose Canada today is the only country catching herring off our coast, to the best of my knowledge, but the caplin and the mackeral are, in the main, still being caught by Europeans.

But the herring fishery, Sir, for the information of the people in this House; in 1969 1 million tons of herring was caught off the Canadian

PREMIER MOORES: coast. This year the total 250 million pounds. The herring stock was virtually decimated. That was the one stock that was hit miles harder than anywhere else. The fact is, when that levels off and the conservation measures have been taken hold, that allowable catch is likely to go to 400 - 500 million pounds.

That market, of course, is primarily in Europe. That is where the people who eat herring are, behind the Iron Curtain and in Western Europe as we know it. This is the area that has tremendous potential for herring product.

There are four areas in this Province - I am quoting from memory here - there is the Fortune Bay herring stock, they call it, I think; there is the St. George's Bay herring stock; there is the West Coast herring stock; there is the Placentia Bay - St. Mary's Bay herring stock, and of course, then there is the Northeast Coast and the Labrador stock and these are theoretically five different stocks of herring in this particular area.

Once again the potential for processing here, because a lot of members of the House may not realize it, but there is as much work in processing herring, or probably potentially more work in processing herring than there is in codfish. Because, and once again I will be going into the various species in a few minutes and the potential -

MR. NEARY: Does the Premier mean further processing or the processing now as it is?

PREMIER MOORES: No, no, further processing. I mean, if you take herring to the final consumer pack -

MR. NEARY: It is only ten or twelve weeks now out of a year, and Isle au Morts is a good example of that, where Connors Brothers are.

PREMIER MOORES: Well that is just bulk shipping as opposed to the foreign sterners.

MR. NEARY: That is right. That is right.

PREMIER MOORES: Yes. Mackerel is now at 75,000 tons and it is a very, very small Canadian catch indeed. That, Sir, is down from 300,000 tons just a few years ago and the scientists say it will settle at approximately 150,000 tons in the future.

Caplin, and this is one that worries me, by the way, much more than what is being caught. The fact is that there are over 800 million pounds of caplin being caught in the deep sea this year, virtually all by the Russians. I suggest, Sir, that two things, one favourable and one unfavourable. The unfavourable; I am not sure what effect that will have on the food supply for cod and for other fish that depend on caplin as a bait food, and I suggest also that the scientists have the answers either. Because the scientists, as I understand we are listening to on this one, are the Russian scientists and they have not been know all the time to tell the whole truth and nothing but the truth, so to speak, in scientific matters.

MR. NEARY: So help me God!

PREMIER MOORES: The other thing, of course, is that even if that was reduced dramatically, when you start talking about hundreds of thousands of tons, you are talking about huge quantities of fish. Now we were talking about it in Ottawa the other day. We know there is a market for 60 million pounds in Japan, and the rest, apparently, is all eaten in Russia. Well now, if this is slowly phased out I suggest one of the major things we have to do is to try to find out, with federal assistance and others, the market possibilities

PREMIER MOORES: for caplin and this sort of fish.

MR. STRACHAN: Would the Premier permit a question?

PREMIER MOORES: Sure, go to it.

MR. STRACHAN: Do you feel that because of lack of knowledge by the scientists

MR. STRACHAN: on the cod - caplin relationship, to take 400,000 tons of caplin is an extremely dangerous operation?

PREMIER MOORES: I think so.

MR. STRACHAN: And possibly pressure should be put on to reduce that tremendously?

PREMIER MOORES: Until we find out about it? I could not agree more.

MR. STRACHAN: Until we find out what relationship it has.

PREMIER MOORES: I absolutely agree with that. My problem is that when you talk to people about it they cannot give you an answer. They say, We do not know, but the scientists tell us. Then you say, Which scientists? And they say, The Russian scientists and then everyone goes into a shiver.

MR. STRACHAN: Would you agree that they really do not know anything about it down here?

PREMIER MOORES: The other terrifying thing, of course, is that off the Iceland and Norwegian coast they are doing exactly the same thing as the hon. member undoubtedly knows as well. What it boils down to, Sir, is that in the pelagic species, and that is herring, mackerel and caplin, where there is 1.2 billion pounds being caught now, that will go to 2.4 billion pounds in the early 1980's as well. I suggest the amount of that we are catching in this Province is virtually negligible, as herring, food herring. But when you talk about the potential of up to 2.4 billion pounds that could be caught and processed that, indeed, leaves a lot of room for speculation and imagination.

Now, of course, shell fish: There is lobster, and that is traditional. That will not increase, in my opinion, a great deal. There is

PREMIER MOORES: potential for mussels, there are scallops and new scallop beds are being found. There is more potential all the time. There is shrimp potential, of course. There is the Port au Choix area and there is the new find in Labrador which is being experimented with this year, and there will be other finds in the future. Certainly, from the inshore fishery point of view, I would suggest that Port au Choix has to be the, by far the most prosperous inshore fishery in this Province.

AN HON. MEMBER: A model.

PREMIER MOORES: Well, it is more than a model because they happen to have the species of fish there that allows it to be a very affluent community.

But, Sir, what are we looking at altogether when we talk about groundfish and pelagic species? We have 750 million pounds of groundfish being caught today, 1.2 billion pounds of pelagics altogether. So today, actually, off our coast we are catching approximately 2 billion pounds. Even after the conservation goes in, and we are at the allowable catch, every year, as I said, the groundfish will go from 750 million pounds to 2 billion pounds, pelagic from 1.2 billion pounds to 2.4 billion pounds. So, in fact, the total catch will go up to 4.5 billion pounds that can be caught each year. So obviously Newfoundland and Labrador are not going to catch all that fish. But equally obviously, Sir, I suggest that we should have some objectives. I think if we are talking 2 billion pounds of groundfish, and because of our location, I do not think it is unreasonable to look at the possibility of landing 900,000 tons by the mid-1980's in this Province. That is 2 billion pounds of groundfish. And equally I do not think it is unreasonable to look at 700,000 tons of pelagic species, caplin, herring and mackerel, which is 1.5 billion

PREMIER MOORES: pounds landed in this Province for a total of some 3.5 billion pounds, or if you like, some 1.5 million tons in total.

Now, Mr. Speaker, to put that in perspective, last year there were 350,000 tons landed in this Province in total, 350,000 tons, and by the mid 1980's - and that was of everything, everything imaginable - 350,000 tons; and by the mid 1980's we could have 1,600,000 tons. Now the potential is there to exactly have landed volume of five time what we have now. I do not think that is being unreasonable because there is a lot left there for the other Atlantic Provinces, if it is going to be a total Canadian effort in time.

The challenge that presents, Sir, is staggering indeed. Last year, for instance, landings were valued at \$62 million. If you take those figures, landed by specie and at the same value, which they will not be, but if they were at the same value to the fishermen, instead of \$62 million that figure would be \$250 million. Equally the export value last year was \$160 million. The export value of that fish, landed by the 1980's, would be \$900 million. That is a lot of money when you consider \$900 million in the fisheries.

But, Sir, whilst there is a staggering potential, there is also a terrific challenge as to how this is going to be done. It is a huge job but it is a job that must be done. We have talked about the fish availability by specie and equipment, and the method possibilities, now I think we should look at the possibility of sales. The fact is that Canada, amongst other things - and when I say sales, I am talking about sales from the fishermen to the producer. I suggest, Sir, that Canada is the only country in the

PREMIER MOORES: Western World that does not have an auction system for fish.

