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Speaker: Honourable P.J. McNicholas

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The House met at 3:00 p.m.

MR. SPEAKER (McNicholas):
Order, please!

MR. BAIRD:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Humber West.

MR. BAIRD:
Mr. Speaker, I am sure all hon. members would wish to congratulate the Corner Brook Royals on winning the Herder Memorial Trophy yesterday, in Corner Brook, in a well-fought series, in a well-fought game which took overtime to decide.

I might add it was rather unfortunate that the international airport at St. John's was fogged in and the trophy was not there to be presented to the winning team before the 2,000 people who were there to witness the game. Be that as it may, the trophy, I understand, is enroute to Corner Brook today.

I might also add that the sportsmanship displayed by the Caps after the game was over left nothing to be desired. It was a well-fought game, and when the game was over both teams remained on the ice to congratulate each other and I would like to commend them. I would also like to remind the member for Stephenville (Mr. K. Aylward) that I will be waiting for my money.

Thank you very much.

SOME HON. MEMBERS:
Hear, hear!

MR. WELLS:
Mr. Speaker.

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

MR. WELLS:
Mr. Speaker, I would like to join with the hon. the member for Humber West (Mr. Baird) to speak on behalf of the members of this side of the House in extending our congratulations to the Corner Brook Royals for a job well done, and our sincere congratulations to the St. John's Caps for a good series and a well-played series.

I also want to wish the Corner Brook Royals well in where they go from here, presumably to the Allen Cup Finals.

MR. BAIRD:
Not this year.

MR. WELLS:
Not this year? No Allen Cup this year?

MR. BAIRD:
No.

MR. WELLS:
That is too bad.

MR. FENWICK:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Menihek.

MR. FENWICK:
Mr. Speaker, I would also like to join in congratulating the Corner Brook Royals and to pick up on a comment made by the Leader of the official Opposition.

It has been my understanding that teams in the N.A.H.A. have had a real hard time meeting their payrolls in the past because sometimes they have been over ambitious in bringing in imported

players.

Since we have decided that we do not want to participate at the Allen Cup in the future, I am hoping that the owners of these teams will eventually see the wisdom in perhaps cutting down on the number of imported players, making it a truly Newfoundland league in which competition is spread out as wide as possible at the most economical price. On that basis, I think it would be a great unifying factor for us.

MR. SPEAKER:
Order, please!

Statements by Ministers

MR. BUTT:
Mr. Speaker.

MR. SPEAKER:
The hon. the Minister of Culture, Recreation and Youth.

MR. BUTT:
Mr. Speaker, I wish to inform hon. members that government intends to make a serious effort to eradicate, from the Island of Newfoundland, the highly contagious and fatal disease, rabies, which was recently found here for the first time in a wild animal. Before elaborating on how we intend to proceed with this action, I would first like to explain the factors that lead government to this decision.

Rabies has been confirmed in only two foxes, both from the Roddickton area. Although we do not know the extent of the disease yet, and until evidence indicates otherwise, we are assuming that the disease is localized in that area. If it becomes widespread on

the Island, it will be extremely difficult, if not impossible, to eliminate. Were this to happen, there would be far-reaching social and economic costs to the Province on a continual basis.

Although there is the potential for loss of human life, this prospect is considered to be remote due to the effectiveness of post-exposure treatment. Nonetheless, other costs associated with controlling the disease, once established in an area, are considerable. We must weigh the potential of the psychological impact of the disease on families exposed to the disease and who have to undergo treatment. Widespread vaccination of pets will be necessary. As well, there will be high costs to agriculture in the form of surveillance, investigation, quarantine and the loss of livestock. The establishment of the disease could even impair tourism and the sense of freedom people now have to enjoy outdoors and wildlife. It would certainly reduce certain host wildlife species wherever it flared up.

In Ontario, where rabies has been established for a number of years, the control programme costs approximately \$15 million annually. Aside from the social and ecological costs of the disease, this government wants to avoid, if at all possible, the economic drain of a continual control programme. Eradication is the preferred option rather than a continuous control.

We are also very concerned about the disease in Labrador where there have been a recent outbreak and control measures have been instituted. However, the natural reservoir for rabies is in the

Canadian Arctic of which Labrador is a part. Because of this, and because of the immensity of that part of the Province, we have no hope of eradicating it there.

On the Island, the first fox was confirmed to be a carrier of rabies on March 30, 1988 after it had entered a shed and attacked a dog. The second fox was found dead at the Roddickton dump and was diagnosed as a positive carrier on April 8, 1988. Other foxes from elsewhere on the Island have been collected, tested, and all found to be negative. This confirms our belief that rabies is localized, to date, to the area of the Great Northern Peninsula - North of Gros Morne Park, in the Bonne Bay area.

The action taken so far has been directed towards determining the extent of the disease on the Island and minimizing its impact in the area of the outbreak. We intend to continue this work but, in addition, we now plan to make an attempt at stamping out the disease entirely while we still have some chance of doing so. The plan of action has been developed for immediate implementation and includes the following components: (1) Through the Department of Health - the vaccination of all people considered to be at risk; (2) Through the Department of Rural, Agricultural and Northern Development - the expansion of a vaccination programme for pets and livestock, where necessary, which serve as a buffer between infected wildlife and people; (3) Through the Wildlife Division - the reduction of the wild fox population in the area of the outbreak in order to limit the spread of the disease and to obtain specimens for analysis and monitoring of its distribution;

(4) Through all three departments - a public education programme to instruct the public on how to take appropriate action when a suspect animal is encountered and on how to protect themselves, their families and their pets from potential impact of the disease.

The chances of success, Mr. Speaker, in eliminating the disease from the Island are speculative at best, but it has been successfully accomplished in other areas. This government has no intention of losing the battle against rabies by default. We must endeavour, to the extent possible, to eliminate this fatal disease.

Thank you, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. HISCOCK:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Eagle River.

MR. HISCOCK:

Thank you, Mr. Speaker.

My first reaction on reading the Ministerial Statment was, obviously, the press secretary to the minister is being paid \$31,000 a year, so he has to come up with press releases, and I wonder if it was not just a little bit alarming and whether or not the minister was crying wolf. However, this is an extremely serious matter, having rabies on the Island part of our Province. It is also regrettable that there have been outbreaks in Labrador. We do not have a control programme down there, where vets go along the Labrador Coast innoculating

domestic pets. As was pointed out, there are two vets now working on the Northern Peninsula. Will those two vets stay in the area until the disease is eradicated?

Another thing I want to mention is the fact that there are not enough people involved in wildlife management and protection in this Province, particularly in the North, in Labrador. We hope this disease does not spread to other areas of the Province.

In his first recommendation the minister suggests the vaccination of all people considered to be at risk, then in the fourth one he recommends an educational programme. There needs to be an educational programme going on all the time, not only on the Island part of the Province but also in Labrador where there are outbreaks of rabies periodically.

Again what we are seeing from this government, which is unfortunate, and people will criticize me for saying this, is crisis management. When rabies broke out in Coastal Labrador, they sent in vets to inoculate household pets. Now they are saying, basically, that if we had had more vets in the Province and more educational programmes, then something probably could have been done.

I see no mention of stray dogs in the minister's statement. There is probably a link between foxes and stray dogs at dumps, who then pass the disease on to more domesticated pets in the area.

We are pleased that the minister has brought in this statement. We hope that these two cases are isolated, and that the disease is eradicated soon. We also hope

that there will be an educational programme put in place immediately rather than three or four years down the road, and that there will be more vets employed in the Province and better wildlife management, so that we do not have to go on with this crisis management.

Thank you, Mr. Speaker.

SOME HON. MEMBERS:
Hear, hear!

MR. FENWICK:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Menihek.

MR. FENWICK:
Mr. Speaker, every once in a while you get a Ministerial Statement that you cannot really do anything with, other than say we certainly share with the government the feeling of seriousness about this outbreak of rabies, and we certainly hope that the measures being put into effect will be effective and that we will be able to eradicate rabies on the Island.

I wish, then, the departments concerned all the best of luck and the veterinarians who are also working at it.

The only minor problem that I would suggest is on the second page. They talk about the problem of never being able to eradicate it in Labrador, as part of the Canadian Arctic. I would suggest, perhaps, the department may look at stepping up the efforts on the Labrador portion just to make sure that we do not have a recurrence of this kind of outbreak, if we are successful enough to eradicate it on the Island.

Mr. Speaker, I have nothing detrimental or positive to say about the statement other than it covers the area quite well, and I congratulate the ministers involved.

MR. HEARN:
Mr. Speaker.

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

MR. HEARN:
Thank you, Mr. Speaker.

In the Budget Speech delivered on March 29, 1988, my colleague, the Minister of Finance (Mr. Windsor), announced the funding of a Distance Education Pilot Project. This exciting, new initiative by the Department of Education is being undertaken to address the needs of students in small schools in rural areas of this Province, and will complement other measures such as the increased school tax equalization grants, and additional salary allocations.

Many small schools offering the senior high school programme are unable to provide the variety of specialized courses that are commonly available in larger schools. Memorial University, Marine Institute, Cabot Institute and the Fisher Institute offer many courses which require a high degree of competency in the areas of science and technology. Students who do not have access to specialized courses such as advanced mathematics and physics are at a disadvantage in pursuing these and related fields at the post-secondary level.

The successful implementation of Distance Education will mean that students graduating from small schools in the 1990s will be

better prepared to pursue careers in scientific and technological fields.

Mr. Speaker, the following courses will be made available as a result of the pilot project: Advanced Mathematics 1201, 2201, and 3201, and Physics 2204 and 3204.

The Department of Education will begin its pilot project in September 1988. Students in thirteen small, remote schools located in Central, Western and Labrador regions of the Province, will be able to take advanced Math 1201 for the first time as a result of distance education technologies to be used in this pilot project. My department is committed to providing the additional, sequential advanced mathematics courses to these students. They will be able to continue their studies with Advanced Math 2201, beginning September, 1989, and Advanced Math 3201, effective September, 1990.

My department will closely monitor and evaluate the implementation of Advanced Mathematics 1201 during the 1988-1989 school year. Physics 2204 and 3204 will be prepared for delivery through distance education as part of this project pending the successful implementation of Advanced Mathematics 1201.

Mr. Speaker, a number of existing technologies will be incorporated into this distance education pilot project. It will make use of the audio teleconference network which has been established as a result of the vision and initiative of Doctor Max House and the TeleMedicine project. The IBM compatible computers and Telewriter peripherals will allow these students to instantaneously

see information written by their teacher or other students. Facsimile machines will permit assignments or tests, in students' own handwriting, to be electronically transmitted in a matter of seconds. Students may use a toll-free number to reach the distance teacher, and electronic messaging will eliminate missed calls.

The distance education programmes of other provinces typically range from correspondence courses, with very little teacher-student contact, to courses which make use of similar technologies that will be used in this project. This distance education pilot project will, however, set new standards for such programmes due to the extensive, immediate interaction that will be provided.

Mr. Speaker, my Department is benefitting from a cooperative approach to the delivery of services through distance means. The Department of Education and the Department of Career Development and Advanced Studies, through the Community College system, the Marine Institute, the Divisions of Continuing Studies and Educational Technology at Memorial University, are participating cooperatively with the TeleMedicine Centre at the Health Science Complex to provide an enhanced, expanded distance network. The interaction that is possible through the audio teleconference network, developed as a result of the Telemedicine project, is of paramount importance to the delivery of quality learning experiences.

As a result of this mutual cooperation and sharing of resources, a greater number of people can be served in

communities that did not previously have access to distance education services. The small school will likely become a community learning centre. Students will be able to enroll in a wider variety of courses; fishermen will be able to participate in courses from the Marine Institute; adult literacy can be improved in rural communities; and teachers in small rural schools and other community residents can participate in courses offered by Memorial University of Newfoundland. My colleagues in Cabinet applaud this cooperation, and hope to see a formalization of this partnership so that distance education technology can be accessible to an even greater number of rural communities in this Province.

The Report of the Small Schools Study Project recommended that a wider range of senior high school courses be offered to small schools and that a greater use of technology be made in programme delivery. The distance education pilot project is clearly a positive indication of my Department's commitment to improve the educational opportunities available to students in rural Newfoundland and Labrador.

SOME HON. MEMBERS:

Hear, hear!

MR. DECKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Strait of Bell Isle.

MR. DECKER:

Mr. Speaker, of course I commend the minister and his department for finally seeing the potential in distance education. As a

people, we have reached a stage where there is no longer any excuse for not teaching biology in St. Julien's, or for not teaching chemistry in Noddy Bay, or for not teaching physics in Red Bay. I compliment the Department for finally - finally - entering the Twentieth Century.

I say finally, Mr. Speaker, because if there is any criticism that I have of the minister and his department, it is why did it take the Department of Education, and this particular administration, so many years to wake up to the reality of the twentieth century. This technology, Mr. Speaker, has been available for years; telemedicine was practiced in Roddickton, at the Grenfell Nursing Station, in the 1970s, Mr. Speaker, and here we we are, in 1988, and we have not yet gotten beyond a pilot project, and we are still only talking about thirteen schools. Well, St. Julien's and Croque still are not being taught a decent level of mathematics or physics or chemistry or biology, and the list goes on.

Distance education has been a fact of life in Australia since back in the 1950s, Mr. Speaker. In the 1960s Memorial University had one of the best extension departments in the world. Even today they have contracts in Asia where some of our techniques are being taught in Asia, and we are only having these techniques used in rural Newfoundland in 1988. The minister should be ashamed of himself to get up in this House today and talk about a pilot project which should now become a fait accompli; we should have now reached the stage. Five or six years, when high school education was revamped and they brought in

Grade XII, where they took a three-year programme and spread it over four years, if they had been looking at some progressive teaching then, Mr. Speaker, the students from outport Newfoundland who have attended Memorial University for the past five or six years would not have been sacrificed as they have been. Because it is a fact of life, Mr. Speaker, if you come from St. Julien's, or if you come from Roddickton, even, that you cannot touch physics or math or chemistry or biology at the university, the reason being that this government has stuck its head in the mud for the past ten years instead of trying to move with the reality of the times.

SOME HON. MEMBERS:

Hear, hear!

MR. DECKER:

Mr. Speaker, I commend them for finally waking up, but I ask, Why did they sleep so long?

I could not leave this statement without referring to page one, where the minister talks about this programme complementing other programmes: For example, the tax equalization grants. Now, let us not be deceived, Mr. Speaker. The tax equalization programme is as totally different from this distance education as chalk is from cheese. There is a lot potential for distance education. There is no potential for the tax equalization programme unless the minister is prepared to do what we on this side of the House have been saying for years, that we abolish the school tax system as we have it and bring in a system for funding our schools which is more equitable.

Mr. Speaker, I commend the

minister on finally getting in on distance education, but do not try to make Newfoundlanders believe that the equalization grants, which require at least \$12 million to have some semblance of equality, are in any way connected with distance education. It is a totally different programme, and do not try to confuse the issue by using both programmes in the same breath.

Thank you, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. LONG:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for St. John's East.

MR. LONG:

Thank you, Mr. Speaker.

We, for our part, welcome the initiative, inasmuch as it is something that is overdue. I am sure, for the thirteen schools that will be involved, it is a pilot project that they will look forward to being part of.

It was interesting to note that there was no reference to the monies being expended in the statement. I checked in the estimates and the total amount presented by the Finance Minister is \$233,000.

It is hard to receive a statement like this when the minister concludes by saying that the announcement represented positive indication of the government's commitment to improve educational opportunities available to students in rural Newfoundland and Labrador, and to receive this

statement and not be aware of the crisis that has been emerging for some time in the last couple of years, facing the school system in this Province, especially the smaller schools, and not be aware of some of the comments that are consistently and with great regularity coming out in the media from people who are involved in all aspects of the educational system, teachers, administrators, parents, and even students, the cry for more support for the rural schools, to close the gap between the rural schools of the Province and those in the urban areas.

