

*Atlantic Regional Freight Assistance Act*

this year. But it is unfortunate that this combination of the disposition of the carrier, who had very little interest in continuing the operation into Botwood, and the general centralization of distribution centres in Corner Brook and St. John's, means that the Botwood operation could not be sustained. I hope the hon. member will believe I am sincere when I say this. I take it that this would have been the case even if we had agreed to pay a subsidy comparable with that paid last year.

**Mr. Lundrigan:** Mr. Chairman, the minister seems to be telling me that this is a dead case, that all is over and done with in the Botwood situation. I could debate this for quite some time and also deal with the attitude of the company, but would the minister give an undertaking at least to review the circumstances surrounding the case? We are talking about the whole of central eastern Newfoundland. We are not talking about one small port, or an area served by an adjacent port. This is the port of central eastern Newfoundland, and if the operation is closed down it will have an adverse affect upon the cost of living in the area. Will the minister give that undertaking?

**Mr. Jamieson:** I will be very glad to do that. I want to emphasize again that this policy is to be subject to review. I did not say the case was dead, although that is a reasonable interpretation. I question very much if a shipping company would be interested on a continuing basis in that kind of service particularly when I suspect that the amount of freight offering for that region is probably going to be reduced, and the present subsidy would have to be increased to a very much higher level. I doubt that the hon. member, as effective as he is representing his constituents, could then justify the cost of that subsidy.

I also have to point out, and I do not make this as a debating point, that what you lose on the roundabouts you make up on the swings. Freight that does not go into one port must go into another port. However, I will be glad to review the matter and go to Botwood with the hon. member and talk to the people there if he so desires.

**Mr. Lundrigan:** I thank the minister for undertaking to review or reconsider the situation. If he were in that area during the off-season I could show him some things which he does not know.

Much of the legislation passed by this house never seems to affect the people of Canada for whom it was designed, at least

[Mr. Jamieson.]

not as much as it should, simply because they are not aware of it. This is a communications problem. Some weeks ago we passed legislation amending the Fisheries Act. Since then I have received 15 or 20 letters raising queries about the provisions of the legislation. The people did not know what was in the legislation. We will have precisely the same problem with this legislation. Does the minister have plans to provide circulars, pamphlets or other material to indicate to the people who will be affected by this legislation, the truckers, the people within the region and so on, the benefits they will receive under the legislation?

**Mr. Jamieson:** Mr. Chairman, I do not think we have to worry about the truckers not being aware of it. I think they are well advised about it. But at the same time I will be glad to consider what ways we can use to make sure there is a more general awareness of what we are trying to do.

**Mr. Peddle:** Mr. Chairman, I notice that the title of this bill is, "An act to authorize assistance to transportation in the Atlantic Region," and that clause 2 carefully states that select territory means the province of Nova Scotia, the province of Prince Edward Island, the province of New Brunswick, and then very carefully excludes the Labrador part of the province of Newfoundland. I am sure the minister has no doubt in his mind that Labrador does in fact belong to Newfoundland, and of course most definitely belongs to the Atlantic provinces.

Having just come back from spending the best part of a week in Labrador I realize the extent of the feeling of neglect which the people there have. Whether it is justified or not I cannot say at this time, but when I see a piece of legislation which is designed to help transportation in the Atlantic provinces and note that Labrador is excluded from it, I must make the strongest objection to this omission.

• (12:40 p.m.)

I know this bill is mainly for the benefit of outgoing freight, and there is not very much that goes out from Goose Bay, Labrador. I point to the minister that a pound of carrots costs 18 cents to bring into Goose Bay by Air Canada. I had hoped there might be something in the bill to recognize the problem of Labrador not only being cut off completely but having to suffer very seriously in respect of the cost of bringing goods in. My question