A lot of people can comment about that, but I would like to refer to a few notes I have here before I go into any great detail on it. The larger companies in our fishing industry are vertically integrated in the sense that the processing plants own their own offshore fishing vessels. Fish prices are set through negotiations with the union but these prices are not responsive to changing market forces. There is no auction system for the marketing of fish so that prices do not reflect changes in demand and supply. It is well known that offshore catches cost much more than the posted prices per trawler landings. I think, Sir, an irrefutable fact is that the cost of catching the fish by trawler offshore is, in fact, much more than the price that is allocated for that fish when it hits the wharf.

It is also true that inshore and offshore landings sell at virtually the same price. In effect, this means that inshore fishermen are subsidizing the integrated companies who are forced to absorb the far greater cost associated with fish caught by their own trawlers.

MR. STRACHAN: Say that again.

PREMIER MOORES: Say it again?

MR. STRACHAN: Yes.

PREMIER MOORES: I am saying that the inshore fishermen basically -

MR. STRACHAN: No, I understand it but I think you should say it again.

PREMIER MOORES: You want it repeated.

MR. STRACHAN: That is right.

PREMIER MOORES: You like that part, do you?

MR. STRACHAN: Yes, that is right.

PREMIER MOORES: The comparison of prices posted in Newfoundland for fresh fish landings with prices paid in auction markets located in Europe and New England reveals that primary fish prices in this Province are less than half the levels prevailing where there are auction systems available.

These unrealistically low primary price levels have the effect of discouraging private investment in harvesting operations and it is our observation that companies and private individuals in Europe tend to invest in fishing vessels, even when their primary occupation lies outside the fishing industry.

An auction system would force fish prices towards realistic levels whereby the primary fishing unit, whether it be a trawler or a trap-skiff, can operate as an independent profit centre. Only through realistic fish prices can the fisherman receive a fair value for his catch. Our view is that an auction centre must be planned for operation in 1978 as a pilot project, and that depending upon its success we must prepare to introduce the system in those centres where there is sufficient competition to allow effective operation of an auction. It is our plan to proceed with a pilot project, Sir, as I said, in this regard.

Our view is that a floor price should be set for each species sold at the auction. This would protect the fisherman from major declines in prices and it would also protect the union from their particular interest. The presence of a floor price at a reasonably high level would serve to make the auction system attractive, and would facilitate a positive attitude on the part of fishermen towards its

PREMIER MOORES: introduction.

Another problem that relates to the question of pricing is the problem of quality. At present there is insufficient incentive for the fishermen to deliver a high quality product. Our companies have not by and large insisted on paying higher prices for higher quality fish. As a matter of fact, Sir, if there was anything that destroyed the quality incentive in our fishermen in this Province it is the word "tal qual" and all that it represents in either salt or fresh fish.

An improved marketing system would create sharp price differences on the basis of quality and would produce the proper incentive for top quality fish.

MR. STRACHAN: Would the Premier permit a question on that?

PREMIER MOORES: Sure.

MR. STRACHAN: Could you, if you are talking about this possibly on an experimental basis next year or something, would the relationship between the union - or what are the unions' feelings who are arguing across the board and setting fish prices, and trying to debate fish prices, what are their feelings about this?

PREMIER MOORES: I may be wrong, and I have not talked to the unions at any great length about it. I have referred it to Mr. Cashin in conversations with him, I think they would be as interested in negotiating the floor level, which is really their primary concern.

MR. STRACHAN: But what about quality?

PREMIER MOORES: But then the quality, if you land big fish in prime condition you get thirty cents a pound for it as opposed to salt fish that has been trucked in loose in a truck and you get four cents a

PREMIER MOORES: a pound for it of the floor price of six. It goes to six cents but, I mean, I believe in that system and hopefully the union and others who are going to be involved will as well.

MR. MURPHY: Would the hon. the Premier define "tal qual"? It used to be an expression years ago.

PREMIER MOORES: "Tal qual" means everything being the same, Sir, one price for the whole shebang.

MR. ROBERTS: An old and an honourable line, "tal qual" destroyed the salt fish industry before this corporation came in.

PREMIER MOORES: That is right. That is absolutely right.

MR. ROBERTS: The infamous Yellow Fish Company.

PREMIER MOORES: Mr. Speaker, on the auction philosophy, of course, it is all very well to put up a pilot project, but once you identify it, and I have no qualms in my mind whatsoever that it will be a very successful experiment, but the fact is, then you have to look at regional auctions because whilst you cannot have them everywhere you certainly have to have them in centralized locations where people can get to them. It would be grossly unfair if a person could not actually go through an auction system. There are obviously going to be isolated areas where this is going to be very difficult, but certainly the principle has to apply to as many places as possible.

I think, Sir, one of the interesting things about this is when we talk about the auction system. In Britain, if you want to take it to its extreme - and once again the member for Eagle River (Mr. Strachan) would be well aware of this - in Great Britain when they have the

PREMIER MOORES: auction system the companies who own ships, trawlers, and who are in the processing business, have no more control over where the fish from their trawlers go than the man in the moon. Their trawlers must land at the auction, it goes up for bids and as a processing company if they bid at the right price they get the fish, if they do not they just do not. In other words, they have no control over their own ships whatsoever. They would not be able to keep crews on them. There is no question about that at all. They must go through the auction system. Companies that own up to forty or fifty trawlers, own huge factories, whether it is their fish going into their factories or some else's they have no control over only by bidding.

MR. STRACHAN: This also ties in better with the company's marketing too, because it does not have to have the fish landed -

PREMIER MOORES: Exactly. Exactly.

So, Mr. Speaker, that is something that, as I say, we are going to have to give a great deal of consideration to, and when I say "we" I am talking the collective "we" here, of all those who are involved in this particular effort. But, Sir, as I say, the inshore can operate from regional locations. The deep-sea effort should in the main be brought into centralized distribution ports. The reason I say that is because where every inshore plant in the Province could take trawlers, certainly you could not have auctions in every centre, but there are many reasons why they should. But the primary reason, I would suggest, Sir, is for the sake of efficiency. Because if we are going to compete internationally and in the international market with this product, our product of fish, we have to be as efficient as possible.

PREMIER MOORES: That means that we have to have a centre whereby the fish is not only distributed to the areas, but where the ships can be serviced, where the ships can be iced, where victualling can be done, where net supplies can be established, where spare parts can be established and all that goes with a sophisticated port.

Sir, as I say, if we are going to compete internationally, then that is the sort of thing we have to have. The distribution once the fish is landed in such a port would be by reefer trucks to the plants all around the Province so that the actual fish is delivered to them. Now the funny thing is that fish can be delivered cheaper by reefer truck from an auction centre, properly done, to these plants than, in fact, could have been done if a boat had to go in there and then come somewhere else for repairs and all that goes with it.

MR. ROBERTS: Deep-sea, sea travel and that sort of thing is very dear.

PREMIER MOORES: And as the hon. the Leader of the Opposition says, once you talk about sea travel and that sort of an operation you are indeed talking about something that is very, very expensive indeed.