It seems that what this statement does not include is a vision of any kind of integrated approach by the Department of Education, and by the government, to address fundamental inequities that exist in the school system in this Province. I think what we see here in this announcement is an attempt to echo a theme that the Premier brought into the House in the first couple of weeks, which is a commitment to new technology, to look to the future with greenhouses and flume tanks and helicopter simulators. Now we are going to have distance education. But the reality is, in the education system in this Province, that students and parents and teachers are begging for more support for basic academic facilities and programmes. We have an incredibly high rate of illiteracy in this Province, and what we need is a comprehensive programme to address the basic issues.

MR. SPEAKER:

Order, please!

The hon. member's time has elapsed.

MR. LONG:

If I might conclude, Mr. Speaker?

SOME HON. MEMBERS:
Sit down!

MR. LONG:
There is a lot more to be said yet about the crisis facing the education system, and this is hardly the last word, Mr. Speaker.

Oral Questions

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

MR. WELLS:
Mr. Speaker, on Friday last the hon. the Premier announced the government's position with respect to equal pay for work of equal value in the Public Service. Some of the media that commented on it indicated it may take some years to implement. Is this in fact so? If it is going to take those years, would the Premier explain why?

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:
Mr. Speaker, if the hon. the Leader of the Opposition is aware of what is happening across North America and across the Western world, I guess he would soon realize that almost in every single jurisdiction where a government has announced a policy of equal pay for work of equal value and then proceeded to implement it, that in almost every case, I think, and I think most of the unions which have been involved with other governments in other jurisdictions have agreed, that it may take a number of years to fully implement pay equity to

reach the goal of equal pay for work of equal value. The main restriction which would stand in the way of doing it immediately, of course, would be money. We hope that when we establish the committees with the various unions and identify where discrimination does exist, and then determine the extent of the discrimination, we will be able to negotiate with the respective unions an orderly and expeditious movement towards full pay equity, or equal pay for work of equal value. The length of time it will take will be determined by the negotiations between ourselves and the various union leaders.

MR. WELLS:
Mr. Speaker.

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

MR. WELLS:
Does the government intend to take steps to implement it generally in the Province, not just in the public service? And if so, what are those steps?

PREMIER PECKFORD:
At the present moment, Mr. Speaker, we have indicated, the President of Treasury Board (Mr. Simms) and myself, that we intend to try to get our own house in order first. Undoubtedly over the next few months we will be talking to the Economic Council of Newfoundland, to the Board of Trade, and to other Chambers of Commerce around the Province, indicating to them exactly what it is we are implementing and what we are now doing. Hopefully our leadership in this area will indicate to the private sector that this is an issue whose time has come and that they will, over

time, be able to implement the same kind of policy. I think we will use that approach.

We have done a fair amount of work on this both from the public sector point of view and the private sector point of view, and we do understand that there are some difficulties in Ontario, which is the only province which has moved in a proactive manner in the private sector on this policy and that there are a range, a multiplicity of problems, and they are very complex. So I think our first move in that direction, the private sector, would be to sit down and talk to the Economic Council of Newfoundland and other representative bodies throughout the Province, have a dialogue on it and then see where we go from there. Meanwhile, we will move ahead as quickly as we possibly can, immediately, to start implementing it in the public service.

SOME HON. MEMBERS:

Hear, hear!

MR. DECKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for the Strait of Belle Isle.

MR. DECKER:

Mr. Speaker, my question is for the hon. Minister of Transportation (Mr. Doyle). The minister is aware that there have been some suggestions of political interference in approving road construction and paving projects by his department. He is aware of the Auditor General's Report in 1987, which suggested that the minister, in effect, would clean up his act.

Will the minister tell the House whether or not his department intends to adopt the recommendations of the Auditor General concerning written policies, procedures and guidelines? Will the minister tell us whether or not he plans to do what the Auditor General is asking?

MR. SPEAKER:

The hon. the Minister of Transportation.

MR. DOYLE:

Mr. Speaker, I indicated to the House of Assembly a couple of weeks ago, when speaking on this particular issue, that the department does have a listing of all roads within the Province that we use periodically to determine what allocations are going to be made and what roads are going to be upgraded. At the same time I indicated, of course, that the department was in the process of putting in place a long-term and long-range plan to do exactly what the Auditor General had indicated, that there would be a listing of roads and what priorities we use in making these allocations. That has already been stated a couple of weeks ago.

MR. DECKER:

Mr. Speaker, a supplementary.

MR. SPEAKER:

The hon. the member for the Strait of Belle Isle.

MR. DECKER:

Mr. Speaker, I am not sure if the minister is answering the question or not, but it would seem to me he is trying to pretend that he has already done what the Auditor General asked, which makes me question the block funding. So I ask the minister: If he is

accepting this recommendation of the Auditor General, when does he plan to bring in that specific list of the roads which he plans to pave and upgrade this year so that the House and the people of Newfoundland can have an opportunity to debate it?

MR. SPEAKER:

The hon. the Minister of Transportation.

MR. DOYLE:

Mr. Speaker, the capital programme has not been dealt with yet totally and completely within the department, so it is impossible for me to bring in a list of what projects are going to be undertaken this year. As soon as these projects are finalized and the recommendations made to Cabinet and Cabinet has been given the opportunity to deal with these recommendations, then it will be made public as it is every single year, Mr. Speaker.

MR. FUREY:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for St. Barbe.

MR. FUREY:

Mr. Speaker, I have a question for the Premier. On April 2, 1985, the Premier came to the district of St. Barbe and made the following announcement. 'I am announcing today a \$900,000 project which will pave the roads to the communities of New Ferolle, Shoal Cove West, Reefs Harbour, Bartletts Harbour and Castor River North this Summer,' - the Summer of 1985. Now, it was not a vague promise, Mr. Speaker. It was a specific commitment, a specific allocation of money for these specific branch roads where there is now a crisis, where some people

have been forced to get out on the highways to demonstrate and draw attention to this problem.

I would like to ask the Premier why he did not live up to that promise, and will he live up to it now and stand in his place and say that he will honour his commitment to those people?

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

I am aware of the road problems on the Great Northern Peninsula as I am of the road problems on the Burgeo road, as I am of the road problems in Jackson's Arm and Sop's Arm, as I am of the road problems in Fortune - Hermitage and other areas. There are many areas of the Province which deserve to have better road conditions. We are getting to them as soon as we can, and in the same way we will get to the road problems in the hon. member's district.

MR. FUREY:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for St. Barbe.

MR. FUREY:

I am not aware that the Premier made a specific promise to those other areas, Jackson's Arm and Burgeo. That is another matter. The Premier made a specific promise -

MR. SPEAKER:

Order, please!

MR. FUREY:

My question to the Premier is that he made a specific promise of nearly \$1 million. The people up there have their children bused to

school, they are sick when they get to school, stomach sick, and these children should not be trucked like cattle. Mr. Speaker, I want to ask the Premier to stand in his place now and live up to that commitment of \$900,000 that he made, personally, in front of 250 people on April 2 in St. Barbe?

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

Mr. Speaker, that is the same question that the hon. member asked earlier. As I have indicated to him we are aware of the road problems in his district, and in particular the communities that he just mentioned, and we will get to them as soon as we can.

MR. FUREY:

A final supplementary.

MR. SPEAKER:

A final supplementary.

MR. FUREY:

Mr. Speaker, I draw to the attention of the Premier six young people who came here today, all the way from Bartletts Harbour and New Ferolle. They drove 700 kilometres.

MR. SPEAKER:

Order, please!

MR. FUREY:

Mr. Speaker, my question is would the Premier agree to meet with them for ten minutes sometime this afternoon?

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

Mr. Speaker, I do not organize my schedule in the House of Assembly and I will not agree to meet with

them this afternoon. I have spoken to the Minister of Transportation (Mr. Doyle), and over the next day or so he would only be too happy to sit down with them and go through the problems they have. He is the minister responsible for roads in the Province and over the next day or so he indicated that he would ensure that he met with them and reviewed the problems they are experiencing in their district.

MR. FUREY:

Mr. Speaker, would you permit a final supplementary?

MR. SPEAKER:

The hon. the member for Burgeo - Bay d'Espoir.

MR. GILBERT:

My question is for the Premier as well, and it is from the 6000 people who live in Burgeo, Ramea, Gray River and Francois. They know that during the last three years his government has spent \$120 million on roads in this Province, and they know that if 5 per cent of that - \$6 million - was spent on the Burgeo road, they would have approximately one third of the Burgeo road paved. Now, the people of that area would like to know, Mr. Premier, if you will tell this hon. House what is the reason for the government's decision to withhold funding from the Burgeo Road for the last three years?

PREMIER PECKFORD:

Mr. Speaker.

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

Mr. Speaker, let me remind the hon. member, before I answer, and also the previous speaker, the

member for the district of St. Barbe, that since this party came to power in 1972, there were \$32,262,000 spent on the Great Northern Peninsula.

SOME HON. MEMBERS:

Hear, hear!

PREMIER PECKFORD:

In the hon. member's case of Burgeo, there was close to \$30 million spent on road work over the last ten years. Let me also remind the hon. member for Burgeo - Bay d'Espoir that contrary to statements that perhaps he has made, I am not sure, but other local residents of Burgeo have made, and said we have done nothing for them, we have contributed \$13.9 million to the fish plant. There is no other fish plant in Newfoundland that has \$13.9 million contributed to it by the provincial government.

SOME HON. MEMBERS:

Hear, hear!

PREMIER PECKFORD:

So when the people of Burgeo say that, it was this government that kept the fish plant in Burgeo open all these years, right up until last year when National Sea finally agreed to buy out part of the shares that we had in it, that some \$13.9 million of Newfoundlanders and Labradorians taxpayers' money went into Burgeo, plus the \$30 million for the road that they did not have. May I also remind the hon. member for Burgeo - Bay d'Espoir that whilst I agree that the Burgeo Highway should be paved, I also agree that the roads on the St. Barbe Coast should be paved. I also agree that in the Strait of Belle Isle district, the road from Roddickton across the Great Northern Peninsula is a much older road

than the Burgeo Road, and I am sure that they would want to see that paved in the next year or two, and perhaps sooner than the Burgeo Highway given that it is a lot older and also serves 3,000 or 4,000 or 5,000 people.

So I will just say, to the hon. member that we will get to the Burgeo Road as soon as we can with the resources that we have available.

MR. GILBERT:

Mr. Speaker.

MR. SPEAKER:

A supplementary, the hon. the member for Burgeo - Bay d'Espoir.

MR. GILBERT:

Mr. Speaker, I have heard that answer before. The Premier seems to be locked in history about the money he spent in Burgeo, but it is a rather important resource area. But it is now a fact that there are negotiations ongoing between the Province and the federal government for a new highways agreement, to do away with the railway and take some money for our highways.

Now there has been a leak in the agreement, which said that in the first three years of that -

MR. SPEAKER:

Order, please!

MR. GILBERT:

My question is, Mr. Speaker, that in the first three years of that agreement the Burgeo Road is going to be left out. So the people of Burgeo would like to know the reason why the Premier and this government had decided to eliminate Burgeo from the first three years of this agreement?

PREMIER PECKFORD:
Mr. Speaker.

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:
Mr. Speaker, that question is completely out of order because there is no agreement. So the whole premise of the hon. member's question is false.

MR. GILBERT:
Mr. Speaker.

MR. SPEAKER:
A final supplementary.

MR. GILBERT:
It has been stated publicly, by politicians and Joe Price, the MP for the district, that there is an agreement in place. Mr. Price has also said that the -

MR. SPEAKER:
Order, please!

MR. GILBERT:
- provincial government are not going to pave it now because there was a Liberal elected. Will the Premier now meet with the people of Burgeo and tell them directly what is his decision regarding paving of the Burgeo road and what are the long-range plans for the Burgeo road? Will the Premier meet face to face, man to man with them?

SOME HON. MEMBERS:
Hear, hear!

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:
Mr. Speaker, it is not a question of me meeting face to face with anybody. I have not been known to be backward in coming forward on

that, Mr. Speaker, over the last nine years.

SOME HON. MEMBERS:
Hear, hear!

PREMIER PECKFORD:
The issue is one that the hon. member is operating under false illusions. If the hon. member wants to believe what his MP tells him, fine, he should go and talk to his MP, if that is where he is getting his information. All I can say to the hon. gentleman is that there is no agreement as it relates to the closure and abandonment of the railway. There have been talks ongoing for the last several weeks, or more than several weeks, I suppose, on the matter, but there has been no resolution and no agreement between the two governments.

So what the hon. member is talking about is just puffery and untrue statements. There has been no negotiated agreement on it. It is still up in the air. Now, whether the hon. member wants to believe that or not is another matter.

The Minister of Transportation this morning, as I understand it, has telegraphed the people of Burgeo and agreed to meet with them, to go through the concerns that they have, and I guess the Minister of Transportation is waiting for an answer from these people. That is why we have a Cabinet here.

I am not afraid to meet with anybody anytime, but it is not a question of if I am man enough to meet with this one or man enough to meet with that one. That is not the issue. The issue is, are we going to be rational human beings here, meet with the representatives of the government

who are responsible for these things, bring their concerns to the minister, and sit down and say, 'Look, we have a problem here and we want some attention paid to it,' the same way as the people from Fortune - Hermitage, down around Belleoram and St. Jacques and Coomb's Cove and so on are looking for road work, the same way as the member for Humber Valley (Mr. Woodford) does about Jackson's Arm, which has had an unpaved road for twenty-five or thirty years. I have a road in my own district, from Harry's Harbour to King's Point, that has been a dirt road for thirty-five years, and I have been a member since 1972 and have not got it paved. What a terrible member I am! The member from Fortune - Hermitage (Mr. Simmons) knows the road I am talking about, I am sure, from Harry's Harbour to King's Point, because he has driven over it, I guess, just as often as I have. It is a dirt road.

I have to say, while I am on my feet, that I have been in every part of the Province over the last fifteen or twenty or twenty-five years, and there are a lot of areas that are in desperate need. In New World Island, as I look at the member for Twillingate (Mr. W. Carter). Fortune - Hermitage is perhaps one of the worst areas for some road conditions. Perhaps one of the worst road condition areas of the Province is in Fortune - Hermitage. So there are a lot of them.

MR. MATTHEWS:

We will have to get a good member for down there.

PREMIER PECKFORD:

Burgeo, sure. Exactly! But it is not fair of the member nor of the people of Burgeo to try to paint

the picture that we are not doing anything for Burgeo. If the members opposite had as much money as Burgeo has gotten over the last fifteen years from this government, they would have all the roads paved.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMONS:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Fortune - Hermitage.

MR. SIMMONS:

Well, Mr. Speaker, I have a question on the same subject, roads, and it relates to my district. I thank the Premier for saving me one of the questions, because it indicates to me that the message has gotten through very clearly to the Premier. He has mentioned a couple of the roads, or one section of the road, the Poole's Cove-Coomb's Cove section. I want to draw attention as well to three others: Hermitage-Seal Cove, Harbour Mille-Little Harbour and also English Harbour East-Grand Le Pierre.

I wanted to raise the last one with the Premier, because surely, if I may call his attention back to the question that my colleague from St. Barbe put to him, I wonder would the Premier, apart from talking about scarce resources and the need to apply money in various places and to get to it as quickly as we can and that kind of thing, address the question of how far his word goes these days?

MR. TOBIN:

Better than yours did when you

came to Petite Forte.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMONS:

Just hold for a moment now!

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMONS:

Mr. Speaker, there is an important issue here that the Premier can slough off or he can respond to.

AN HON. MEMBER:

He has answered.

MR. SPEAKER:

Order, please!

MR. SIMMONS:

No, he has not had a change yet, his colleagues will not give him a chance: I am trying to give him a chance.

MR. SIMMS:

What is the question?

MR. SIMMONS:

Here is the question, I say to my cousin. Here is the question.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMONS:

In 1979, when the Premier was in English Harbour East, they took him aboard the cab of a pickup and went up the road, and when he came back down the road, he got in the back of the pickup and made a little speech, a speech much in parallel to what my friend from St. Barbe described to us, Mr. Speaker, in which he undertook-

MR. SPEAKER:

Order, please!

MR. SIMMONS:

Here is my question, Mr. Speaker.

I ask the Premier, given that he undertook in 1979, to -

MR. SIMMS:

He was only new then.