Now, Sir, one of the things that should be pointed out here, of course, is the underutilization of capacity that we have in the Province. The fact is that the capacity of our fish plants in the Province is presently being utilized at something under 30 per cent of their utilization that they were on a one-shift basis. There is no way that any possible affluence or profitability can come for either the plant owner, the employee or the fishermen as long as the overhead, and all that goes with that sort of difficulty, is involved. The fact is, we must

PREMIER MOORES: have distribution of this huge resource that is going to become available so that there can be ten to twelve months work. We must be talking about exactly what the potential is from a marketing point of view.

Now I have lots of notes here, Sir, and I am just trying to quickly review where I go back, by this. I think what I will do now is, when we talk about processing and reprocessing and such, when we talk about year-round operations in plants, I think we can say that in the reprocessing aspect, of course, this can be done virtually at any time. The fish does not have to be fresh for this. It normally is in frozen form, in salted form, in pickled form, depending on the fish itself.

But if we look at the cod production in Newfoundland today, we have gone a little beyond the "tal qual" stage at this stage, but not much. It is by price incentive through the Salt Fish Marketing Board that we have, but it is price incentive that has made the small difference that has been made. I still say that in the fresh fish production that the great majority, certainly of the seasonal plants, are turning out cod blocks because they do not have the sophistication nor the time to develop further processed packs - and to a lesser degree on the South coast - but I still suggest, Sir, that the perch blocks, or redfish blocks, the flounder blocks are still a major factor in the production in most of the plants, the five pound packs and so on.

MR. ROBERTS: That is not only partially because the economic or the market incentive

MR. ROBERTS: is not there to encourage the plants?

PREMIER MOORES: It is the market incentive, but the other big thing, of course, is the tariff on cooked fish, yes.

MR. ROBERTS: But that is the other side of the market incentive. The plants cannot get enough extra out of the marketplace by doing these cooked products or these further processed -

PREMIER MOORES: With the tariff as it is, yes.

MR. ROBERTS: The tariff is there and it is for real.

PREMIER MOORES: But as I said in the European instance before, Norway and Iceland have negotiated their tariff down to 3 per cent on all fish products now.

MR. ROBERTS: Well.

PREMIER MOORES: And I am suggesting at this time we should be doing exactly the same thing.

MR. ROBERTS: Well, agreed. And the Prime Minister's contractual relationship that he talks of with Europe, the European Common Market -

PREMIER MOORES: This is a very critical factor in it.

MR. ROBERTS: - is of great importance to this Province.

PREMIER MOORES: Yes, I could not agree more.

MR. ROBERTS: Very significant importance.

PREMIER MOORES: Regarding flounder, and sole, and cod, of course, there are certain things that can be done that is I.Q.F. and the stuff that is being done to a limited degree now - that is individually quick frozen fillets that go in that form, which are served in meal form but individually done. But the fact is, if - forgetting we are talking about groundfish we are talking really about precooked fish. I mean, if we are

PREMIER MOORES: talking about final processing, then breaded and cooked fish, I mean, you are into that sort of thing. Salting, to a lesser degree in salt cod. But in the main, in the groundfish area, that is the cod, the redfish, the flounder, the pollock, this sort of fish. If we are talking about the final pack we are talking about the T.V.dinner, we are talking about the fishsticks, we are talking about that sort of thing. But that is why I said earlier that the pelagics, in my opinion, the herring, particularly the herring, the mackerel and caplin to a lesser degree, have by far the most labour intensive aspect to them, and salmon, whether it is smoking them or whatever.

But when you talk about the herring potential for pickling, for canning, for the various recipes that herring is done up in, whether it be vinegar cured or whatever the case may be - we were at the Nordsa office in Bremerhaven last year and they had twenty-one varieties of herring as an hors d'oeuvre. The twenty-one varieties of herring, I suggest, Sir, were - most of them you did not know it was herring. I mean, I am not exaggerating one iota, it was just -

MR. ROBERTS: Go to Scandinavia and they will put out a whole meal of herring.

PREMIER MOORES: The same thing, a smorgasbord of herring. That is you literally go and have a whole meal out of it.

MR. ROBERTS: The great French cookbook has one hundred separate ways to cook salt cod. The big one, Larousse Gastronomique has one hundred ways to cook French cod - salt cod.

PREMIER MOORES: Salt cod. What I am suggesting here, Mr. Speaker, is that the potential

PREMIER MOORES: for this particular sort of reprocessing is something that we are not even aware of because it is so sophisticated. The degree of food technology, the degree of expertise - I mean, you almost have to have a chef doing your quality control or your product development or whatever the case may be.

MR. ROBERTS: We know nothing about processing.

PREMIER MOORES: But the potential is absolutely fantastic, if we can get and develop that particular aspect of our industry.

I have already talked, Sir, about the tariffs and the markets, to a degree. I suggest when I speak about markets still, whilst the U.S. has been our traditional market, I would suggest with the conservation measures on the Continental Shelf, with the replacement of the foreign effort by Canadian ships, by far the greatest market for future development of fisheries in the tonnage that we are talking about, will be in Europe itself.

The reason I say that is not because they are just lacking in fish for their market, although that is always a primary reason, but the reason I gave earlier is the fact that they happen to like fish. They take a great deal of time in preparing it. They eat between thirty and thirty-five pounds per person per year as opposed to the North American eating between eight and ten pounds per person per year.

MR. MURPHY: Why? Can we not promote it?

PREMIER MOORES: I would suggest we take it to Europe and sell it at a price, and try to promote it after.

MR. ROBERTS: We are pretty good at

MR. ROBERTS: catching fish but we do not know much about doing anything with the marketing or the processing.

PREMIER MOORES: About marketing, that is right. Or processing.

MR. MURPHY: Us catholics did our bit for the fishery but you fellows did nothing at all.

PREMIER MOORES: And then you went and shagged that up, sure!

MR. ROBERTS: I hope the Pope - I will not say it. Why did you make them change, 'Ank'?

MR. RIDEOUT: Send a unanimous resolution from the House to the Pope.

DR. COLLINS: (First part inaudible)
edible fish per fish. Is that correct?

PREMIER MOORES: Well, I will be coming to that. You are talking about yield now.

DR. COLLINS: Yes, yield.

PREMIER MOORES: That is a very different story which - I do not know if I passed it here because I have been skipping over notes all day.

MR. ROBERTS: The Birdseye people found out about yields too.

PREMIER MOORES: Yes, and the funny thing is that fish was two and-a-half cents a pound in those days.

MR. ROBERTS: The yield was half -

PREMIER MOORES: But the fact is - I am not sure what your question was on that yield question, 'John'.

DR. COLLINS: Why that should be so. Is is the technique there or what?

PREMIER MOORES: Well, first of all, the fish over there will always be more expensive and when fish is expensive you take a lot more care with it. In Newfoundland we developed a tremendously bad habit - I know it is here, I will get to it in a few minutes, as a matter of fact - what I will get into now is that when fish was cheap the thing to do was slash off volume as much as you could and yield was not important. Yield was not important because to take all that time with yield cost more than it was worth. But that was when fish was two or three cents a pound.

MR. STRACHAN: It was only a few years ago they got incentive tables in.

PREMIER MOORES: That is right, even incentives to get yields up and production up and so on. But now, of course, with fish at fifteen cents a pound, or if you take Europe, thirty cents a pound for fresh cod-fish, then you cannot afford to slash it anymore. What has happened is in this Province, for instance, in the inshore fishery, the inshore plants, the yield for cod blocks, deboned fillets, is between 28 and 30 per cent.

PREMIER MOORES: The yield in Grimbsy when the Minister of Fisheries and others were there this year, the yield in the same cod block from codfish was in excess of 55 per cent in actual fact.

MR. MURPHY: Does that mean that -

PREMIER MOORES: So what that boils down to, Mr. Speaker, is that we are saying in getting a third yield you can pay seventeen cents a pound, whereby if you get 50 per cent yield the fact is that same fish only cost you twenty - you know, in other words, you can pay twenty-five cents to the fisherman instead of seventeen cents if you had your yield up in your plant. That is really what it boils down to.

Another problem in this Province, and I am a person who was very involved in it, was the matter of hereditary businesses. I think hereditary businesses in the main try to do well. I think hereditary businesses, family businesses if you like, give it a lot of personal attention but, I think, in the end analysis there comes a time when the capital available to do what has to be done is not going to be available in family businesses. The thing is that there is going to have to be some public participation, there is going to have to be some public company participation, I would suggest, and I am not here to be derogatory in any way, but I am saying with the challenge ahead I think we are going to have to have more effort from more people than presently is the case. I hope Mr. Russell does not get upset with me about that but there is nothing personal meant, and his role and his company's role have, in my opinion, a great future and I think they have a great opportunity. All I am saying is that I think they are limited in how much they can do mainly because of capital restrictions as much as anything else.

PREMIER MOORES: But, Sir, there it is. We have talked about the generalities of the fishery but how, in fact, are we going to put it together? That I would suggest is the most important thing of all. As I said, ships will have to be built, inshore and offshore. We are going to have to start, really, this year in planning how this is going to be done. In the short-term some ships may have to be bought or leased but in the long-term we have to have a programme for building, leasing, whatever, as soon as we know what type of ship it is we have to get.

Auction centres will have to be planned, central distribution ports will have to be identified and planned, markets will have to be found. The one thing I have not mentioned at all, which is going to be critical, is the training that is going to be required. I am not talking just of the fishermen themselves and this very sophisticated gear they may be involved in, but also the on shore training for food technologists, for all the various aspects of supervisory personnel, to the various skills that are going to be required to develop this final product which is going to make the fishery a very sophisticated industry, I would suggest, Sir, rather than the mundane and somewhat humdrum industry where people went because there was nothing else to do. That day is totally gone. I would suggest that the fishery has much more potential to be sophisticated, to be attractive and to give you a better return, much more potential than does agriculture, does any of these other growth industries because there is so much variation in the product itself.

But, Sir, how do we tie it all together? I suggest what is going to be needed in the interim, and which the Minister of Fisheries will be asking this House to debate hopefully in this session -

PREMIER MOORES:

I guess in this session - will be the establishment of a Crown agency, not to act in perpetuity, not to get involved in the fisheries where it becomes the fisheries or part of it. I do not believe in government involvement in any industry and this group, I might suggest, Sir, that is being proposed is a co-ordinating agency and not an involvement agency except in the areas I will outline. I think they together with the

PREMIER MOORES: industry and the union should establish training programmes. The sort of thing they would be would be to supervise construction and operating of central distributing centres. To enter into contracts to purchase, sell or market fish landed. What I am talking about here is if a large amount of money is required, if an agreement is needed with a foreign country, if an agreement is needed with a major firm that is not involved here, the extra either political clout or even financial support may be required to fill in that part of the total venture that could not normally be done by private enterprise. What I am saying is a co-ordinating agency between the two, sometimes to pick up the gap, but to take an equity position, if need be, with other companies, to establishing processing facilities or other types of industrial facilities. Because there is going to have to be ice plants, there will have to be net manufacturing, I suppose, if you are talking about the volume, whatever the type of thing it is. But if there is a need for an equity position with the option of the private entrepreneur to buy out government, well if that is what is required to get the thing stimulated maybe that is what we should be looking at to be the vehicle to co-ordinate between the companies, countries and unions to acquire ships or to co-ordinate agreements between individuals or companies, to ascertain what boats are available in the world.

One of the amazing things to me is that no one on this side of the water knows what is floating on the other side of the water even though they are fishing out here. The only ones you see are the ones that arrive in St. John's. The Minister of Fisheries has one of his people in London now, or will do very shortly, I guess -

MR. W. CARTER:

Two weeks time.

PREMIER MOORES: Two weeks time - to really literally get an inventory of what ships are available in Europe, what classification they have and so on.

This Crown agency would develop a programme of incentives to encourage as much as humanly possible those in business in the Province and those from elsewhere who want to become involved to develop along the overall plan that the federal government and ourselves, together with the trade and union bring up. I say, and I underline this very quickly, that hopefully the life of this agency will be short-term, and short-term could be as long as ten years until the thing gets underway.

We need to get senior staff quickly, and one of the things we are looking at, which is not a commitment, but we are looking at the directors of the agency, and I am talking about the advisory directors, being possibly made up from the union and the trade as well as the people who will actually be running it. Sir, we plan to work with Nova Scotia and the federal government to do what is best.

Already a steering committee has been set up composed of the union and the trade, the Province and hopefully the federal government. We have asked for their participation so that the steering committee can lead the way as to how much development can be done at one time. We have to move at the right speed and in the right direction. The fact is that if we put all this together taking a very low figure, and I hate like the devil mentioning this sort of figure in the House, but anyone who could do their arithmetic, I think, would basically agree that if we take that tonnage we talked about earlier and converted it into even semi-final pack in this Province, you are talking about a minimum of 20,000 to 25,000 new jobs in the

PREMIER MOORES: Province. That is what it would convert to if you took that total, semi-processed, in the Province. I think anyone who wants to check those figures can, but that is what it boils down to.

So, Mr. Speaker, we talk about employment and we talk about what we have to do to create employment in this Province. I am suggesting that the most singular thing that can help bring that about is the development of the fisheries as quickly as, not as possible, but as is reasonable. I think it has to be done, not for immediate jobs, it has to be done properly and it has to be done in such a way as to, when we do have it, that we get the maximum return from it.

Now I know I am supposed to be talking about joint ventures today, or whatever you want to call them, co-operative ventures, or whatever, but the fact is that one of the things I think we should look at, not to establish the Europeans, but if they are going to be allowed to catch the fish anyway I think we should sit down with the federal government and say, If this is their three year programme okay, fine. If they are going to catch it anyway, is there anything wrong with landing it here? I am not sure. It is something that I would like to hear more debate on. But it may be that if they take a ton from their own quota, and they are allowed a ton, say, from ours, that they land both tons in this Province so we get the full value of what they are catching and they get the marketing of it.

But that is something, as I say, that has to be developed as this year goes along in conjunction with the federal government.

Now, Mr. Speaker, it has been suggested in the resolution as well that there be a

PREMIER MOORES: Select Committee of the House set up. With all due respects, Sir, I do not think a Select Committee is the answer because I do not think any members of this House, the Minister of Fisheries, and myself, and the rest included, I do not think we have the expertise to really make a judgement without the advice of a tremendous amount of people, and that would take a tremendous amount of time. But, Sir, what I would suggest is that a Special Committee of the House, as opposed to a Select Committee, be appointed to go and observe some of the things that the member for Eagle River (Mr. Strachan)

PREMIER MOORES: is only too well aware of, and a few of the rest of us are because we have been exposed to it. Because you can stand here and you can talk until you are blue in the face about what the potential is in Europe, what they are doing and what they are not doing, and we can go and see our own effort, and sometimes we cannot see the woods for the trees. I think a special committee of six or seven members from the House to go and observe and absorb, hopefully, exactly what is to be seen so that when we do debate it in this House it is just not the few individuals getting up who have been exposed to this and the other people wonder what the hell they are talking about.