MR. SIMMONS:

I have all the time in the world.

MR. SPEAKER:

Order, please!

MR. SIMMONS:

Given that in 1979 the Premier undertook then, as he did in St. Barbe, to have that English Harbour-Grand Le Pierre Road paved within a fixed time - I believe in that case he said two years - can the Premier address the question of what does his word mean out there when he makes a commitment to the people of Newfoundland about the expenditure of public money? Can he respond to that directly?

MR. SPEAKER:

The hon. the Premier.

PREMIER PECKFORD:

Mr. Speaker, the way the hon. member for Fortune-Hermitage pontificates over credibility, really!

SOME HON. MEMBERS:

Hear, hear!

PREMIER PECKFORD:

People in glass houses should not throw stones. And I do not think I shall even go any further in trying to respond to what the member for Fortune-Hermitage is saying. I do not think it would grace the House to respond any further to questions of that sort, especially from that hon. member.

MR. SIMMS:
Mr. Speaker.

MR. SPEAKER:
A supplementary the hon. the member for Hermitage-Fortune.

MR. SIMMONS:
Mr. Speaker, there are no categories of members here.

I put a direct question to the Premier about whether the people of English Harbour East and Grand Le Pierre can take him at his word. Now, if he wants at some point to debate the relative credibility of members I will take him on that one any day at all.

SOME HON. MEMBERS:
Oh, oh!

MR. SPEAKER:
Order, please!

MR. SIMMONS:
Mr. Speaker, I have a question for the Minister of Transportation (Mr. Dawe) talking about people keeping their word. The Premier said - I am sorry, the minister, soon to be Premier, said on March 3 that he would go up to that particular stretch of road within ten days. It is now more than a month. I ask the minister is he intent on keeping his word and can he inform the House as to how soon he expects to do that?

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

MR. DOYLE:
Mr. Speaker, when I met with the particular group that the hon. gentleman refers to I did indeed tell them that I would be visiting that particular area within a ten day period. However, shortly after that, a couple of days after

that, the Deputy Minister became hospitalized and has been in hospital for the last three week period and he wanted to accompany me on that trip, Mr. Speaker, to have a look first hand at the problems because he is the new Deputy Minister of Transportation. The people of that area have been contacted to that effect. They have been told what the circumstances are and that we will be visiting the area as soon as the deputy minister is back on his feet again.

MR. FENWICK:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Menihek.

MR. FENWICK:
My question, Mr. Speaker, is for the Minister of Labour (Mr. Blanchard). It has to do with the increase in the minimum wage announced a month ago today. I think myself, along with the tens of thousands of people working at the minimum wage, were very disappointed to see an increase from \$4 to \$4.25 an hour, a rate over the last three years of approximately 2 per cent a year.

My question to the minister is this: Since the Labour Standards Tribunal spent what appear to be a couple of years making a very exhaustive study, would he confirm to us that this very small increase in the minimum wage and the date at which it becomes effective is a recommendation of the report given to the minister by the Labour Standards Tribunal?

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

MR. BLANCHARD:
Mr. Speaker, I do not have the

document in front of me now but my recollection is that there were recommendations for increases in the minimum wage in two stages. One was back last Fall, I think it was October 1, but because of delays in the report being looked at we passed that date and we have implemented what amounts to just over a 6 per cent increase in the minimum wage. I would refer the hon. member to a document from I think it is CCH Canadian Limited, which gives all of the minimum wage rates in Canada and our minimum wage at \$4.25, is among the upper limits of minimum wages throughout Canada. We have to cut the cloth according to the garment, Mr. Speaker.

MR. FENWICK:
Mr. Speaker.

MR. SPEAKER:
A supplementary, the hon. the member for Menihek.

MR. FENWICK:
In the same two paragraph press release put out, the minister indicated that the remainder of the board's recommendations are still being reviewed and the decision on the remaining recommendations will be made within the next week or so, and that is over a month ago which will mean we are three weeks overdue. The question I have for the minister is: Since we have a two-tiered minimum wage in which many women working as domestics are making even less than that - and as I understand it there minimum wage has not been raised - and since there was an endless number of recommendations which would have put the minimum wage on an escalator clause, a system to bring it up, could the minister indicate to us when is he going to get around to implementing some of

these other recommendations on the minimum wage, all of which are at least three weeks overdue by his own press release?

MR. BLANCHARD:
Mr. Speaker.

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

MR. BLANCHARD:
Mr. Speaker, it is not a case of getting around to it, as the hon. member for Menihek (Mr. Fenwick) states. I do not think I tied myself down to a time frame. I would not want, Mr. Speaker, to fore-lead Cabinet. The thing was looked at in Cabinet. There are some questions with respect to the recommendations made in the report as to whether they would stand the test of the Charter of Rights, and that has to be looked at in the legal context. My understanding, Mr. Speaker, is that that now is pretty well completed. And hopefully, within a short period of time, I cannot tell the member the exact time, but within a week or so that will be done.

MR. FENWICK:
A final supplementary.

MR. SPEAKER:
A final supplementary.

MR. FENWICK:
This is a preamble to my supplementary: Would the minister be willing to table the recommendations of the Labour Standards Tribunal, the report? The other one is that we know the minister from his long tenure as Deputy Minister of Labour, and we know that he has a compassionate heart and as a strong feeling for those who are less advantaged in our society. Would the minister stand in his place and tell us

whether or not this 2 per cent a year increase in the minimum wage, and the fact that no increase at all was given to domestics, is in line with his own feelings about what the minimum wage should be and how it should be raised in a compassionate society such as ours?

MR. BLANCHARD:
Mr. Speaker.

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

MR. BLANCHARD:
Mr. Speaker, I am not so sure that type of ridiculous question commands a logical response. My feeling has nothing to do with it, Mr. Speaker. We have to look at the recommendations of a tribunal that is made up of representatives from both labour and management with an independent chairperson, and we also have to look, I guess, at what impact any increase in the minimum wage will have with respect to jobs in the lower paid categories. And there comes a point, I suppose, Mr. Speaker, of saturation. Nobody on this side of the House is saying that \$4.25 an hour is a great hourly rate or anything like that, but it has been looked at, in relation, I guess, to, as I said, the impact that it has on jobs. And that is what we have done.

MR. HISCOCK:
Mr. Speaker.

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

MR. HISCOCK:
My question is to the Minister of Transportation concerning the condition of roads in the Province. Paradise River, in the district of Eagle River, has a

\$2.5 million airstrip and the people of the community cannot get to the airstrip because there is no road. The community of Pinsent Arm does not even have a path or a road, and the community of Norman Bay, on the Coast of Labrador, does not have a road either. Those two communities are small but they still need roads. Could the Minister of Transportation inform this House if there is any money allocated, particularly when the Paradise River road is already surveyed and has been promised, by the way, by two former Ministers of Transportation? Is there any money allocated in this year's budget for the Paradise River road, and is the department also looking at the possibility of doing some surveying for Northern Bay and Pinsent Arm for next year?

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

MR. DOYLE:
With respect to the survey work, Mr. Speaker, I will have to take that question under advisement and get back to the hon. gentleman a little bit later on. But with respect to the road itself, as I have indicated to other members today, government has not yet dealt with the capital programme, and when the capital programme is dealt with the hon. member will know if any allocations are made for that area.

MR. HISCOCK:
A supplementary, Mr. Speaker.

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

MR. HISCOCK:
Also, in the Department of Transportation there is a head

called Small Local Road Boards, and \$50,000 was allocated for the full Province. Under that, Mr. Speaker, come the communities of Black Tickle, Charlottetown, St. Lewis and other communities in my district.

PREMIER PECKFORD:
Cape Charles.

MR. HISCOCK:
Exactly. The Premier knows them and he can rattle them off, but out of sight is out of mind, is it not? So, Mr. Speaker, \$50,000 this Province allocates for local roads, and it is not realistic.

SOME HON. MEMBERS:
A supplementary, Mr. Speaker.

MR. SPEAKER:
Order, please!

MR. HISCOCK:
Mr. Speaker, \$50,000 is not much to do all the local roads in the Province, let alone the ones I mentioned. Will the minister undertake to make sure that sufficient money will be allocated to those Local Road Boards, which have to do it by pick, shovel, wheelbarrow and whatever other tools they have, and that at least some will be allocated to communities of Black Tickle and other communities along the Labrador Coast?

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

MR. DOYLE:
The \$52,100 that we make available to these eighteen local road boards in the Province is not meant to do any great deal with substantive upgrading or paving projects in any part of the Province. It is only to be used

for various honorariums for people who have to look after small community roads, very small community pathways. Again, I cannot indicate that to the hon. gentleman, I can only repeat what I said a couple of minutes ago. I cannot indicate to him what monies are going to be made available for that area until the capital programme is announced publicly, which it will be very shortly, and at that time he will know what allocations are going to be made to the various areas of the Province.

MR. SPEAKER:
The time for Oral Questions has elapsed.

Notices of Motion

PREMIER PECKFORD:
Mr. Speaker..

MR. SPEAKER:
The hon. the Premier.

PREMIER PECKFORD:
I give notice that I will on tomorrow ask leave to introduce a bill entitled, "An Act To Amend The Canada - Newfoundland Atlantic Accord Implementation (Newfoundland) Act." (Bill No. 32)

MS VERGE:
Mr. Speaker.

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

MS VERGE:
Mr. Speaker, I give notice that I will on tomorrow ask leave to introduce a bill entitled, "An Act To Amend Certain Acts Having Regard To The Canadian Charter Of Rights And Freedoms." (Bill No. 33)

MR. YOUNG:
Mr. Speaker.

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

MR. YOUNG:
Mr. Speaker, I give notice that I will on tomorrow ask leave to introduce a bill entitled, "An Act Respecting The Purchasing Management Association Of Canada." (Bill No. 30)

Answers to Questions
for which Notice has been Given

MR. TOBIN:
Mr. Speaker.

MR. SPEAKER:
The hon. the Minister of Social Services.

MR. TOBIN:
Mr. Speaker, in response to a question on the Order Paper from the member for Port de Grave regarding the car attached to the Minister's office, it was purchased on the February 6, 1985. It is a 1985 Chev Impala at a cost of \$12,047 in accordance with the procedures of the Government Purchasing Agency which purchased the car.

MR. WARREN:
Mr. Speaker.

MR. SPEAKER:
The hon. the Minister of Northern Development.

MR. WARREN:
Mr. Speaker, I want to give an answer to a question asked by the hon. member for Naskaupi (Mr. Kelland) on March 15, Question No. 15, on my whereabouts from

November 25 to December 18. Mr. Speaker, it is a bit lengthy, so I will go through it.

On Wednesday, November 25, I departed St. John's for Goose Bay. I met with the staff of our office in Goose Bay. On Thursday, November 26, I departed Goose Bay. I went to Hopedale where we transferred a number of government houses to individuals. I returned to Goose Bay the same day. On Friday, November 27, I departed Goose Bay for Labrador City and Wabush where I met with several groups. On Saturday, November 28, I was a guest speaking at the Firemen's banquet in Wabush. On Sunday I arrived back in St. John's. The total cost of the trip was \$1,469.12.

On Monday, November 30, I was travelling within the St. John's area. On Tuesday, December 1, I departed St. John's for Goose Bay. I met with wildlife officials and the minister regarding the Mealy Mountain caribou herd. Mr. Speaker, at that time we were advised by the wildlife biologists that the herd could sustain a hunt of up to 200 caribou. On Wednesday, December 22 and several other days, Mr. Speaker, I had ordinary office routine. If the hon. gentlemen want to know what the ordinary office routine is, I will just refer to December 1.

I got out of bed roughly around six o'clock in the morning. I had my breakfast at seven. I left and went to the office at eight o'clock. I arrived in the office at quarter to nine. I left the office for the airport at nine o'clock. At ten o'clock I was on Air Nova to Goose Bay.

I have another seventeen days

here. So, Mr. Speaker, on December 3 I had a routine meeting with various ministers and people from Labrador. On Friday, December 4, I had routine office work. On Saturday, if the hon. gentlemen wants to know what I was doing, I was home resting. On Sunday I went to church.

I was back in the office again on Monday, Mr. Speaker. On Wednesday, December 9, I departed for Goose Bay and I came back the same day, a total cost of \$558.20. On December 10 I was working in the office all day, meeting with various ministers. On Friday, December 11, I again was working in the office all day. On Saturday again I was home resting with the family. On Sunday I went to church again.

Monday was a regular, routine office day. On Tuesday, December 15, it was another regular office day. On Wednesday, December 16, it was another regular office day, and on Thursday, December 17, I went Christmas shopping. Mr. Speaker, on Friday, December 18 I was guest speaker at the Trinity - Placentia Development Association at Sunnyside, at a total cost of \$111.65.

Mr. Speaker, as for the regular days when I was in the office, if the hon. gentleman for Naskaupi (Mr. Kelland) would like to know what I was doing in the office each day, I went through my desk calendar and I did come up with details, as accurately as I could, but there were sometimes, a half an hour here and there, when I could not account for what I was doing.

Thank you.

MR. SIMMS:

Mr. Speaker.

MR. SPEAKER:

The hon. the President of the Council.

MR. SIMMS:

I wish to table an answer to the question asked of me by the member for Fogo (Mr. Tulk). I forget the date on the Order Paper, but it was a couple of weeks ago, respecting (1) invoices, vouchers, receipts, etc. to cover the cost of accommodations, travel, car rentals, entertainment incurred by the minister, parliamentary assistant and/or parliamentary secretary and other members of the minister's staff in the Province between the dates of November 25 and December 18, 1987, inclusive.

DR. COLLINS:

What went on on those days?

MR. SIMMS:

That happens to be the same dates as the Windsor - Buchans by-election.

SOME HON. MEMBERS:

Oh, oh!

MR. SIMMS:

(2) list the regions visited during that period and for what purpose?

Mr. Speaker, I am happy to inform the hon. member that on Her Majesty's Service on 27 day of November, one day, I went to Grand Falls to represent the government at a couple of activities which are listed here and I returned the same day. So I was gone one day on that occasion.

On a second occasion I was in Corner Brook and Grand Falls for two days signing a new mill modernization agreement, meetings

with the hon. John Crosbie on a number of matters, representing the provincial government at a Grand Falls Chamber of Commerce function with respect to free trade, meetings in Grand Falls concerning forestry Capital of Canada funding and so on and so on.

I am also happy to tell the hon. members that there were no expenses for travel during this period for either my executive assistant or for my press secretary or for any other staff member. That is all.

Petitions

MR. GILBERT:
Mr. Speaker.

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

MR. GILBERT:
Mr. Speaker, thank you.

I have a petition from 109 people of Burgeo and it is "To The Honorable House Of Assembly In Parliament Assembled.

"The petition of the undersigned residents of Canada who now avail themselves of their ancient and undoubted right thus to present a grievance common to your petitioners in the certain assurance that your Honourable House will therefore provide a remedy.

"Humbly Sheweth:

"Whereas the Burgeo Road has received no upgrading or paving in the past three years, and

"Whereas the Burgeo Road is the

longest continuous gravel road in Newfoundland, and

"Whereas the towns of Burgeo and Ramea are contributing greatly to the economy of this Province through their primary industry, and

"Whereas the cost of living and carrying on enterprise in our towns is significantly higher due to the inadequacy of the present road system;

"Therefore we, the undersigned, petition the Government of Newfoundland and Labrador to begin a program immediately to upgrade and pave the Burgeo Road. We are disgusted with the political games being played and wish only to have our transportation problems alleviated. This will result in improvements in the economy of our area through increased tourism, more high quality fish products being prepared here and an increase in the service sector. All of which will increase employment levels and generate even more tax dollars.

"We ask only to be treated fairly and with respect and dignity."

That, Mr. Speaker, is the petition from the people of Burgeo.

I asked some questions in the House today of the Premier and I got an answer back which I do not think the people expect. I do not think they were treated with the fairness, respect and dignity they wanted.

Mr. Speaker, the Premier again alluded to the \$13 million he has invested in the fish plant in Burgeo, as if this was something exceptional, Mr. Speaker. But really, if you look at the production of the Burgeo plant

down through the years, you would find it is in the vicinity of somewhere around 40 million pounds of fish a year processed by that plant. I would say the return on the \$13 million the Premier put in there is a very good return.

The other point that he made, Mr. Speaker, was National Sea in Burgeo paid off the debt to the provincial government last year. At that time, I suggested to the Premier that maybe the best thing he could do with that \$7 million was to go to Ottawa and suggest that now they sign an agreement putting the \$7 million that was paid by the plant into a fund for the Burgeo Highway and that would be the twenty-five or thirty percent that was needed by the Province to fund the paving of this road and let the federal government come up with the rest of it.

Everytime that we bring up the Burgeo Road it seems that the Premier takes this great pride in saying they put an investment in the plant. What else would you expect him to do? You have 4,000 people that are living in Burgeo who depend on that plant and they are producing money for the government. They are producing new dollars. Why is this such a concern of the Premier? He should be proud that he was able to do something right for a change, and put \$13 million in there to keep this viable community going.

The question that we are talking about here is the Burgeo Road. The Premier seems to want to make the people of Burgeo into bad people because of the fact that they asked to have their road paved. They are not covetous, Mr. Speaker, they are asking for their rights. There has been no paving

done on the Burgeo Road for the last three years.

All they want, Mr. Speaker, is a plan put in place to pave the Burgeo Road over a period of five or seven years. They want the government to tell them, they want the Premier to go down, as a matter of fact, and tell them face to face why he has not done any paving in the last three years and what plan he plans to put in place to pave the Burgeo Road now. This is the whole deal.

I said in the question today to the Premier, five percent of the budget that has been spent for the last three years would mean \$6 million gone into the paving of the Burgeo Road, Mr. Speaker. That would have made the people of Burgeo satisfied that at least something was done. They do not want to be painted the way the Premier and the Minister of Transportation is trying to do, that they are covetous and they want the road paved at the expense of all other roads in the Province. They do not, Mr. Speaker. They want to be treated with fairness and dignity. This is what they asked for in this petition. And they want their road done over a period of time. This is the only thing they are asking about right now.

We heard the M.P. for the District say there are ongoing negotiations. We heard the M.P. say the Burgeo Road was not going to be included in the first three years of this new agreement. We know this; we have heard him say it. Now, Mr. Premier, what they want to know is why?

The M.P. for down there said the reason was the people of Burgeo elected a Liberal M.H.A. in the

last election. Now this is the first time that a politician has admitted publicly that this was a political decision made by the Department of Transport and the government to fund roads in this Province. Before, they have denied this. We have told them, but they have denied that they did it.

Now we have one of their own, their federal counterpart, saying it was done and that a decision was made basely, for political reasons.

MR. SPEAKER:
Order, please!

The hon. member's time has elapsed.

MR. GILBERT:
In conclusion, Mr. Speaker, the people of Burgeo want a plan in place to pave their road.

SOME HON. MEMBERS:
Hear, hear!

MR. WELLS:
Mr. Speaker.

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

MR. WELLS:
Mr. Speaker, I am pleased to stand today and support the prayer of the petition and the petition of the people in the district of Burgeo-Bay d'Espoir, and while I am at it to express support for the same kind of a prayer, even though no petition has been presented to the House, as yet at any rate, for the people of the Great Northern Peninsula who are sitting in the gallery and watching this performance and seeing just what has been happening. They can judge for

themselves what has been happening.

The people of Burgeo-Bay d'Espoir have a legitimate complaint. They make a very significant contribution to the economy of this Province. They have for some time. Yes, the government did help them with their fish plant and no doubt they are grateful to the government for that help.

But that does not mean that they should be deprived forever of the benefits for being part of this Province. They should have a fair access to the rest of the Province and a reasonable access assured to them in the same manner as other areas of this Province do, and that means having reasonable roads over which to ship their fish products.

During the last couple of weeks or so the people of Burgeo-Bay d'Espoir have been unable to ship the fish they produce because of the condition of the road. They have been unable themselves to travel to other parts of the Province because of conditions of the road. At the same time, they see what the government has done in other districts. What was done in the district of St. George's when the former minister was there as Minister of Transportation, when the member for that district was the Minister of Transportation? They saw what was done in Conception Bay South at Round Pond Road and they are annoyed at that.

That is why they say, "Look, give us a fair break." That is all they are asking for. They are not asking that the whole budget be set aside and the entire work on the Burgeo Road be done this Summer. They are asking merely to get a start on it and to do it

over a reasonable period of time. That is not too much for anybody to ask.

It is the same with the people from Bartletts Harbour and other communities on the Great Northern Peninsula who are sitting in the gallery today watching this. All they are saying to this government, Mr. Speaker, is either start paving or stop promising, one or the other.

SOME HON. MEMBERS:

Hear, hear!

MR. WELLS:

Nobody has asked the Premier or anybody else to promise those roads during election campaigns, but if you are going to promise them, then keep your promise or stop making those promises during election campaigns, or resign and let somebody who can, perform properly.

Thank you, Mr. Speaker.

MR. DOYLE:

Mr. Speaker.

MR. SPEAKER:

The hon. the Minister of Transportation.

MR. DOYLE:

Thank you, Mr. Speaker.

I am pleased to have the opportunity to say a few words regarding this particular petition presented by the member for Burgeo-Bay d'Espoir. It is quite unfortunate too, Mr. Speaker, that the hon. gentleman chose today to play politics and to play it to the gallery, as they do so often when people happen to be in the gallery from an area whose roads happen to be in less than ideal conditions. This is a famous old

ploy with members of the Opposition, to play to the galleries and to play politics with the situation.

Mr. Speaker, as the hon. gentleman from Burgeo-Bay d'Espoir (Mr. Gilbert) is aware, this government has been pushing for a number of years for a greater level of federal involvement in capital funding so that these very large projects, like the Burgeo Road, can be undertaken and can be completed.

I am saying there has to be a federal, cost-shared agreement on that, Mr. Speaker, because there is absolutely no way, and the hon. member is aware of this, there is absolutely no way that the provincial government can undertake a project of that magnitude on its own, costing approximately \$32 million to \$33 million to complete that project, out of a \$40 million capital program. That is the first thing that has to be clearly understood. There is absolutely no way the provincial government can undertake to complete such a large project out of its own \$40 million capital program when that particular project costs upwards of \$30 or \$35 million.

Mr. Speaker, the hon. gentleman from Burgeo - Bay d'Espoir stood in his place and he wondered why no work has been undertaken since 1986. Now, I do not know how dense the hon. gentleman is or how smart he is, but surely he must know that we have not had a secondary roads agreement in that period of time. When we did have a secondary roads agreement, the Burgeo road was included in that and this government cost shared the paving of fifty kilometers of road in Burgeo. Now, for the hon.

gentleman, again I will repeat, because we have not had a secondary roads agreement in that time period, no work has been undertaken since 1986.

Mr. Speaker, he makes reference to the MP and the fact that the MP has indicated that work on the Burgeo road will not be undertaken for the next three-year period. Again, I will indicate to him that we do not have a secondary roads agreement in place and that it has not yet been negotiated with the federal government. So, I certainly do not know what roads are going to be included, if Burgeo road is going to be included or not. That will obviously be the topic of negotiations and discussions if and when such an agreement comes about.

Mr. Speaker, I would like to indicate to the hon. gentleman as well that the Burgeo road has always been included in the department's listing to the federal government ever since 1979 when that link was completed. Ever since 1979, whenever we sent a list to the federal government regarding what projects should be undertaken in the Province, the Burgeo road was always included.

A number of years ago, long before I became minister of this department, we sent a list to the federal government of \$470 million worth of projects that we wanted to have undertaken and the Burgeo road was very, very prominent in that listing.

But again, it has to be clearly understood that the Province cannot - and I will repeat for the hon. gentleman because he keeps saying these things about why has anything not been done since 1986

- again I will repeat to him, we have not had - now, listen very, very carefully - a secondary roads agreement during that period of time. That is why no further work has been undertaken. I will keep repeating that for the hon. gentleman as long as he wants.

Mr. Speaker, I think the hon. gentleman, by making statements that government is being partisan in its dealings with this particular project, is simply trying to divert attention from his own ineffectiveness.

Mr. Speaker, it is difficult to understand how such statements can be justified given the fact that it was this government who cost shared the fifty kilometers of pavement on the Burgeo road, the fifty kilometers that happens to be there right now. It was this government who cost shared it.

SOME HON. MEMBERS:

Hear, hear!

MR. DOYLE:

Also, Mr. Speaker, as I mentioned a few minutes ago, any listing that we have ever sent to the federal government for road projects to be undertaken in this Province has always included the Burgeo Road. So again the hon. gentleman is just playing politics with the issue and trying, as I said a moment ago, to divert attention from his own ineffectiveness in the district of Burgeo - Bay d'Espoir.

Mr. Speaker, I know it is very frustrating for people in that community, it is very, very frustrating for anyone who happens to live in a community that has dirt roads or who are linked up by dirt roads. It is very frustrating to have to live in

those areas and these people deserve and want and need to have their roads upgraded and paved just as well as anybody else in Newfoundland.

Mr. Speaker, we do have 8,600 kilometers of road in this Province and 50 per cent of that is paved at this point in time, 50 per cent out of 8,600. So we are making every concentrated effort we can to not only complete roads out of our own resources, but also to access as many federal dollars as we can.

We will continue, Mr. Speaker, to do whatever we can to address the problems of the people of Burgeo - Bay d'Espoir and, indeed, the St. Barbe district and districts all around this Province.

MR. FUREY:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for St. Barbe.

MR. FUREY:
Mr. Speaker, I would like to rise in my place to present a petition from some 200 people in the district of St. Barbe and particularly from the areas known as Castor River North, Bartletts Harbour, New Ferolle, Reefs Harbour and Shoal Cove West. Mr. Speaker, this petition also deals with the problems of dirt roads in those areas.

Mr. Speaker, I heard the minister say that we on this side should not be playing to the galleries. I want to inform the Minister of Transportation that on 5 May 1987, nearly a year ago, there was nobody in the galleries from St. Barbe when I asked the Premier to rise in his place and to tell me as the member why he had not lived

up to the commitment of \$900,000 for those roads.

SOME HON. MEMBERS:
Hear, hear!

MR. FUREY:
There was nobody in the gallery that day, Mr. Speaker, when I asked the Premier specifically to deal with that issue.

Let me quote from Hansard, page 1846, on that particular day. Here is what he said: "I will have to check it out for the hon. member and get back to him. I will take the question under advisement and get back to the hon. gentleman."

That was eleven months ago and I am still waiting for the Premier of this Province to get back to me about a promise that he made, not some vague promise, not some wishy-washy ifs or maybes, a specific promise, Mr. Speaker, of nearly \$1 million to the people of New Ferolle, Reefs Harbour, Shoal Cove West, Bartletts Harbour and Castor River North.

There is no two ways about it. There were 250 partisan Conservative supporters who heard him. It was reported in the news, on all the media, and I should say, Mr. Speaker, and I am happy to stand in my place and say, they are now former Conservative supporters in that area.

SOME HON. MEMBERS:
Hear, hear!

MR. FUREY:
There is no way they can support someone who breaches a promise. This was a specific promise, Mr. Speaker.

MR. BAIRD:

We will find out when an election is called.

MR. FUREY:

The hon. member for Humber West (Mr. Baird) says, 'We will find out when the election is called.' Boy, will he find out!

SOME HON. MEMBERS:

Hear, hear! Oh, oh!

MR. FUREY:

Call the election and you are welcome to my area anytime.

MR. SPEAKER:

Order, please!

MR. FUREY:

Mr. Speaker, not only did the Premier say, 'I am going to commit this amount of money', a specific amount, for those specific roads. Let me read a quote that the Premier went on to say to refute an argument that some other parties were saying, all he had was oil on the brain. Well, here is what he said:

"My answer to those who dispute that I only have oil on the brain is this: I do not have oil on the brain. I have money and jobs on the brain. I have pavement, water and sewer on the brain. I have an opportunity to prosper for our young people on the brain."

Well, I would like the Premier of this Province to tell those young people, those six young Newfoundlanders who travelled well over 700 kilometers to come and hear him today, let him rise in his place today, and let the minister rise in his place and tell them how they are supposed to prosper on roads that are not fit for the jungles of Africa, let alone Newfoundland, a Province in Canada.

Mr. Speaker, the grader goes over these roads and there is nothing to grade. It is down on the ballast! The member for Bellevue, who will soon be the former member for Bellevue, can laugh all he wants, but it is not a laughing matter, Mr. Speaker, when a man hits his face of the windshield after hitting a piece of rock two days ago and smashes up his eye.

It is not a laughing matter, Mr. Speaker, when a man from Castor River hit a piece of ballast and broke his neck last year. It is not a laughing matter. It is a very serious, fundamental matter of justice and of what is right and proper to be done.

Mr. Speaker, this government can shirk and hide, sneak and slip around all it wants, but the public record is very clear, it is crystal clear! New Ferolle, the Premier said, 'I will pave it;' Shoal Cove West, the Premier said, 'I will pave it;' Castor River North, the Premier said, 'I will pave it;' Bartletts Harbour, the Premier said, 'I will pave it;' and, Mr. Speaker, Reefs Harbour, the Premier said, 'I will pave it. I will commit nearly \$1 million and I will pave it this Summer,' the Summer of 1985.

That Summer is history and we are still living in mud and dust. The Summer of 1986 is history and we are still living in mud and dust. The Summer of 1987 is history and we are still living in mud and dust, and this government has the gall to come into this hon. House of Assembly and ask us to support and vote a block of funds to the tune of \$40 million. Only, Mr. Speaker, will we support it when we see fairness and equity and balance and decency and dignity for every single community in

Newfoundland, regardless of their politics.

SOME HON. MEMBERS:

Hear, hear!

MR. FUREY:

Thank you, Mr. Speaker.

MR. DECKER:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for the Strait of Belle Isle.

MR. DECKER:

Mr. Speaker, I stand up to support this petition which was presented by my colleague for St. Barbe (Mr. Furey) district.

Maybe Your Honour noticed that I put emphasis on the word 'support'. I think it is important that when members or ministers stand up in this House to speak to a petition that they be men enough to say they stand up to support it.

All too often in the past number of months I have seen the minister, whether it be the Minister of Transportation (Mr. Doyle), or the minister of any other department over there, when they stand up, they take the five minutes to explain their ineptitude, to explain why they refused to keep the political promises that they are so anxious to make whenever there is an election somewhere in this Province. Every time they get up they explain why they do not pave the road in Bartletts Harbour; why do they not pave the road in Castor River North. That is not the purpose of supporting a petition.

That is the purpose of trying to

propagate some foolish dogma which is misleading to the people of this Province, Mr. Speaker, that is not supporting a petition.

I am standing up, and I do not care who hears me say it, I am standing up to support the people from Bartletts Harbour and to support the people from Reefs Harbour and to support the people from Castor River North. That is what I am doing. I would like to see the minister when I sit down or I will sit down any time he wants me to, if he is prepared to get up in man-fashion and support the people up there who are living to their knees in mud in the Spring of the year and their lungs fill with dust in the Summer and taking their life in their hands every time they travel over the roads, because I know the roads well. I belong to that part of the Province, Mr. Speaker.

If members of this House wanted to take a lesson in automotive repairs I would suggest to them to take a ride up the Northern Peninsula and go out to Reefs Harbour and go up to Ship Cove and go into the various places of the Northern Peninsula. The roads, Mr. Speaker, are strewn with tie rod ends, with pit man rods, with shock absorbers, with mufflers, and practically every part of an automobile that is known to mankind. That is what is happening to the people's vehicles who have to travel over those roads that the minister gets up and brags about. That is what happens, Mr. Speaker, to people whose automobiles go over that road which was suppose to be paved in 1985 and 1986 and 1987.

Yet a person who, on the Great Northern Peninsula, goes into Corner Brook or wherever to buy an

automobile, the very first thing he has to do is to come up with 12 per cent retail sales tax on top of the cost of his automobile.

I would suggest, Mr. Speaker, and I will give the Minister of Transportation the opportunity when I sit down to get up and say that from this day forward every Newfoundlander who is forced to drive his automobile over a gravel road should be given a break on his retail sales tax.