Really what I am saying is that the people who go on this could come back and really, genuinely, look at what they have seen and say, Okay, this is what would be good for Newfoundland and Labrador other than this, this is what we would think would be best, but to have an informed opinion. More than an informed opinion, Sir, an informed feel for really what an industrialized development in the fishery can do. As I say, it is a huge job. I think we can learn. I think we can learn by a Select Committee, by example. I think we have to work very closely with unions and the trade. And, Sir, without getting emotional about it, I suggest that there has never been a project in this Province, by any government at any time in our history where the challenge was as great, the job as big, but where the rewards were so great and so beneficial to this Province than the future of the fishery is today.

SOME HON. MEMBERS: Hear, hear!

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

AN HON. MEMBER: I wonder if there is anybody else?

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

MR. NEARY: Mr. Speaker, first of all, Sir, I want to congratulate all those members on both sides of the House who participated in this very important debate. I am particularly pleased, Sir, that the hon. the Premier made a, I suppose what you could call, major policy speech on behalf of his administration, and on behalf of his party. So I would imagine now, Sir, that the responsibility falls on my shoulders to make a similar major policy speech from this side of the House, from my party, Sir, which I am very happy to do.

I must say that I was very interested in a lot of the things that the hon. the Premier had to say. I think if there was any weakness in the hon. the Premier's remarks it was the fact that a lot of the things that the hon. the Premier talked about, mentioned in his remarks, were motherhood, and the hon. gentleman will find no disagreement on a lot of the things from this side of the House. But the weakness in the hon. Premier's statement was that a lot of the things were very vague and just spoken about in generalities. I wanted on the latter part of the speech that the hon. the Premier be a little bit specific in telling us about the Crown agency that would be established to co-ordinate the efforts in order to lay down long range plans for the fishery in this Province.

Of course, the other concession, I suppose, that the hon. the Premier made was not to appoint a Select Committee of the House to go and observe and to learn about the methods of fishing in other

MR. NEARY: parts of the world, the techniques that are used, the new technology and so forth, and I cannot find too much fault with that, Sir. I put forward the resolution - the Leader of the Opposition and myself jointly presented this resolution, and it really does not make any difference to me, Sir, if it is a select committee or a special committee - as long as we have a committee of members of this House representing members on either side of the House. I think that is the important thing, to remove the planning for the fishery from the realm of partisan politics, to give members of the House an insight so that we can debate intelligently in this hon. House the things that we feel are necessary and that should be done to lay down, not only short-term plans, but long-term plans for the fishery.

MR. NEARY: This, Mr. Speaker, should not develop into a sort of joy-ride for members to go off to various parts of the world. I think it is an essential part of our responsibility as members of this hon. House, and I hope, Sir, that the hon. the Premier will move as fast as possible to set up this special committee at an early a date as possible. Because we cannot lose too much time, Sir, in getting down to brass tacks and getting the matters that are essential to be brought before this hon. House brought in in the - it will probably be too late for this session, but certainly if we have a Fall session, and next Spring members should be in a position to bring in new ideas, new plans for both a long-term and a short-term programme for the development of the fishery.

So, Mr. Speaker, it might very well be that 1977 will historically be the most important year in the history of this Province as far as our fishery is concerned, and a most important year as far as the fishermen themselves are concerned.

Mr. Speaker, simultaneously with the declaration by Canada of the 200 mile fishery management zone, which finally gives us some sort of control over who may or who may not, and under what conditions, may share the wealth of seafood off our shores comes the organization of fishermen themselves into bargaining units that enable them, not only to have some say in the future of the industry as a whole, but also, Sir, a considerable say in their share of securing their rightful share of the profits to be made by the sale of fish in a world where the production of food has suddenly become a major problem. I was extremely pleased to hear the hon. the Premier state that the representatives of the union would play a major role on the future development of

MR. NEARY: the fishery in this Province. The declaration of the 200 mile limit, Sir, for management of our marine resources is certainly a milestone in the history of Canada and in the history of this Province. But as the hon. the Premier indicated, to make the most of this declaration our whole fishing industry must be reshaped so that fishermen, fish plant workers and fish plant owners themselves can maximize their share in the only solid prosperity to which Newfoundland can claim title.

In my opinion, Sir, the only real natural resource in this Province that has any chance of success at all is the fishery.

Now, Mr. Speaker, the hon. the Premier dwelt at great length on the quotas and on conservation measures and so forth. So first of all, Mr. Speaker, I completely agree with what the hon. the Premier had to say, and I would go a little further and say, Sir, that it has to be determined very quickly, and by our scientists, whether the present quotas that are set by the federal government are too high, and that if we are in danger of over fishing now or in the future in accordance with these quotas, and that there is an indication that we are going to deplete the resource upon which depend the fishermen and the fish plant workers and the fish plant owners, then we should not hesitate to let the government of Canada know. And that is why, Sir, it is again so important to have a special committee of members of this House involved in the planning of the fishery.

One thing that they could do immediately, Sir, is to try and remedy the problem that the hon. the Premier drew attention to as far as the quotas of caplin are concerned. The Government

MR. NEARY: of Canada, as far as I can ascertain, have done some research into the caplin resource. There was some - maybe not very much - there was some research done at the time that Mr. W.J.Bursey was interested in canning caplin in this Province. But, Sir, it is a matter of urgent importance for this Province that we bring this matter before the attention of the Government of Canada at an early a date as possible. I could not think of any better way to do it, Sir, than to do it through a Special Committee of this hon. House that is non-political, non-partisan, a committee representing members on both sides of the House so that we can go to Ottawa with a united front, not only to talk about the quotas as far as caplin are concerned, but to talk about cod and other species, Sir.

MR. NEARY: Mr. Speaker, if the restoration of the Fishery to its original healthy condition is going to be brought about, then, Sir, we must be very, very careful about our quotas, and if we have to, to recommend to the various people in authority that if the quotas are too high, that the levels be eliminated as far as the foreign fishing fleet is concerned.

Mr. Speaker, at the same time, if our fish plant workers, Sir, are to be kept working on a year-round basis - and I hope that that day is not too far away - then our fishermen, themselves must be given the kind of equipment that has enabled other nations, like the Russians, the Japanese, and the Icelanders, to harvest the seas efficiently and productively.

Above all, Mr. Speaker, and that is what this resolution is all about, we must be extremely careful, indeed to keep an eye on the results of these so-called joint ventures, whereby we let other nations fish our waters in return for a few weeks work in our fish plants. These joint ventures, Mr. Speaker, must be regarded as temporary - very temporary arrangements, indeed. And while we may tolerate them, Mr. Speaker, and while we may take the attitude that a bird in the hand is worth two in the bush, and while we may jump at the opportunity to take advantage of joint ventures, tolerate them as permitting greater hours of work in our fish plants, that we must be very, very careful that they do not become a way of life in the Fishing Industry in this Province.