SOME HON. MEMBERS:

Hear, hear!

MR. DECKER:

It is not fair that Newfoundlanders are forced to drive over the worse roads in the world and yet they are bitten by a sales tax which is totally outrageous. Even if they did have pavement 12 per cent is an outrageous sales tax they have to pay, but they should surely be given a break when they have to take their automobiles and drive them over the worst roads in the world, Mr. Speaker.

A person living on the Avalon Peninsula, if he buy a new vehicle today, he can be assured that he can get five to seven years before he has any major problems with his automobile. That is not the case for people who live in Reefs Harbour. A person who goes from Reefs Harbour who goes in and buys a new vehicle can be assured that within one year the muffler has fallen off. It needs new shock absorbers, the tie rod ends or the ball joints are all shot and he ends up with with a wreck in the matter of a year because of the kind of roads that this Minister of Transportation gets up and apologizes for when he should be getting up and telling how ashamed

he is that his fellow Newfoundlanders would have to drive over such cowpaths in this year 1988.

Mr. Speaker, a person living in Reefs Harbour, Bartletts Harbour, Ship Cove, Raleigh, I could go on because that is where they all are on the Northern Peninsula, name practically any community on the Northern Peninsula, when he goes to get his licence renewed on his automobile, \$65 or she is off the road. There is not the least bit of consideration that he has to beat up his car every time he drives in that car or that pick-up or whatever the case may be, Mr. Speaker.

What I would like for the Minister of Transportation to do today is, when he stands up, send out the word to the people of Reefs Harbour that he is going to ensure that the Premier's commitment is kept. That is one thing, the Premier's commitment is going to be kept, but in the meantime, during the next few months, while he is waiting to have that promise kept, then he is going to reduce the cost of licence plates so that people who live on the Northern Peninsula, who have to drive over those rough gravel roads, will have a break as far as their licence plates are concerned.

Yes, Mr. Speaker, I am supporting the petition. There are no backdoors, there are no ifs or maybes, I am supporting the petition and I am glad to support it, Mr. Speaker. Now, let us see the Minister of Transportation not get up and apologize, but get up and support the petition.

Thank you, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. SPEAKER:
Order, please!

My attention has just been drawn to this petition just a minute ago. I must say the petition is out of order. This is the difficulty the Chair is in every time. I do not see the petition until it is pretty well presented.

It states: "We, the people of Castor River North, request the Government of Newfoundland to upgrade and pave the road through our community." A petition is to the hon. House of Assembly and I think I have mentioned that on quite a number of occasions. I would have thought it would have been noted by all hon. members. So that petition is not in order.

MR. BARRY:
On a point of order, Mr. Speaker.

MR. SPEAKER:
A point of order, the hon. the member for Mount Scio.

MR. BARRY:
Mr. Speaker, I think there are citizens of this Province and taxpayers, electors, who have come a long way to listen to this petition and who would be very interested in listening to the response of the Minister of Transportation to my colleague's presentation and to the thrust of the petition.

It is a petition, Your Honour, whether or not is in a form that is acceptable to this House I think is a technicality. It is unfortunate that we do not have a - maybe Your Honour might give consideration to having some standard forms drafted up that could be distributed through the

MHAs throughout the Province so that we do not have this occurring time after time, where genuine concerns are not considered fully because of technical reasons.

So I would suggest that the Minister of Transportation, if members on this side, I am sure they all would, would give leave, that he be given the opportunity in an equivalent time to respond to that petition.

MR. SIMMS:
Mr. Speaker, to that point of order.

MR. SPEAKER:
To that point of order, the hon. the President of the Council.

MR. SIMMS:
Mr. Speaker, Your Honour obviously rightly so, pointed out that the petition was incorrectly drafted or worded, and that is Your Honour's responsibility to do that. We, as members, all have a responsibility to ensure that any petition that is presented to the House is worded in the proper fashion. The way that should be done is that all members should talk to the Clerk or some staff in the Clerk's Office to make sure that it is properly done.

In this particular instance, Mr. Speaker, I am sure I speak on behalf of the Minister of Transportation and members on this side that we certainly have no problem. I think the Minister of Transportation is anxious and eager to comment on what has been presented. So I guess to be technically correct leave would be required and we, for our part, are quite prepared to offer leave to let the Minister of Transportation speak.

MR. SPEAKER:

To that point of order, there is no point of order, but if hon. members wish by leave that the hon. the Minister of Transportation speak, that is up to the House.

SOME HON. MEMBERS:

By leave.

MR. SPEAKER:

By leave, the hon. the Minister of Transportation.

MR. DOYLE:

Mr. Speaker, first of all I want to thank hon. members on both sides for leave to speak to this petition.

If the hon. member for the Strait of Belle Isle is anxious to see me stand on my feet and support this petition, then he need wonder no longer. Of course, I support the petition. I support the people of Bartletts Harbour in their efforts to have their roads upgraded and paved in their communities because, as I said on many, many different occasions, Mr. Speaker, the people of that area and indeed all areas of the Province, who happen to live on gravel roads, deserve to have their roads upgraded and paved.

This government, Mr. Speaker, is very, very anxious indeed to see that work undertaken and these roads, that the honourable gentleman refers to, and many, many more gravel roads in the Province are listed for reconstruction and paving. I cannot indicate to any hon. member in this House as to when that work will be undertaken, but I certainly do support any community, any district, no matter where they happen to be from.

It does not matter, Mr. Speaker, if they happen to be represented by a Liberal member in the House of Assembly, as hon. members sometimes like to make reference to. It does not matter if they are represented by a P.C. member. I support any community in this Province who makes representation to the government to have work undertaken in their community and I will continue to do that, Mr. Speaker.

Mr. Speaker, just to speak for a moment about the petition itself and the various communities involved, Reefs Harbour, Shoal Cove and Ferolle and Bartletts Harbour, and Castors River North and South, these roads, Mr. Speaker, are in less than ideal condition as has been pointed out.

In order to address the problems in Reefs Harbour, Shoal Cove and Ferolle, to upgrade roads in those areas alone, will cost in the vicinity of \$2,526,000, 16 kilometers of main road and 3.7 kilometers of local road, for a total of \$2,000,526, and in Bartletts Harbour and Castors River North and South, another \$1,250,000. So, Mr. Speaker, we are talking about a sizable expenditure here, in the area of \$3,600,000.

As I have indicated to members on occasion, we have many, many needs in the Province that we would like to be able to address in any one given year. We have 8,600 kilometers of road, fifty percent of these are paved. As a government we are making every effort we possibly can to address the acute problem areas of the Province. Since 1979, for the information of the hon. gentleman, we have managed to pave 1,700

kilometers of road in this Province at a cost of \$145 million, and we did happen to put in 233 bridges in the Province at \$55 million. Not all, as the hon. gentleman would like to lead everyone to believe, not all in districts represented by members on this side of the House.

I would like to make hon. gentlemen aware, as well, that in the electoral district of St. Barbe ever since 1972, both the provincial government and the federal government have spent over \$30 million. Mr. Speaker, that certainly does not indicate that this Government is dealing in an unfair manner with areas that are represented by people on the opposite side of the House.

I do support the petition. I support the people in Reefs Harbour, Shoal Harbour, Bartletts Harbour, and Ferolle, in their efforts to have this work undertaken, but I certainly cannot indicate to them today that this work will be undertaken this year, or next year or any other year, because the capital program has not been dealt with by government as yet.

Mr. Speaker, when it is dealt with, the appropriate announcements will be made and everyone will know where the money is going to be spent this year.

MR. CALLAN:
Mr. Speaker.

MR. SPEAKER:
The hon. the member for Bellevue.

MR. CALLAN:
Mr. Speaker, I beg leave today to present a petition on behalf of 186 residents of the town of North West Brook in Trinity Bay, in my

district. The prayer of the petition says:

"We, the undersigned, hereby petition the House of Assembly requesting the Government of Newfoundland and Labrador to upgrade and pave the gravel road in the town of Northwest Brook.

"This road is very heavily used and services approximately 100 families in the town. Activities that lead to high vehicular use are: Three churches that serve four towns; a community wharf and boat launch used by surrounding communities for fishing and recreational use; five school buses using the road four times a day; a general Post Office; a community hall with the office for rural development serving Southwest Arm; and frequent use of heavy vehicles such as grocery trucks and so on."

Mr. Speaker, in supporting this petition for North West Brook I want to say that this road is probably one of the oldest roads in the Province. This section of road through North West Brook, which is approximately a mile and a half long, used to be the old Cabot Highway and here it is not paved yet.

The stretch of road that I was born on in Norman's Cove/Long Cove, Mr. Speaker, was also the old Cabot Highway and I remember eating dust off that road from the day that I was born. I remember my father-in-law in 1949, when we joined Confederation, driving on the left hand side of the road and driving on the right hand side, of course, the night we joined Confederation. The next day the sides of the road changed.

MR. BAIRD:

And you joined the right party too.

MR. CALLAN:

Mr. Speaker, when I listened to the member for St. Barbe just now and the member for the Strait of Belle Isle and the member for Burgeo - Bay d'Espoir, when I smiled, I was not smiling at the condition of their dirt roads, because I know all about it. I was smiling over the comments they were making, comparing their roads to roads in Africa and that sort of thing.

In the district of Bellevue, Mr. Speaker, there are twelve miles of dirt road from Hillview, where the hon. Leader of the Opposition's brother lives, at the Trans-Canada highway in Hillview down to St. Jones Within, there are twelve miles with not one inch of pavement.

Here is another mile and a half in Adeytown, which used to be the old Cabot Highway, which is not paved.

There are five miles of dirt road in Markland which is not paved, and there are six miles, Mr. Speaker, between Long Cove, Norman's Cove, and Bellevue, Thornlea, Chance Cove, the old Cabot Highway, which are still not paved.

So, Mr. Speaker, I know all about dirt roads, and I know all about pavement, and I know all about how to go about getting pavement for your district.

You do not do it the way the member for Burgeo - Bay d'Espoir tried to do it last week, and you do not do it the way the member for St. Barbe tried to do it last week, by trying to embarrass government.

The member for Burgeo - Bay d'Espoir knows, Mr. Speaker, as I know, that the road he was talking about, the Burgeo road, was built by the federal government. Should not the federal government also pave that same road? What sense would it make if the federal government came into this Province and built huge schools and then said to the provincial government, 'Education is a provincial responsibility, so now you spend the other \$8 or \$10 million to make that school workable?' The same thing is true with the Burgeo road.

It was built, as I saw the member on television yesterday admit, by the federal government which provided 90 per cent funding. Should not the member be in Ottawa trying to lobby the federal member up there to try and get another roads agreement with Ottawa to do something about the road?

The road that I am talking about here, Mr. Speaker, is provincially owned and operated. It is part of what used to be the old Cabot Highway and it is located right in the town of North West Brook in Trinity Bay.

Mr. Speaker, as I stand to support this petition, presented by the 186 people in that small town in my district, all I ask the Minister of Transportation to do is to consider this mile and a half of dirt road when the time comes to allocate the meager funds that the minister has for the hundreds, even thousands of miles of dirt road in this Province. I am not sure of the exact figure. I think there are more than 2,000 miles of dirt road.

MR. DOYLE:

4,000 kilometers.

MR. CALLAN:

4,000 kilometers is 2,600 miles of dirt roads in this Province and in my district, Mr. Speaker, I have probably twenty-five or thirty miles of dirt roads.

Mr. Speaker, I cannot complain about the government not doing anything with my district. Last year, as I pointed out to the Leader of the Opposition (Mr. Wells) in caucus and my fellow caucus members - they used to be fellow caucus members in the Liberal Party - I pointed out to them that \$6 million was spent last year in my district on the Trans-Canada Highway; there was a quarter of a million dollars spent in Hillview; there was another quarter of a million dollars spent between Long Cove and Thornlea and Bellevue; there was a couple of miles of pavement laid through Hodges Cove; and there was a couple of miles of pavement made through Markland. We are making steady progress, Mr. Speaker.

We do not expect to get it all overnight. I do not believe, Mr. Speaker, that all of the dirt roads in my district will be done this year, but I hope that this mile and a half of road will be paved this year because it is right next to the Trans-Canada Highway. Anybody who travels the Trans-Canada Highway will see that it is right off the Trans-Canada Highway and, of course, as is Hillview and Adeytown and a lot of the other towns.

The tourists would be encouraged to visit these towns.

MR. SPEAKER:

The hon. member's time has elapsed.

MR. CALLAN:

In conclusion, Mr. Speaker, I ask

that this petition be tabled and directed to the department to which it relates and it is my sincere hope that something will be done with this dirt road this coming construction season.

Thank you, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. SIMMONS:

Mr. Speaker.

MR. SPEAKER:

The hon. the member for Fortune - Hermitage.

MR. SIMMONS:

Mr. Speaker, I cannot think of anything that I would rather do at 5:00 o'clock on a Monday afternoon than support my friend and erstwhile colleague from Bellevue (Mr. Callan) on this project, this road for North West Brook.

In so doing, Mr. Speaker, I must express a little astonishment, and not a little gratitude at him and towards him respectively.

The marvel, Mr. Speaker, is that he said so much in that caucus. I must have been sound asleep all a hundred thousand hours of speech-making that he done in that caucus. It is amazing the things he said in that particular caucus. I am grateful to him -

MR. CALLAN:

You would rather have been sitting home because (inaudible) Leader of the Opposition (inaudible).

SOME HON. MEMBERS:

Oh, oh!

MR. SIMMONS:

As I keep saying in this Chamber, Mr. Speaker, I have all the time

in the world.

I was saying to my friend from Bellevue (Mr. Callan), I am glad to hear some of the things he told that caucus because I do not remember hearing them at the time.

Mr. Speaker, also when the gentleman for Bellevue talks about

MR. SIMMS:

You were plotting against Leo then.

SOME HON. MEMBERS:

Oh, oh!

MR. SPEAKER:

Order, please!

MR. SIMMONS:

- moving from the left to the right, I understand he would have a problem with that concept.

That aside, the moving from the left to the right in terms of driving in Newfoundland, I say to him for the record, was not the day we joined Confederation, it was sometime during the war, about five years before he says it was.

SOME HON. MEMBERS:

Oh, oh!

MR. SIMMONS:

Mr. Speaker, what I found most instructive though in what he said was his comment about the federal government builds, therefore the federal government maintains. That is a very good concept.

I am inclined to get inventive and say, by George I think he has got it. That is what we are saying in relation to the railway and the four-laning of the highway. I am delighted, Mr. Speaker, the member for Bellevue (Mr. Callan) not only understood that concept, but has

articulated that concept.

I would ask him now, Mr. Speaker, because I saw a little nostalgia for better days there at one point during his speech, and if he wants to be loyal to his former colleagues, I ask him to manifest that loyalty by getting through to the Minister of Transportation (Mr. Doyle) and the Premier the concept that my friend for Burgeo - Bay d'Espoir (Mr. Gilbert) so well embodied in his resolution which we supported on this side, that if it comes to abandoning the railway, then let us see to it that the federal government is involved in practicing the principle that the gentleman for Bellevue just espoused; if they are going to put the money in, they also put in the money in to maintain that four-lane highway, or at least the differential cost involved, all of which, Mr. Speaker, as I am sure you will agree, is very closely related to the support that I so dearly want to give for that gentleman's petition on behalf of the people of North West Brook, and I hope that he will have some success now that he has figured out how it is you get roads paved.

Thank you, Mr. Speaker.

MR. DOYLE:

Mr. Speaker.

MR. SPEAKER:

The hon. the minister of Transportation.

MR. DOYLE:

Mr. Speaker, I am very pleased, again, to stand today and support the petition presented by the member for Bellevue on behalf of the people of North West Brook and to indicate to him, as I did to other hon. members, that I will

certainly be doing everything in my power to see that that particular road receives some attention and some support from government.

Again, I have to say to the hon. member, that what I said to the member for the Strait of Belle Isle, the member for St. Barbe and the member for Burgeo - Bay d'Espoir is no less applicable to his district, as well. It is a road that certainly should receive some attention from government in view of the fact that it is the oldest road in the Province, I believe he said - not one of the oldest, but the oldest road in the Province - having been part of the old Cabot Highway system.

Mr. Speaker, I can indicate to the people of that area that I have been given representation by the member for Bellevue on a number of different occasions regarding that road. I believe he is in the process of setting up a tour of his district so that I can see firsthand some of the problems associated with the hon. member's district.

Mr. Speaker, it should be pointed out, but certainly not because the hon. member is suddenly on this side of the House, that his district is going to receive attention. He points out, and quite rightly, I believe, that last year somewhere between \$6 and \$8 million of provincial money, and some federal money, as well, was spent in the hon. member's area. That indicates to me, Mr. Speaker, that the hon. gentleman has been a very, very effective member, both on that side of the House and on this side of the House as well.

MR. DINN:

He should get more than that this year.

MR. DOYLE:

Mr. Speaker, I will be quite happy, indeed, to receive the petition from the hon. gentleman and to respond to the people of his district in due course.

Orders of the Day

Motion, the hon. the Minister of Finance to introduce a bill, "An Act Respecting An Increase Of Certain Pensions," carried. (Bill No. 28).

On motion, Bill No. 28 read a first time, ordered read a second time on tomorrow.

MR. SIMMS:

Motion 1. Committee of Ways and Means.

MR. SPEAKER:

Motion 1. Budget Debate.

The hon. the member for Gander.

MR. BAKER:

Thank you very much, Mr. Speaker.

SOME HON. MEMBERS:

Hear, hear!

MR. BAKER:

I think that is the most applause I have ever gotten, Mr. Speaker, for the shortest speech I have ever given.

I would like to say to the Minister of Finance that I offer my congratulations to him on the way he presented the budget just a short time ago. I must say that he looked the part; he presented the budget very well and in a very serious and determined manner,

appeared as a Minister of Finance should appear. I think he accomplished that job, so I would like to congratulate him on his presentation of the budget.

There were many comments made immediately after that budget was presented, Mr. Speaker, and a lot of the comments were good because the Minister of Finance went out of his way to make sure that the impression given from the budget he presented, his first budget, was a very good impression. I think he wanted to give that impression and he succeeded. So a lot of the first comments on the budget were relatively positive.

However, Mr. Speaker, if the Minister of Finance were to follow the tradition established in some other Houses, particularly the House of Commons, of buying a new pair of shoes to wear for his budget presentation, if he were to do that and if he were to be true to the nature of the budget, I would suggest to you that he would have gone out and bought himself a good pair of sneakers. Because, Mr. Speaker, without a doubt it has got to be one of the sneakiest budgets that I have ever read.

First of all, there was the good news, and it really looked good. The deficit that was projected for \$173 million last year, lo and behold, at the end of the year was now down to \$58 million. What a tremendous accomplishment by the Minister of Finance and by the government! That was good news for everybody. We do not like to see a current account deficit of \$173 million, especially since this is about four times as large as any previous current account deficit. We do not like to see a current account deficit of \$173 million. I am sure the bond

market does not like to see it, either.

So it did look good. In spite of the fact that there was an announcement made about halfway through the fiscal year that the current account deficit estimate would be down a bit, there was no indication it would be down such a tremendous amount. In spite of the fact that this seemed to be sprung on us, on an unsuspecting Province - I beg your pardon for using the word 'sprung', Mr. Speaker - seemingly at the last minute, a tremendous current account deficit reduction, from \$173 million to \$58 million. That is a lot of money.

I would certainly like to believe, and the impression was given by statements by members opposite, that this was the result of good planning, careful planning down through the years, good budgeting. The result of all this good management was that we in effect saved a large amount of money, \$115 million. That is what it looks like on the surface. I would like to think that that was the result of good management.

However, if you examine where that deficit reduction came from, Mr. Speaker, you will find some interesting things. First of all, there was a small sum of about \$28 million that magically appeared. It magically appeared because it was the result of a paper transaction. You see, down through the years government has been setting up sinking funds for some of its borrowing. Some of them, I believe, were insisted upon by the lending institutions because they would not give the government money unless there was a sinking fund set up. Anyway, the sinking funds were set up and

each year they would accumulate a certain amount of interest. This interest, it was the opinion of the Auditor General, should really have been credited to current account - because the cost of these issues was credited to current account, the interest should be credited to current account.

So, this year, the new Minister of Finance agreed with the Auditor General, after much soul searching I am sure, and credited the interest on the sinking fund, some \$27 million, to the current account revenue. Now this means that right off the top there is a reduction of the \$27 million.

Another factor which intervened was the equalization payments from the federal government. I believe in this case it was about \$9 million - there was about a \$9 million difference in what was estimated to be the equalization payment and what actually came from Ottawa. In other words, there was an increase of \$9 million. This \$9 million, we are told, comes about because of the method of accounting that the government uses. Instead of using an accrual system, they use what they call the modified cash basis of accounting and, on that basis, they find it difficult, they say, to project accurately exactly what the equalization payments are going to be. Apparently the payments that we get are, in some cases, relating to a period of time two and a half years previously, because it takes that long to analyze the economies of the provinces in Canada and to determine accurately exactly what equalization the poorer provinces like Newfoundland should get. So it takes some time, and because they are on the modified cash

basis, they can only account for this when they get it and, therefore, this involves large fluctuations and this year they are out by \$9 million.

Mr. Speaker, we know that the former Minister of Finance always had difficulties projecting the bottom line in his budgets. I took the trouble to check with some of the other provinces. I find that Prince Edward Island, although it is a province that is smaller than we are and is operating on a little less money than we are operating on, has been very, very successful in estimating the equalization payments. As a matter of fact, they come always less than one half of one per cent of the actual figure. There is very little variation. If they project \$163 million in transfer payments, then they would probably get \$163,200,000 or something like that. But it is relatively close. They can very, very accurately determine equalization payments.

Now, an explanation for that I thought, Mr. Speaker, could have been that they are using a different basis of accounting so I took the trouble to call Prince Edward Island and I found that they are really on an accrual system but in this one instance of the federal transfer payments, equalization payments and so on, they do it exactly the same way as this government, they do their accounting on a cash basis, so that they are in a combination of the cash basis as well as the accrual basis.

So they really do their calculations on the same basis as we do, yet they are much more accurate. Perhaps the Minister of

Finance could check with them and see what mechanisms they use to come up with a more accurate and reliable method of determining the equalization payments.

MR. WINDSOR:

The federal government does it for both.

MR. BAKER:

All right, the federal government does it for both. Now, we have, then, what must be the answer: The federal government tells the provincial government exactly what it is going to get and what it should put in its budget and so on. All right, I will file that away for future reference.

Let us go to the other explanation then. The equalization payments are made on the basis of the economic activity in this Province as compared to the other Provinces. In other words, Mr. Speaker, if the economy of Ontario and Quebec went down, took a sudden downturn and our economy stayed the same as it is now, then the equalization payments that we would ultimately get two or three years down the road would be much, much less, because we would be doing better in comparison to the economies of Ontario and Quebec. So, if their economy took a sudden downturn, our equalization payments would be affected by dropping.

Conversely, if the economic activity in these provinces took a sudden upturn and we stayed the same, then our transfer payments would increase, we would have a windfall. If, on the other hand, the growth in this Province matched the growth in Central Canada, our equalization payments would increase slightly each year because of inflation and so on.

Percentagewise it would not increase, Mr. Speaker, but in actual dollars it would increase a little bit each year and it would be easy to predict. So if our economy matched the economy of Central Canada, then the Minister of Finance really would not have very much of a problem in the figures that he uses.

So what happened in this case? Mr. Speaker, what happened in this case was that all of a sudden this year there was a windfall of \$9 million, unexpected, which indicates to me that our economy had not developed nearly as rapidly as the economy of Central Canada and the other provinces on the average - that is what we are comparing with, all the other provinces on the average - a couple of years ago, whereas Prince Edward Island's economy did fair as well as the other provinces, and they could project with a great deal of accuracy the amount of the transfer payments, especially the equalization payments, coming to that province. Before I forget it, this raises an interesting point for the Minister of Finance because he has projected a tremendous, tremendous increase in transfer payments from the federal government next year, I believe something in the order of \$110 million in equalization alone - \$110 million, a tremendous increase in equalization payments.

The Minister of Finance has said that the federal government does this. He gets his budget estimates for next year from the federal government, so the federal government has told our government in this Province that they should receive an extra \$110 million next year. Now, that is good. We all like to receive extra money,

Mr. Speaker, no doubt about it, but that tells me that last year and part of the year before our economy lagged even further behind, and is falling further and further behind. Mr. Speaker, that is what that tells me and that is bad news. I would much prefer our equalization payments went down, because that would mean that we are taking off as a Province.

The Minister said in his Budget Speech that we are on the road to recovery because one of the extra sources of income was retail sales tax. Our economy is taking off because of the planning and the good policy of this government that he is so proud to be a part of, so proud to be a part of. Because of all this tremendous economic activity, we are now on the road to recovery. We have heard this many, many times, but the Minister said it and said it well, and expressed his tremendous pride. But, on the other hand, we are having the federal government come and tell us, Look, boys, you fellows down there, you are not doing too well, really. You are not doing too well. We are going to have to increase your equalization payments by \$110 million. The rest of Canada is progressing, but you fellows are falling further and further behind. Now, that is what that says to me.

Mr. Speaker, I called it a sneaky, deceptive budget and that is the first example of what I mean by being a sneaky and deceptive budget. The rest of the increase in revenue that this budget shows us from last year comes largely from an increase in retail sales tax revenue and, I believe, some money from the sale of FPI. The retail sales tax revenue, I am told by Department of Finance

officials, occurred in the large ticket items like cars. Apparently the sale of cars was rather good, and some of the larger items, and this was where the largest part of the increase in the retail sales tax came from, and the minister has used this as an indication that the economy is taking off. Yet, Mr. Speaker, he, in fact, projects a decrease for next year. So, even the minister must have some doubts.

There is the theory, too, Mr. Speaker, before I leave it, that one of the reasons for the increased revenue from large ticket items may be because over the past number of years people have been holding off and holding off on buying large items. The world situation has decreed that interest rates drop, so at a certain point their cars were falling to pieces and the large items they normally buy were giving out and there had to be, at this point, in a year or two, a surge in large ticket items simply because they had been holding off for so long on these items. I do not know the truth of that, but I am just saying, Mr. Speaker, that that could be an explanation for what happened.

The budget is very deceptive, Mr. Speaker, and I suppose you could go to the front page if you wanted an example of the deceptiveness and the sneakiness of this budget. We have a picture of an establishment that must have been taken in Calgary. It is not the establishment as it is here now, they do not have the eight pods in operation at this point; they probably will be soon. Is this, Mr. Minister, a picture from here or Calgary.

MR. WINDSOR:

Mount Pearl.

MR. BAKER:

It is a picture from Mount Pearl. Okay.

In the budget, I believe there is reference made to this. It says, "It is envisaged that as Newfoundland Enviroponics Limited facility comes into full production" - I am assuming that it is within a month or so they are envisaging this - "significant increases in the production of fresh local vegetables will decrease imports in this area and will provide a much superior product to the local market." Now, that sounds really good on the surface. It sounds wonderful. Let us produce our own products here in this Province and let us stop importing. Why would we want to import things when we can have the jobs here in this Province? Why would we cater to the jobs in parts of the United States and Central Canada? Why would we do that? It sounds good on the surface. We are going to produce our local produce and we are going to supplant, replace imports. That is what it says in the Budget. Very rosy! On the surface it really looks great.

Mr. Speaker, I have to confess that that appeals to me. It always has. That idea has always appealed to me in many different sectors of our economy. Just a few days ago, however, I walked into a store in Gander, the Co-op as a matter of fact, owned by hundreds of people in the town, and for the first time I saw, beautifully packaged, some produce from this facility. I am talking now about tomatoes. They were beautiful looking tomatoes, Mr. Speaker. There were three of them, packaged individually,

sitting in the produce section, - only three mind you - like jewels. I surveyed the rest of the produce section and I saw a package, about a pound, of smaller tomatoes. Obviously, Mr. Speaker, there may be a difference in taste in the big and small ones, and maybe if you do not like small tomatoes then you would go for the bigger ones and you would ignore those smaller ones, you know, four or five in a package. The price up there was \$1.29 a pound. That is fine. Sitting right next to these packaged tomatoes were loose tomatoes, Mr. Speaker, not just three, but a huge big bin of these larger tomatoes, the same size, the same type of tomato as the three Sprung tomatoes. Now, then, I looked at them and I compared them. In size, some of the tomatoes in the bin were larger than the Sprung tomatoes and some were smaller, but on the average they were about the same size. The price above those was \$1.39 a pound. Now, people, apparently, would pay the ten cents extra for the larger tomatoes, so there must be something to that. I do not know, Mr. Speaker, I do not grade tomatoes by size. However, obviously they can charge ten cents a pound more for the larger tomatoes, beautiful looking things. Not packaged mind you. Not nestled in a little bed of straw covered with cellophane and so on. Not like that. They were loose - \$1.39 a pound.

I had to search for the price for the Sprung tomatoes, and lo and behold, Mr. Speaker, the price was \$2.99 a pound. So, I said, ah ha! those people in the Co-op, the management there, are taking advantage of something we have going here. They know that people want to buy local produce, and the controversy surrounding the Sprung

greenhouse and so on has brought a lot of attention to this produce, therefore, there is a big markup on that, they are trying to make a fast profit, a windfall profit out of it. So I contacted some people in the produce department there, who do the pricing, and I said, 'The markup on these tomatoes must be something shocking. Are you selling many of them?' 'Well, Sir,' the gentleman said to me - he called me Sir. I do not get that very often since I left school - 'to tell you the truth' - and this is the worst thing he could have said - 'we are selling those at cost. We are not making one cent on them. We are doing the government a favour, selling them at cost.' And I said, 'Are you selling the rest of them below cost? Is that what you are doing?' 'No, Sir, we have our regular markup. You will have to see the shop manager to find out what the markup is, but that is our regular markup on the others.'

Now then deception: To get back to it again here, Mr. Speaker, just for one moment if you will bear with me, "Significant increases in the production of fresh local vegetables will decrease imports in this area and will provide a much superior product to the local market." Does this mean that with a markup on that \$2.99 a pound for those tomatoes they will be \$3.10 or \$3.15 or \$3.19 - they usually pick 19 - \$3.19 a pound? Do you mean that we are going to say stay out to tomatoes selling for \$1.29 a pound, we do not want them, and substitute tomatoes selling for \$3.19 a pound? Is that what we are going to do to our people? Is that what the intention is? If it is, Mr. Speaker, it is a shame. On the other hand, maybe the government would not be as

heavy-handed as to do that. Maybe what they would do is simply put these tomatoes on the market and say, well, this will automatically supplant sales of the other tomatoes. Newfoundlanders will pay \$3.19 per pound for Sprung produce that they can get from Ontario or some part of the States for \$1.29 per pound; they are willing to pay \$3.19 per pound and they will ignore buying the other tomatoes and buy Sprung tomatoes. I do not believe that will happen, Mr. Speaker. The marketplace takes care of itself.

MR. R. AYLWARD:

It is the very first produce sold.

MR. BAKER:

An interjection that perhaps Hansard did not pick up by the former Minister of Agriculture who seems to indicate that Sprung produce is the very first sold. I would say three things to the minister in that regard: Number one, there is a certain attraction in having something that is novel and trying it once. If you have three or four thousand other tomatoes here and three Sprung tomatoes packaged beautifully alongside, there are enough people in the population who would go to the Co-op in Gander and who would say, Oh, to heck with the \$2.00 or \$3.00, I will just buy one and try it. There are enough people to do that.

Secondly, perhaps because there are so few of the Sprung produce and so much of the other that by the time they get rid of 5,000 tomatoes from the Mainland they have gotten rid of three of the Sprung ones. Maybe the three Sprung ones will go before 2,000 or 3,000 of the others. I will admit that is possible.