We must be prepared, Sir, to properly equip our own fishermen. And, Mr. Speaker, let me make a statement now probably that has not been made too often in this hon. House, that when we are talking about fishermen within the 200 mile limit, we are not only talking about Newfoundlanders; we are talking about Canadian fishermen. We must equip the Canadian fishermen. We, in this House, of course, are primarily concerned with the Newfoundland fishery. But, there are other Provinces who are

MR. NEARY: heavily involved in the fishery - Nova Scotia, New Brunswick, Prince Edward Island, and Quebec, and British Columbia. So, Mr. Speaker, we must aim our plans at giving the Newfoundland fishermen the jump, not only on the foreigners, but on their Mainland counterparts. We must be working, Sir, as the hon. Premier indicated, on a master plan, aimed at providing every Newfoundland fisherman with an opportunity to work on improved vessels for both the inshore and offshore fishery, everything, Mr. Speaker, from vastly improved longliners with all the latest technology and all the latest equipment, the navigational equipment and what have you, and all the latest gear. We must not only provide our people with more sophisticated longliners, mid-water trawlers, but the large vessels, also, Sir, must be improved, and we must provide the kind of ships that can allow our people to compete with, for instance, the Russian Fleet.

I was glad to hear the hon. Premier tell the success story of the three sculpin-type boats, the 65-foot longliners - The Blue Hake, The Barracudina, and The Sand Launce. I would like to point out to the hon. members of the House that almost 100 per cent of this fish was landed in my District - in LaPoile District - in Rose Blanche, Burnt Islands, and

MR. NEARY: in Port aux Basques.

Mr. Speaker, I am inclined to think that that kind of boat is the kind of ship that our fishermen like. It is the kind of fishery, Sir, it is the kind of fishing that appeals to our people, and I believe we should take a good hard look at building up - and I know the minister is interested in this - building up a fleet of these multi-purpose boats of the sculpin type. Our people, our fishermen who went out to British Columbia recently, seemed to be impressed with the steel type boat. I believe, Sir, that that is up-and-coming and that we can look forward to more of these kind of boats being built in the future. Not only, Sir, does that kind of boat appeal to our fishermen, but it will also create numerous jobs in our shipyards.

MR. NOLAN: Year-round fishing too.

MR. NEARY: Year-round fishing which would benefit the fish plants, the plant workers, the operators and the fishermen themselves, but would also provide jobs in the shipyards, badly needed jobs in constructing these boats. And there is no doubt about it, Sir, that we now have developed the expertise in our shipyards and there is no reason why we could not over the next five to ten years build a fleet of draggers around the sixty-five foot type.

Mr. Speaker, our government must spare no effort to see that our fishermen can compete on equal terms with those of foreign fleets and be as productive in harvesting within our 200 mile management zone as are those foreign ships.

Mr. Speaker, our first and primary objective must be to build up the Newfoundland fishing fleet. The hon. the Premier in his remarks laid great emphasis on this particular point, and I do not

MR. NEARY: think, Sir, there is any disagreement from this side of the House. This is motherhood. This should be our number one objective. That should be our top priority, to build up our own fishing fleet with a view, Sir, and I know it is not going to be accomplished overnight, with a view to phasing out all foreign ships, fishing ships, off our shores.

AN HON. MEMBER: Hear, hear!

MR. NEARY: That should be our prime objective. I was glad to hear the hon. the Premier say that this was the objective of his administration. I am sure, Sir, it is the prime objective of the regular Liberals to put together a fishing effort, to put together a fishing fleet, and to put together a programme that will eventually phase out all foreign fishing off our shores. But unless, Mr. Speaker, we are prepared in this Province to equip our fishermen to reap the seas of their wealth, to set standards that will give our fishermen a high degree of efficiency, a modern fleet such as the Russians have, and the Japanese, and the Scandinavian countries, and the Icelanders and so forth, unless we are prepared to do this, Mr. Speaker, then the 200 mile Canadian management zone is going to be of little value to us, it is going to mean very little to us, Sir, indeed.

Now the opportunity is right here, Sir, at our doorstep, but the opportunity must be exploited by providing our fishermen with the ships, the equipment and the technology that will lay the foundations for a great permanent industry based on a properly managed non-depletable resource.

Mr. Speaker, the hon. the Premier in the latter part of his remarks talked about the Crown agency

MR. NEARY: that the government was going to establish to co-ordinate the efforts of both the private sector and the industry as a whole, and the ambitions of the union, to co-ordinate all the efforts to put together a short-term and a long-term programme for the development of the fishery in this Province. I think that is a very wise thing to do, Sir. I think it is a very, very good thing for the administration to do. Because, Sir, not only myself, but a number of members on either side of this hon. House have been severely critical on times of the private sector. Not that we are against private enterprise, Mr. Speaker, because we are not. We have been saying, rightly or wrongly, whether we have been misunderstood or whether we have been deliberately taken out of context, we have been saying, Sir, that if private enterprise cannot face up to the challenge, then either or both of the federal/provincial governments must step in.

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: This should be done, Sir, not only in the interest of our fishermen and out plant workers and our plant owners, but also, Mr. Speaker, and I say this in all sincerity, because the two billion plus hungry people of this world who are starving for protein, men, women and children who are crowding this planet, Sir, a good third of them enduring hunger and famine and malnutrition, doomed to a living death that can only be relieved by a properly operated North Atlantic fishery, that we should be prepared, Sir, to look upon the fishery in this Province the same as the Government of Canada looked upon the Prairie Provinces in Western Canada -

AN HON. MEMBER: Hear, hear!

MR. NEARY: - when they were supplying wheat to the underdeveloped countries of the world.

MR. NEARY: Our prairie, Sir, is the ocean, and we have a greater opportunity to supply the world, the protein hungry men and women and children of this earth with fish caught right here on our very doorstep.

So, Sir, our dedication must not only be to the development of our fishery and bring prosperity to our fishermen and our plant workers and our plant owners, but we must regard the offshore waters and the food that is found in these waters, we must consider that, Sir, as a matter of trusteeship. We here in this Province must be looked upon as trustees and we must be prepared to put our own selfish and personal motives ahead of everything else and to improve the fishery for the sake of providing food to the one third of the population of the world that is starving.

Mr. Speaker, we need firm, wisely devised plans for the future. Even the hon. the Premier also emphasized this point. I do not think there is anything the hon. gentleman left out in his remarks concerning the fishery, because the hon. the Premier obviously understands more than anybody else in this House the importance of the fishery to this Province -

SOME HON. MEMBERS: Hear, hear!

MR. NEARY: - and the role that it is going to play in the future of this Province. And any political party would want to be stund and stupid if they did not realize, Sir, the value of the fishery. Could I move the adjournment of the debate, Sir?

MR. SPEAKER: The hon. member has moved the adjournment of the debate.

MR. SPEAKER:

It being Wednesday the

House adjourns until tomorrow Thursday, at 10:00 a.m.

This House stands adjourned until tomorrow, Thursday,

May 19, 1977, at 10:00 a.m.

I N D E X

ANSWERS TO QUESTIONS

TABLED

MAY, 18, 1977

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MAY 18 1977

Asked by: Honourable Member for LaPoile
Directed to: Honourable Minister of Mines and Energy

QUESTIONS:

To ask the Honourable Minister of Mines and Energy to lay upon the table of the House the following information:

1. Name of firm or individual providing security service for Newfoundland Hydro Development Corporation.
2. Cost per month for providing security services to Newfoundland Hydro Corporation.
3. Were public tenders called for providing security services to Newfoundland Hydro buildings and property? If tenders were not called, state reason.

ANSWER:

1. Effective with the relocation of some of its staff to the Centrac Building in Donovan's Park, Newfoundland and Labrador Hydro's premises in the Centrac Building have been provided with periodic checks after working hours by Central Investigation and Security Agency Limited.
2. Newfoundland and Labrador Hydro pays \$40 monthly for the services provided by Central Investigation and Security Agency Limited.
3. Newfoundland and Labrador Hydro has no contractual arrangement with Central Investigation and Security Agency Limited, but is merely continuing, on an interim basis, a service which the previous tenant had arranged for and which is carried out by Central Investigation and Security Agency Limited concurrently with its inspection of the other premises in the Centrac Building under arrangements with the owner of the building.

In the event that Newfoundland and Labrador Hydro requires the aforesaid security services for the Centrac Building on an ongoing basis, public tenders will be called. Under the terms of its lease for Philip Place, St. John's, Newfoundland and Labrador Hydro is provided with security services by the Lessor.

The security services for Newfoundland and Labrador Hydro's buildings and property is provided by the Corporation's employees.

MAY 18 1977

Asked by: Honourable Member for La Poile
Directed to: Honourable Minister of Mines and Energy

QUESTION:

To ask the Honourable the Minister of Mines and Energy to lay upon the table of the House the following information:

1. All contracts and agreements, oral or written, involving work on:
 - a) The Gull Island hydro development project;
 - b) The transmission line from Gull Island to the Island of Newfoundland;
 - c) Tunnel across the Straits of Belle Isle joining the Mainland portion of the Province to the Island of Newfoundland.

2. Indicate in each case if public tenders were called, if not, why not?

In cases where Public Tenders were called, was the contract awarded to the lowest bidder?

ANSWER:

Information regarding the foregoing is contained in letter of February 22, 1977 with attachments from Mr. D.J. Groom to the Honourable Brian Peckford. See attached.

NEWFOUNDLAND AND LABRADOR HYDRO

NEWFOUNDLAND AND LABRADOR HYDRO

Public Place, St. John's, Newfoundland A1A 2X8 • Tel. (709) 753-3500 • Telex 016-4503

DENNIS J. GROOM
President & Chief Executive Officer

[Handwritten signature]
[Handwritten initials]

February 22, 1977.

Honourable Brian Peckford,
Minister of Mines and Energy,
Department of Mines and Energy,
95 Bonaventure Avenue,
St. John's, Newfoundland.

Dear Minister:

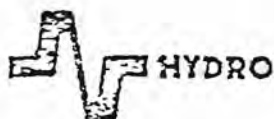
Gull Island Costs

The other day you asked me if I could let you have a list of the expenditures incurred on the Gull Island project to December 31, 1976, together with a note of those expenditures which are expected to be incurred during 1977.

I enclose a copy of a letter I have received from Mr. E.P. McCormack, setting out the information you have requested. You will see that this reflects total expenditures to December 31, 1976 of \$77 million, including a contingency of \$3.123 million. Expenditures during 1977 are expected to total \$1.312 million, for a total of \$78.312 million.

The first page of Mr. McCormack's letter provides an overall breakdown of the expenditures as between the Gull site, the transmission facilities, the tunnel and owners' costs. Details of the first three items are included on the schedule which is attached to the letter.

With regard to the last item of cost (owners' cost), I should mention that the project costs reflect the cost of our Montreal office and the Projects Division at Donovans. These have since been wound down. Corporate costs are those costs



which were allocated by Hydro and/or CFLCo to the Gull Island project, reflecting time and money spent by officials of those organizations on the project. Interest during construction represents the costs incurred in interest charges on the moneys which were expended. The total of \$6.182 million represents total interest payments to December 31, 1976.

There is clearly a great deal of additional information available on all the expenditures which have been incurred and should you require further information, please let me know.

Yours sincerely,

C. Whittle

(for) D.J. Groom

DJG/cw
Encl.

NEWFOUNDLAND AND LABRADOR HYDRO

Inter - Office Memorandum



TO: D. J. Groom
 FROM: E. P. McCormack
 SUBJECT: Gull Project as of 31 December 1976

DATE: February 18, 1977

Following the two announced shutdowns of November 1975 and May 1976, an upper limit of \$77 million of expenditures to December 1977 was established.

We have prepared a listing of companies to whom funds in excess of \$100,000 were paid and a summary by cost centre is as follows:-

Gull Power Site	(\$000 omitted)	
Contractors - Suppliers	11,338	
Consultants	6,872	
HVDC Transmission		
Contractors - Suppliers	2,449	
Consultants	7,809	
Strait of Belle Isle		
Contractors - Suppliers	13,152	
Consultants	9,667	51,287
Owners Costs		
Project	4,524	
Corporate	2,284	
Interest During Construction	6,182	12,990
Total		64,277
Contingency to complete		3,123
		67,400

The balance (\$9,600) to \$77 million is in small accounts.

Current Status

At Gull Island a temporary 300 man camp is complete and operational, access is available from Goose Bay and from Churchill Falls and clearing for the permanent camps is complete.

Engineering is, on average, about 30% complete, drawings have been microfilmed and, together with all reports and back-up information are in GIPCL's possession.

Survey work on the HVDC lines from Gull to St. John's is two-thirds complete. Tower and conductor design is about 30% complete and all drawings, reports, etc. are held by GIPCL.

At the Strait of Belle Isle permanent access has been developed, both shafts have been sunk to 50 ft and collared, headframes and Diesel generator buildings and 112-man camps have been erected on both sides. The hoist building at Point Amour has been erected and the hoist stored in it while the hoist for Yankee Point is stored in Hanger No. 2 at Goose Bay. Diesel generators, compressors and other critical or valuable equipment is stored indoors.

All buildings at all sites are secured and patrolled for protection of the inventory.

Consultants and Surveyers

Only one consultant, Teshmont, is still active on the Project. Contracts with Lower Churchill Consultants (LCC) and Patrick Harrison, consultants on the Hydro site and the Strait of Belle Isle Crossing respectively have been terminated. While all survey contracts have been terminated two are still open due to unresolved claims.

Contracts and Suppliers

All Contracts have been terminated. Only one contractor, Comentation, the Shaft contractor, has an outstanding claim and it is being discussed directly with Gull Island Power Company Limited.

Any purchase orders which could be cancelled were cancelled in November 1975 and June 1976 when the shutdowns took place and apart from some minor tax problems, all accounts are settled.

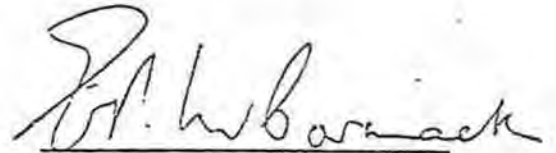
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Plans for 1977

The total estimated expenditure to 31 December 1977 is 78,312,000 composed of:-

Costs incurred to 31 December 1976	77,000,000
Expenditures in 1977	<u>1,312,000</u>
	78,312,000

The main activities in 1977 are to resolve accounts outstanding from 1976, to complete the demobilization of Teshmont and to ensure that all studies, drawings, etc. are in good order and readily retrievable. In addition some engineering work is continuing to develop a better knowledge of ice conditions on the Lower Churchill and to monitor ice conditions on the Northern Peninsula, both of which will affect designs. Some work is also scheduled on advancing our knowledge of cable design for the Strait Crossing by meeting with manufacturers, explaining the problems and inviting suggestions from them.