The final thing I would like to say to the minister is if in fact that is so, would he please produce for me the study that has been done to show that these tomatoes are the first ones to go over a period of, let us say, a month or two? When the minister can produce for me surveys that show that over a period of time - a month or two would be satisfactory to me - the Sprung produce goes before the other produce, in equal quantities, then, I would say to the minister, right on, maybe we will pay two or three times as much for the same product here in Newfoundland. Maybe we will. If that is going to happen, then that greenhouse is a good thing. If Newfoundlanders are willing to pay that, then that greenhouse, I will say to the minister, and I will say to the Minister of Finance and the Deputy Premier and anybody else, that is a good thing.

But let us go one step further. What about the people in Ontario? What about the people in the States? What about the people in the rest of Canada? Will they pay three times as much for a Newfoundland product just because it is a Newfoundland product? Or three and a half or four times as much by the time we transport it? Are they willing to pay that much extra? There is the crux of this situation. The people who are putting this greenhouse here, and government representatives, are talking in terms of fifty of those things in the Province, one in every community of over 2,000 people. If you apply that fifty times, my goodness! you are going to have to find an awful lot of people who are willing to pay three times as much as normal for produce just because it comes from one of these great space-age

greenhouses. Mr. Speaker, it is another example of the deception and the sneakiness contained in this budget.

I could give you lots of examples, Mr. Speaker. The minister says in this document, the Budget, that really there is no significant tax increases. As a matter of fact, the impression has been given that over the last number of years there were no tax increases. We have had elections where it has been announced by the party now in power that there would be no tax increase, and yet in this budget there are tax increases.

Now, it may not seem significant to the Minister of Finance, because he is dealing in his billions of dollars. He borrows \$100 million here and another \$125 million there and it may not be significant from the point of view of the Minister of Finance, but there is a tax increase of \$4 million in this budget. There is a tax on liquor, although it is not worded as a tax increase. It says that the Liquor Corporation has to return an extra \$2 million. It is not worded as a tax increase, but we all know it is.

The fees and licences related to a wide variety of sales activities, that is wide open. In a budget where the minister details, in some cases, tiny, picayune little details that normally are not in budgets, when it comes to a tax increase he will not even tell the people of the Province where the tax increases are going to be, he says, 'Licences related to a wide variety of sales activities.' Well, one of those days we will know, because eventually all tax increases, even if they are to wholesalers and retailers, find

their way back to the consumer and we end up paying them - they may be hidden, but we end up paying them.

There is one way we will know, though, Mr. Speaker. They have increased the fees paid for traffic violations. That is a favourite one; it has been put up a number of times over the past while. Licence fees for cars and so on, that was not mentioned here. But the traffic violations, some members opposite, perhaps, will find out exactly what that means. I will not, because I never get any of those things. I try to be law-abiding at all times.

An extra half million dollars are going to be collected in retail sales tax, which, in essence, is an increase in retail sales tax, when you get an extended warranty on your car. For \$400 you can get an extra two or three years protection on your car. Now the consumer, and I am sure the member for Burgeo - Bay d'Espoir will bear this out, pays the \$400 to get this extended warranty, but consumers as a whole over the Province - okay? - the claims they make on that extended warranty do not amount to the amount they pay for the warranty. Otherwise, the companies would go broke and no car dealer would want to go broke on something like this. So extended warranties are bought, and the total amount of money that is paid for the extended warranties is less than the amount paid for the work done.

The Minister of Finance says ah ha, individuals are paying the tax on the work as it is done now, which is the lesser amount, so we will charge them tax on the cost of the warranty, which is the greater amount. So there is an

increase in retail sales tax in that sense.

It is not simply, as at first glance it might seem, collecting in advance, it is collecting, period, and making sure that it is collected and collecting more than they would otherwise collect. So there were tax increases, Mr. Speaker. A very deceptive budget!

Somewhere in here, Mr. Speaker - I am just picking out some random examples now - there is mention of the Atlantic Canada Opportunities Agency and the amount of money that we are going to get into this Province from the Atlantic Canada Opportunities Agency. There is mention in here somewhere of that. As a matter of fact, there are three separate paragraphs. At first glance, this might seem like the announcement of a programme. It was announced over two years ago, obviously. Everybody knows that. Here is a programme now, the Atlantic Canada Opportunities Agency, announced by the Prime Minister in 1986, and it is going to pour hundreds of millions of dollars into this Province. It has been in existence for two years, and it was only within the last couple of months that the very first project was approved under ACOA. A year and three quarters after the programme was announced, the money was not coming. It is rather interesting to go back and look at the reason why it is only now that a few dribbles are starting to appear in the Newfoundland economy from this Atlantic Canada Opportunities Agency, which is two years old.

The reason, I guess, was given better by our representative in the federal cabinet, John Crosbie, in the House of Commons just a few

short weeks ago. The reason he gave, under persistent questioning by the member for Humber - Port-au-Port - St. Barbe (Mr. Tobin), was that the money was not going to come until the federal government got the proper credit. Now, Mr. Speaker, think about it. The Atlantic Canada Opportunities Agency which is supposed to be the answer to regional disparity, which is supposed to solve our problems, and it is mentioned again in the Budget Speech for the second or third time, we were not getting any money because for some reason these nasty people here in Newfoundland were not prepared to give credit to the federal government.

Now, let us look at that from two perspectives. Shame on the federal government for not putting the money in here when the programme was in existence. What they were saying was the purpose was not to develop Atlantic Canada, the purpose was to get credit in Atlantic Canada for the federal government. That was the purpose of it. That was very clearly stated by the then Minister of Transport in Ottawa. That was their purpose in the Atlantic Canada Opportunities Agency. But look from the provincial government's point of view. If I were sitting where the Minister of Finance is sitting now, I would have said to Ottawa a year ago or a year and a half ago, 'Come in here. Here is what we want the money for. If you people want to make the announcement, fine. Who makes the announcement does not matter. If you want to put up your signs saying, Look, this is money coming out of Brian Mulroney's left hip pocket, then fine, say it.

Take all the credit, but, for

heaven's sake, come in here and do something about the economy of Newfoundland, and the economy of Atlantic Canada. That is what I would have said, and shame on them for not saying it.

A sneaky budget: Mention of the Atlantic Canada's Opportunities Agency as if this was all smooth sailing, money was going to be coming in now. Mr. Speaker, I do not doubt that the money is going to be coming in now. I do not doubt that. A few moments ago one of the ministers opposite said, 'I have another announcement about that Wednesday. Another announcement.' Sure, the tap will now open, Mr. Speaker, because the real purpose of the Atlantic Canada Opportunities Agency is the one outlined by the then Minister of Transport. There is a federal election coming soon. There is a provincial election coming soon. They both have to come soon. Now is the time to open the taps. Now is the time to spend the billion dollars. Let us time it. Let us delay it from 1986 to 1988, let us time it so that it comes before an election. ACOA used in that way is simply election bait and shame on both governments for even considering to use that money in that way and to call it an Opportunities Agency. It is simply an opportunity for both governments to try to increase their votes, and I will tell them now, very calmly and coolly, that it is not going to work.

In the budget there is some concern and a few things written concerning the job initiatives undertaken by the provincial government in this budget. As I said in the beginning, the Minister of Finance did a tremendous job in his delivery and he looked impressive and the words

sounded impressive. On job initiatives they sounded impressive as well. He talked in terms of, and I will just summarize, allocating \$44,300,000 in funding as follows: \$32 million for the Community Development Programme creating up to 13,000 short-term jobs; An allocation of \$3.3 million for the Federal/Provincial Employment Enhancement Programme to hire up to 1,500 social assistance recipients; A provision of \$7.5 million representing a 50 per cent contribution towards the Private Sector Employment Initiative Programme creating 3,000 Jobs; A sum of \$1 million representing a 50 per cent contribution towards a new Graduate Employment Programme; An allocation of \$500,000 towards an employment programme aimed at occupational integration for women. On the surface that is marvelous, absolutely marvelous!

In here the announcement of two new programmes, job initiatives, so anybody listening to the Minister of Finance would say, 'Boy, that is wonderful! We have two new job initiatives programmes, one of them aimed at immediate graduates and the other aimed at women. That is a wonderful job initiative to take.'

However, Mr. Speaker, the reality is not that. This is the mirage we are seeing here. The reality is not like that at all. Under the Department of Career Development and Advanced Studies some of this money is going to be allocated. Now, \$32 million goes into the Social Services Department for their Community Development Programme, and it says here, creating up to 13,000 short term jobs.

We all know that that is simply

trying to save the Province money by getting people off the social service rolls and onto U.I. I would say to members opposite, fine. If we cannot create the jobs, then let us use the system. That way we will get more money from the federal government into this Province.

I have a problem with it in that, as the Minister of Social Services knows, or if he does not know he soon will know, that there are some gaps between when they go from social services to the U.I.C., gaps between the job and the U.I. programme that Social Services has to attempt to meet. However, the initiative is fine.

It is an admission of failure, and it should be an admission that this is a very temporary condition. However, let us see now what Career Development and Advanced Studies, what these new programmes really are.

Let us look at 1987 - 1988 Youth Employment Initiatives, \$1 million for 1988 - 1989 and zero for 1987. That is one of the new programmes, \$1 million, a new programme for the graduates. That is fine.

Under Occupational Integration Programme for Women, this coming year \$500,000, last year, nothing. That is marvellous, a new job initiative.

Then, as you go back a little further, Mr. Speaker, you find some other changes. For instance, Private Sector Employment Initiatives last year \$5 million was budgeted, this year \$7.5 million budgeted, an increase of \$2.5 million. That is marvellous, an increase in a job initiative programme. But if we

move up one notch, we see a programme, Provincial Employment Initiatives. They keep changing the names on all those programmes. That is really an interesting way to do it. As a Finance Minister, as a government, all you do is change the headings and say all this is new money. Change the name of it and, bang-o, we have a new programme.

In 1987 - 1988 there is a programme called Provincial Employment Initiatives. In 1988 - 1989 it does not exist. A bit of money there to tidy it up, but it does not exist, no Provincial Employment Initiatives. The amount budgeted last year, Mr. Speaker, was \$7.5 million.

Now then, what is the net result of these job initiatives? We have \$2.5 million added on to one programme. Great! The Private Sector Programme. We have \$1 million for the graduates. That is \$3.5 million. We have \$500,000 geared towards women. That is \$4 million. So that is \$4 million of job initiatives extra. But to compensate for that the Minister of Finance cut out \$7.5 million in Provincial Employment Initiatives which means a net loss of \$3 million in job initiatives under this department.

Now then, deception: To read the budget you would think there are two new programmes, and an increase in funding for another one. The reality: In fact there is a \$3 million cut in these initiatives.

There are other cuts in there that were very subtly handled by the Minister of Finance. Way over in his budget, towards the back he speaks in terms of - I did not turn the page down, Mr. Speaker,

and cannot find it. I will tell you what is there.

He says that there is going to be a cut of 400 jobs in the civil service and that these are jobs that have been vacant for eighteen months and therefore they are no longer going to be filled and this is his explanation.

I say to you, Mr. Speaker, that that is a loss of a job. No matter which way you cut it, it is a loss of a job. It is a job that was in the past budgeted for, is now going to be no longer budgeted for. It is a loss of a job. As a matter of fact, I heard of one of them just a very short time ago that was in the process of being advertised and then the advertisement had to be pulled because now it was no longer going to be filled. That was satisfactory to indicate to me that these were jobs that were now disappearing.

What kind of jobs were these? These were permanent jobs, permanent positions. Now this may be fine. Maybe the committee that is reviewing expenditures and so on, and that is who it was credited to, the former deputy minister, Mr. Randell and his committee, they were credited with finding this way to save money. Let us not hire these 400 people. So that is fine.

However, right after saying that in the budget the minister goes on to say there is a further cut, and this is just mentioned very briefly, a further cut of 4 per cent on salary costs in all departments.

Mr. Speaker, there is only one way that I know of to save 4 per cent on salary costs in all departments

on top of that and that is to cut some jobs. You cannot cut the salaries, people are working at a particular salary and you cannot cut 4 per cent off their salaries. Unions would not put up with that. They are negotiating for higher salaries. As a matter of fact, they hope to get a fairly good increase in salary, the ones that are in the process of bargaining now. They hope to get a pretty good increase in salary next year. So there is going to be a 4 per cent cut in salary expenditure in all departments, which should translate, if there is a salary increase, into maybe a 6 per cent cut in jobs, which will be another 500 jobs.

So in reality what this budget is saying, in the midst of the page after page it has on job creation and job development, in the midst of all that it has a couple of lines that effectively eliminate close to 1,000 full-time jobs.

There are 18,000 part-time jobs in this budget, including the Social Service ones, which is really just a transfer from Social Services to U.I. and back again at the end of 40 weeks.

So 18,000 jobs we are going to create and they are going to be short-term ones but we are going to eliminate 1,000 full-time jobs. My researcher points out to me, Mr. Speaker, - and I had it underlined and everything here - that the Public Service restraint, 400 of the posts which have not been filled in excess of eighteen months, some of them were in the process of being filled, I might add, and they will be required to achieve a standard enforced savings reduction, the total non-cost-shared salary budget for approximately 4 per cent of their

approved salary budget. So the salary budget was approved for the people they have there, then they had to cut 4 per cent which, as I pointed out, would probably be a 6 per cent decrease in jobs. So this is in disguise, Mr. Speaker, a job cutting budget.

While we announce very proudly 18,000 ten-week jobs or twenty-week jobs, at the same time we cut 1,000 full-time jobs. I think that these figures are going to be reflected, Mr. Speaker, at the end of the year when we analyze and see what percentage of the jobs in this Province are full-time and what percentage are part-time. We will see a tremendous increase in the part-time jobs, a decrease in full-time jobs. This is partly a result of deliberate actions like this by government.

Mr. Speaker, I could go on and point out lots of small details like this in the Budget, ways in which the Budget is, I believe, deceptive and sneaky.

But perhaps the way in which it is most deceptive is in the impression it gives and this was said a number of times when the Minister of Finance (Mr. Windsor) and by other people in the press, the impression it gives that this shows long-term planning. We are planning for the future. The plans that we laid five years ago are now bearing fruit because we got this reduction in our deficit and we are now planning for the future, long-term planning.

My problem with this Budget is that I did not see very much long-term planning. There are a number of areas in which this is obvious. I mentioned one of them. I mentioned the jobs.

Long-term planning does not involve creating 18,000 ten week jobs and doing away with 1,000 full-time jobs. That is not planning. Because you see money that goes into jobs is money that, by and large, comes back to government; a large percentage of it comes back to government again. Money that is put into jobs government eventually gets through taxes, through business activity or whatever, eventually, as it circulates a little bit, 10 per cent here, 12 per cent there, 40 per cent here, it gradually comes back to government, the money that is spent on jobs. But you eliminate the jobs, you eliminate more than those jobs. You cut down on the amount of money in circulation which in turn creates a vicious cycle, which in turn results in more job loss.

MR. SIMMS:

Very interesting arguments.

MR. BAKER:

Mr. Speaker, my arguments get a lot more interesting than that. For instance, I could go back to the former Minister of Finance (Dr. Collins) and some of his budgets and the fact that he has been getting a lot of praise because last year there was this tremendous decrease in current account deficit. I would like to point out to him that in reality the current account deficit announced by the minister this year for last year was \$58 million plus \$27 million, it was really \$85 million, which is almost double the largest deficit we ever had in our history. We are just coming off a year where we have had the largest current account deficit in history, almost double our largest current account deficit in history. So I could carry my arguments a little

further along some of the lines I started to develop today.

On no long-range planning, I want to give one example other than jobs before I finish up today and that involves the Minister of Health (Dr. Collins). If there is any area that long range planning is required it is in the field of health and the things that come under the responsibility of the Minister of Health. Long-term planning, that is where it is needed.

The Minister of Health obviously must realize because he is close to that category now that there are a larger and larger percentage of our population who are becoming senior citizens, a larger of our population is becoming older and older, living longer and longer.