E. P. McCormack

EPMcC/sh

SUMMARY OF CONTRACTS

ITEM	DATE CALLED	PUBLIC TENDER	LOW BID AWARD	COMMENTS	NO OF BIDDERS	SUCCESSFUL TENDERER	FINAL AMOUNT
<u>Gull Power Site</u>							
Catering Services	April 2/75	YES	YES	Completed	3	Bona Vista Food	706
Camp Well Drilling	Aug 11/75	YES	YES	"	4	Duchenev Drilling	154
Access Road-Gull-Goose	July 30/75	YES	YES	"	3	Lundrigan's	2,585
Access Road-Gull-Churchill	Aug 1/75	YES	YES	"	2	M.J.O'Connell	1,710
Const. Camps-Inuculation	Aug 28/75	YES	YES	"	3	Lundrigan's	1,074
Foundation Drilling Phase I	April 10/75	YES	YES	"	3	Eastern Exploration	440
Foundation Drilling - II	June 5/75	YES	YES	"	3	Eastern Exploration	985
Hydro Graphic Survey	June 25/75	YES	YES	"	4	Atlantic Survey	94
Supply Corr. Steel Pipe	July 9/75	YES	YES	"	3	Arcco Canada Ltd	181
Trailer Repairs	July 23/75	YES	YES	"	3	Atco (Quebec) Ltd	151
Bank House Complexes	July 23/75	YES	YES	"	3	Atco (Quebec) Ltd	462
Bank House Complexes	Nov 19/75	YES	YES	"		CFLCo	213
Marine Transportation	Aug 13/75	N/A	N/A	(Negotiated)		Chimo Shipping Ltd	556
Supply - pipe	Aug 20/75	YES	YES	"	4	Caron Ltd.	133
Diesel Gen. Secs	Aug 14/75	YES	YES	"	3	Harvey & Co. Ltd	319
Dormitories	Aug 25/75	YES	YES	"	5	L'Islet Industries	742
Supply Fuel	Nov 14/75	YES	YES	"	2	Imperial Oil Ltd.	387
Management & Engineering Contract		N/A	N/A	(Negotiated)		Lower Churchill Consultants	-
Helicopter Rental	July 21/75	N/A	N/A	(Negotiated)		Universal Helicopt.	234
Pipe Insulation	Aug 13/75	YES	YES	"	3	Uricon	190
					Total		11,338
<u>EPDC Project</u>							
Survey (mile 413-481)	May '75	YES	YES	Completed	3	T. G. Scannell	201
Survey (mile 250-305)	1974	YES	YES	"	4	Canning & Morrell	133
Survey (mile 197-250)	1974	YES	YES	Completed	3	E. G. Granger	188
Survey (mile 340-599)	June '75	YES	YES	Completed	3	Central Surveys Ltd	90
Survey (mile 1 - 120)	Apr '75	YES	YES	Completed	3	J.D. Barnes Ltd.	415
Survey (mile 374-415)	July '75	YES	YES	Completed	4	Atlantic Surveys Ltd	126
Metereological Inves.		YES	YES	"	2	Meteor Research Inc.	136
Aviation Fuel		YES	YES	"	3	Shell Canada	98
Handling of Fuel		YES	YES	"	3	Gader Aviation Ltd	77
Helicopter Rental		N/A	N/A	(Negotiated)		Universal Helicopter	980
					Total		2,449
<u>Straits of Belle Isle Cable Crossing</u>							
Supply & Install. of Cladding & Doors for Headframe & Collar House	Sept 5 '75	YES	YES	Completed	2	Robertson Bldg.	301
Erection of Constr. Camps	Dec 11 '75	YES	YES	Completed	3	Ken White	748
Provision of Land Transport on Lab. & Nfld Coasts	Sep 23 '75	YES	YES	Completed	3	Crosbie Trans.	212
Shaft Steel	July '75	YES	YES	Limited to Nfld-work compl.		McNamara Ind.	657
Cement Supply	Sep '75	YES	NO	Nfld. Preference-work compl.	2	Northstar Cement	97
Supply Fuel & Lubricants	Sep 25 '75	YES	YES	Cancelled	2	Golden Eagle	602
Catering						Eastern Catering	63
Sea Transportation	Jan '76	N/A	N/A	Completed (Negotiated)		Chimo	418
Design, Supply & Del. & Erect. of Steel Bldgs. for Housing Diesel Generators (both sites)	Aug 4 '75	YES	YES	Completed	6	Holden Constr.	427
Const. of Access road & fences	May '75	YES	YES	Completed	6	Chauvik's Transp.	761
Dismantle & Re-erect. of Diesel Generating Sets	Aug 12 '75	YES	YES	Cancelled	6	Bedard-Girard Nfld	657
Foundation for Midg. & Shaft Collar (both sides)	Aug 12 '75	YES	YES	work complete	2	Pinaent Constr.	2,375
Supply & Install. of Structural Steel for Headframes (both sides)		YES	YES	Limited to Nfld. work complete	4	Eastel Ltd.	1,517
Sinking of Shaft at Lab. Terminal	Aug 28 '75	YES	YES	Cancelled but not finalized	2	Cementation	627
Sinking of Shaft at Nfld Terminal	Sep 11 '75	YES	YES	Cancelled but not finalized	2	Cementation	627
Dismantle, Refurbishing, Moving & Erecting CIR Hoist	Apr 27 '76	YES	YES	Cancelled but not finalized	3	Cementation	314
Dismantle, Refurbishing, Move & Erect Nordberg Hoist	July '75	YES	YES	Cancelled	3	Central Rigging	356
Diesel Generator Underframes	Oct '75	YES	YES	"	4	Legger & Sons	116
Diesel Storage Tanks	Nov '75	YES	YES	Completed	3	Brock Engineering	106
Generator Parts	Nov '75	YES	YES	"	4	Hawker Siddley	143
Diesel Generators	Oct '75	YES	YES	"	3	Hickman Equipment	656
Generator Rentals	Nov '75	YES	YES	- cancelled	3	Hickman Equipment	195
Scient Studies	Dec '75	YES	YES	Completed		Teshmont Consultants	222
Geological Survey	Dec '75	YES	YES	"		"	147
Elec. Motor Drive & Equip.	Oct '75	YES	YES	"	4	Duquesne	175
Air Compressors	Oct '75	YES	YES	"	5	Joyac Mfg.	248
Refurbishing Elec Motors	Oct '75	YES	YES	"	5	Montreal Armature	165
Concrete Aggregate	Dec '75	YES	YES	"	3	Lundrigan's	115
CIR hoist	May '75	YES	YES	"	4	Upper Canada resource	100
					TOTAL		13,152
<u>Engineering - All Sites</u>							
Hydro Site design and Management		N/A	N/A	Letter of intent only		Lower Churchill Consultants	6,872
Transmission Lines, Converter Stations	Apr 25 '74	N/A	N/A	Contract - negotiated		Teshmont Consul.	1,809
Straits of Belle Isle tunnel Crossing		N/A	N/A	Note: Sub-Consultant on tunnel work selected by Teshmont		Pacific-Harrison & Co. Ltd. & Teshmont	9,567
					TOTAL		24,348
						GRAND TOTAL	\$ 51,287