I would like to take some comfort in the fact that this government is looking ahead ten years and saying, 'Look, let us create the conditions now to service what is going to hit us ten years down the road, an ever increasing percentage of the population that are sixty, sixty-five, seventy, seventy-five, and eighty years old. Let us develop the senior citizens facilities that we need. Let us go further than that. Let us get more into home care, providing services in the home. Let us really do some good planning here and provide more services in the home so that, by and large, a lot of the senior citizens that are now tying up hospital beds do not have to.'

What about nursing care beds? What about people to provide nursing care at home? Where is the long-range planning in terms of the Department of Health in this budget? To be honest with

you, Mr. Speaker, I do not see it.

Obviously, if the government recognized that this was a need that was coming and a very pressing need and a serious situation that we soon have to start looking at and planning for, if the government recognized that, there would be some indication in this Budget. The Minister of Finance, instead of talking for an hour and a three quarters would have been up there talking for four or five hours, because the government would have had something in there to initiate the long-term planning that is necessary to take care of that situation. He would have had it, but he did not.

There are all kinds of other areas in here where we need long-term planning, otherwise we are going to be in trouble a few years down the road. I feel that this Budget is not providing it.

I will just mention one thing in education, the School Tax Equalization Grants. This was announced with great fanfare. A couple of years ago \$2 million. Last year, \$2.5 million to equalize. This year \$4.5 million. Are we not good? We have increased it by \$2 million. I believe the figure used here is 80 per cent we have increased this School Tax Equalization. For heavens sakes!

If it is right to equalize the school tax, if it is right that each school in this Province get paid the same amount per student as the schools in St. John's, if that is right, and if it will cost \$12 million, why not do it? Why play around with something like that? Because hon. members must

recognize that the \$12 million is not the solution to the problem, the \$12 million is only a partial solution to the problem of inequity of educational opportunity in this Province.

There was a big announcement today about the remote programme. Now we are going to somehow, through computers and so on, bring advanced courses to students in smaller schools. We are going to spend a paltry amount of money doing that, and it is tied into the School Tax Equalization scheme mentioned in the same release. As my colleague from the Strait of Belle Isle said, that is scandalous. Because if you admit that it is right that there be equal educational opportunity in this Province, then, by heavens, you provide it, you do it.

If it cost \$12 million of \$15 million, it is not a lot of money. It is not one of those things that may or may not be right and something that perhaps you can think about. If you decide that that is right, and I have decided that is right, I have decided there should be equality of educational opportunity, then it should be done now and not paltry little increases, trying to squeeze each little bit of political advantage, because that is all that is being done here.

You are trying to squeeze every little bit of political advantage, like you do with the roads. Pave one mile here and one mile in the next bay and so on. You know, spread it out, squeeze the last little bit of political advantage you can get out of it.

Before I adjourn for the day, Mr. Speaker, I just want to mention one other thing I have to get in

today, the statement by the Minister that he is surprised, I think that is the tone that was used in the budget, he was surprised that it is being said all around this Province that we are the most heavily taxed people in the country. In actual fact, we are just taxed on the average or slightly above average in this country. The Minister said that he had a study on that. I could go on for ten hours on that one, Mr. Minister, but seriously, if I have been giving the wrong impression to the people of this Province, I would want to correct it.

I would seriously like to see the kind of study that was done on the taxation in Newfoundland that would reach the conclusion that we are 102 of the national average, and that we are not very much above the national average in this Province. I would really like to see it.

With that, Mr. Speaker, I would call it six o'clock.

MR. SIMMS:
Mr. Speaker.

MR. SPEAKER:
The hon. the House Leader.

MR. SIMMS:
Mr. Speaker, the hon. member I believed adjourned the debate as well as calling it six o'clock.

Before we adjourn the House I would like to advise hon. members of the scheduled meetings for the Estimates Committees. I believe we already advised them of tomorrow's schedule but I will just run through it again: Tomorrow morning the Resource Estimates Committee will meet at 9:30 here in the Legislature to

deal with the Estimates of the Department of Mines; and tomorrow night the Government Services Estimates Committee will meet here in the House to deal with the Estimates of the Minister of Housing, correct. On Wednesday, now this is new information, we are that far advanced, Wednesday evening at 7:30 - there is no meeting Wednesday morning by agreement - the Social Services Estimates Committee, which is meant to carry on, will be meeting and will be carrying on with the Estimates of the Department of Health, I understand.

DR. COLLINS:
They may not need to.

MR. SIMMS:
Well, that will be up to the Committee, the vice-chairman in consultation with the Chairman, if they wish.

AN HON. MEMBER:
(Inaudible.)

MR. SIMMS:
Well, we do not know. We have to know what the Committee intends to do.

MR. BAKER:
(Inaudible) when we are closing debate on a topic.

MR. SIMMS:
Well no, we need to know what department the Committee is going to deal with. Right now, I understand the Social Services Estimates Committee decided at their meeting this morning that at their next meeting Wednesday evening they will carry on with the Department of Health. That is all I can tell hon. members. If the Committee, and I am looking at the vice-chairman now, decides they only need another hour with

the Minister of Health, perhaps they could advise me tomorrow and we will ensure that we get somebody else to follow on.

Finally, on Thursday morning, we do have another Committee ready, or another Department ready for Thursday morning and it is the Government Services Estimates Committee which will deal with the Estimates for the Department of Finance. So that is all pretty clear, I hope.

I move that the House adjourn, Mr. Speaker, until tomorrow Tuesday at 3 o'clock and that this House do now adjourn.

On motion, the House at its rising adjourned until Tuesday, April 12, 1988 at 3:00 p.m.

Index

Answers to Questions

tabled

April 11, 1988

*Tabled by the Hon.
the President of the
Council 11 Apr. '88*

MR. TULK (FOGO) - TO ASK THE HONOURABLE THE PRESIDENT
OF TREASURY BOARD TO LAY UPON THE TABLE OF THE HOUSE
THE FOLLOWING INFORMATION:

1. INVOICES, VOUCHERS, RECEIPTS, ETC., TO COVER
THE COST OF ACCOMODATIONS, TRAVEL, CAR RENTALS
AND ENTERTAINMENT INCURRED BY THE MINISTER,
PARLIAMENTARY ASSISTANT AND/OR PARLIAMENTARY
SECRETARY AND OTHER MEMBERS OF THE MINISTER'S
STAFF IN THE PROVINCE BETWEEN THE DATES OF
NOVEMBER 25TH and DECEMBER 18TH, 1987 INCLUSIVE.
2. LIST REGIONS VISITED DURING THAT PERIOD AND FOR
WHAT PURPOSE.

MINISTER'S TRAVEL - BETWEEN THE DATES OF NOVEMBER 25TH AND DECEMBER 18TH, 1987

No.	Date of Travel	Destination	Accommodations *	Car Rentals	Entertainment	Travel (Air Fares)	Purpose
1.	1987 11 27 and return same day	OHMS, Grand Falls	-	\$130.45	-	\$178.90	Represent Government at Carmelite Seniors' "Newfound- land" Day Celebrations; Media Tour of Central Newfoundland Hospital Ex- pansion.
2.	1987 12 09 - 1987 12 12	OHMS, Corner Brook & Grand Falls	\$61.85	\$288.69	\$71.50 - (Dinner - 5 people)	\$276.80	Represent Government at signing of new Modernization Agreement; Meetings with Hon. John Crosble; represent Government at Grand Falls Chamber of Commerce function re Free Trade; Meeting in Grand Falls re Forestry Capital of Canada funding, etc.

Supporting documents attached

Executive Assistant - no expenses for travel during this period

Press Secretary - no expenses for travel during this period

1988 03 31



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SIMMS L HON

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PLEASE SUPPLY: ECONOMY TRANSPORTATION
CLASS: CLASS CLASS

DEPARTMENT: *De John*

FROM: *De John*

TO: *De John*

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FROM: *De John*

TO: *De John*

DEPARTMENT: *De John*

FROM: *De John*

TO: *De John*

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DEPARTMENT: *De John* RETURN DATE: *09/13/87* PROJECT NUMBER: *1087*

CHIEF ACCOUNTANT: *De John* DEPUTY MINISTER: *De John*

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IF NO RECEIPT IS OBTAINED FROM THE TRIP, THE TRIP IS AUTHORIZED YES NO

DATE: *09/13/87*

SIGNATURE: *De John*

DATE: *09/13/87*

DATE: *09/13/87*

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TOTAL CHARGE			836 28
LESS DEPOSIT MOINS DEPOTS			209 00
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NET DUE RENTER			258 69

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NET DUE RENTER	258 69

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Certified for Payment 1/1

J. D. Delaney

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR
TRAVEL ORDER



SUPPLIER

*Hornys
Confederation Bldg*

TRAVEL ORDER NO.
TO 935583

DOC. Ty.
3

ORDER DATE: **87 11 19** CAPS VENDOR NUMBER: **31336381** PAYING ENTITY: **09 FR** BUDGET CHECK:

INVOICE TO: *Garret Keenan's Leads
511 Shore, North Bldg Bldg
St. John's, Nfld*

PLEASE SUPPLY FIRST CLASS ECONOMY TRANSPORTATION

TO: *Hon Len Simms* (NAME)

DEPARTMENT: *Garsting*

FROM: *St John's*

TO: *Plander*

DEPARTURE DATE: *Nov 27* 1987 RETURN DATE: *Nov 27* 1987

LINE NO.	ACCOUNTING DISTRIBUTION			PROJECT	
	AMOUNT	ACCOUNT	CENTER	NUMBER	COMP.
01	<i>232.80</i>	<i>51103040009111111010</i>			
02		<i>5</i>			
03		<i>5</i>			
04		<i>5</i>			
TOTAL		<i>232.80</i>			

CERTIFIED THAT FUNDS ARE AVAILABLE
Pat McKen 1/14 19, 1987
CHIEF ACCOUNTANT DEPUTY MINISTER

RECEIVING REPORT
IMPORTANT: COMPLETE THIS SECTION IMMEDIATELY FOLLOWING THE TRIP AND SEND THE FORM TO THE DEPARTMENTAL ACCOUNTANT.

I CERTIFY THAT I COMPLETED THE TRIP AS AUTHORIZED YES NO

IF "NO", EXPLAIN: _____

CREDIT NOTES ARE DUE FROM THE AGENCY YES NO

DATE: *1987-12-01*



Tabled by Hon.
Minister Responsible
for Northern Development,
11 Apr. '88
File No.

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR

MINISTER RESPONSIBLE FOR NORTHERN DEVELOPMENT

Details as Requested

ST. JOHN'S

Answer to Question by the Honourable Member of Nascaup1

Order Paper Dated March 15, 1987 - Question No. 15

WEDNESDAY, NOVEMBER 25, 1987

Depart St. John's for Goose Bay. Met with staff in R.A.N.D. Office.

THURSDAY, NOVEMBER 26, 1987

Depart Goose Bay for Hopedale. Transfer of Government Houses to individuals. Return Goose Bay same day.

FRIDAY, NOVEMBER 27, 1987

Depart Goose Bay for Labrador City & Wabush. Meeting with several groups.

SATURDAY, NOVEMBER 28, 1987

Guest Speaker at Firemen's Banquet, Wabush.

SUNDAY, NOVEMBER 29, 1987

Arrived back in St. John's. Total cost of Trip \$1469.12

MONDAY, NOVEMBER 30, 1987

Travel within city limits.

TUESDAY, DECEMBER 1, 1987

Depart St. John's for Goose Bay. Meeting with wildlife officials and Minister re Mealy Mountain Caribou Herd.

WEDNESDAY, DECEMBER 2, 1987

Office Routine

2.

THURSDAY, DECEMBER 3, 1987

Office Routine and Meeting with Labrador Groups.

FRIDAY, DECEMBER 4, 1987

Office Routine

SATURDAY, DECEMBER 5, 1987

Home

SUNDAY, DECEMBER 6, 1987

Home

MONDAY, DECEMBER 7, 1987

Office Routine

TUESDAY, DECEMBER 8, 1987

Office Routine

WEDNESDAY, DECEMBER 9, 1987

Depart for Goose Bay and return same day. Total cost \$558.20

THURSDAY, DECEMBER, 10, 1987

Office Routine

FRIDAY, DECEMBER 11, 1987

Office Routine

SATURDAY, DECEMBER 12, 1987

Home

SUNDAY, DECEMBER 13, 1987

Home

3.

MONDAY, DECEMBER 14, 1987

Office Routine

TUESDAY, DECEMBER 15, 1987

Office Routine

WEDNESDAY, DECEMBER 16, 1987

Office Routine

THURSDAY, DECEMBER 17, 1987

Office Routine

FRIDAY, DECEMBER 18, 1987

Guest Speaker at Trinity Placentia Development Association,
Sunnyside. Cost \$111.65.

CONTENTS

Monday, 11 April, 1988.

Congratulations to the Corner Brook Royals hockey team, winners of the Herder Memorial Cup. Mr. Baird, Mr. Wells, Mr. Fenwick.....	656
---	-----

Statements by Ministers

<u>Eradication of rabies:</u>	
Mr. Butt.....	657
Mr. Hiscock.....	658
Mr. Fenwick.....	659
<u>The Distance Education Pilot Project:</u>	
Mr. Hearn.....	660
Mr. Decker.....	661
Mr. Long.....	663

Oral Questions

<u>Pay Equity:</u>	
How long to implement. Mr. Wells, Premier Peckford.....	664
Implemented only in the Public Service or throughout the Province. Mr. Wells, Premier Peckford.....	664
<u>Transportation:</u>	
Recommendations of Auditor General concerning written policies and procedures. Mr. Decker, Mr. Doyle.....	665
Specific list of roads to be upgraded and paved to be debated. Mr. Decker, Mr. Doyle.....	665
1985 promise of pavement for New Ferolle Shoal Bay West, etc. Mr. Furey, Premier Peckford.....	666
Commitment should be met. Mr. Furey, Premier Peckford.....	666
Meeting sought for delegation with Premier. Mr. Furey, Premier Peckford.....	667

Transportation (Continued):

Paving sought for Burgeo Road. Mr. Gilbert
Premier Peckford.....667
Burgeo Road dropped from 'new' highway
agreement between Ottawa and Province.
Mr. Gilbert, Premier Peckford.....668
Premier Asked to meet with the people of
Burgeo. Mr. Gilbert, Premier Peckford.....669
Reliability of Premier's commitment.
Mr. Simmons, Premier Peckford.....670
Minister of Transportation's promise to
visit English Harbour East. Mr. Simmons,
Mr. Doyle.....671

Minimum Wage:

Did the Labour Standards Tribunal recommend
new minimum wage size and effective date.
Mr. Fenwick, Mr. Blanchard.....672
Date of implementation of other
recommendations. Mr. Fenwick, Mr. Blanchard.....673
Table recommendations of Labour Standards
Tribunal. Mr. Fenwick, Mr. Blanchard.....673

Transportation:

Allocations for road work in Eagle River.
Mr. Hiscock, Mr. Doyle.....674
Allocations to Local Road Boards.
Mr. Hiscock, Mr. Doyle.....674

Notices of Motion

An Act To Amend The Canada-Newfoundland Atlantic
Accord Implementation Act. Premier Peckford.....675
An Act To Amend Certain Acts Having Regard To
The Canadian Charter of Rights. Ms Verge.....675
An Act Respecting The Purchasing Management
Association of Canada. Mr. Young.....676

**Answers to Questions
for which Notice has been Given**

Car Purchase, Mr. Tobin.....676
Minister's Schedule, Mr. Warren.....676
Minister's Schedule, Mr. Simms.....677

Petitions

Road Conditions:

Mr. Gilbert.....	678
Mr. Wells.....	680
Mr. Doyle.....	681

Road Conditions:

Mr. Furey.....	683
Mr. Decker.....	685

Petition found Out of Order, Mr. Speaker.....	687
Mr. Barry, Mr. Simms, Mr. Speaker.....	687

Mr. Doyle, by leave.....	688
--------------------------	-----

Road Conditions:

Mr. Callan.....	689
Mr. Simmons.....	691
Mr. Doyle.....	692

Orders of the Day

First Reading:

*An Act Respecting An Increase of Certain Pensions.....	693
---	-----

Budget debate:

Mr. Baker.....	693
Mr. Baker, adjourns debate.....	708

Adjournment Motion.....	709
-------------------------	-----