

Supply—Public Works

Mr. Herridge: That is a misunderstanding.

Mr. Pickersgill: It is perfectly true.

Mr. Carter: It is a misunderstanding on the part of my hon. friend because he does not know what superior products we do have down there.

Mr. Herridge: I judge by the large exports of fir to Newfoundland that they cannot obtain that quality there.

Mr. Carter: Anyway, all we are asking for is an opportunity to tender, but there is no opportunity to tender if the specifications preclude it by specifying other types of materials which are produced in other parts of this country. We want to build up our industry. We have our own unemployment problem and here is one opportunity which the minister can take advantage of in the future. I am sorry he did not take advantage of it as far as the other buildings are concerned, but I do hope that he will give attention to this fact in the future.

Another matter in connection with this is the employment of local labour. I am told that at the present time in St. John's a number of riggers are brought in from the mainland and employed on those public buildings at a time when we have qualified riggers in St. John's who are still out of work and cannot get employment. The department should exercise much greater control over the type of products that go into the building and the employment of labour to give the maximum opportunity to local industries and local labour. I do hope that the minister will give consideration to this suggestion.

I thank the minister also for the provision made in the estimates for the matter of Codroy harbour. Although it is not in my own riding it is of great importance to the fishermen of my riding because it provides them with a haven which enables them to prosecute the fishery in the slack season, something which has not been possible for a good many years. I am thankful, too, for the provision of fishermen's wharves at St. Lawrence and at Harbour Breton. These wharves will enable the fishing industry to be prosecuted on a better and a more economic basis than has been done in the past. In Newfoundland we have more need of this type of installation than ever before because of the unemployment situation.

Hon. members will understand that when employment was plentiful on the mainland many of our fishermen forsook the fisheries and sought employment on construction work and in factories, but that sort of employment has dried up and the fishermen are now forced to return to the fisheries. Therefore, they must have these facilities if they are to

be able to earn a livelihood from the fishing industry. We have particular needs at Seal Cove in Fortune bay and also at Lamaline and Garnish. In this connection I should like to draw the minister's attention to the need for shallow dredging equipment. The department has been in Newfoundland since 1949 and I understand that they do not yet have any equipment of that type. We need that type of equipment very badly in our province. Perhaps we have greater need for it in Newfoundland than any other province of Canada.

I also ask the minister to give consideration to a wharf at Isle aux Morts. This is a large community which has grown to a phenomenal size and at a phenomenal rate in the last few years. There are over a thousand people there now and they have no public wharf whatever. I know several surveys have been made and it was difficult to find a proper site but I believe a suitable site has at last been discovered. I do hope that every effort will be made to have this project undertaken at the earliest possible date.

As far as the harbour of St. John's is concerned, I have a special interest in it, too, because I live in St. John's and I have lived there for a great many years; St. John's is my home. It is one of the most historical cities in the new world and one of the most important harbours. St. John's is particularly important as a haven and I am going to come out flatfooted and say that I am in favour of the plan proposed by Sir Brian Dunfield and the town planning association. I say that this plan is much more comprehensive than the other one. It will cost more money but I think we should have the best and we should look forward not 10 or 20 years but 100 years in the development of our ports. Any plan that is going to curtail or diminish the water area of our harbour is going to prove to be a very severe handicap in the future. I am not going to say any more on this point now because I hope to deal with it again when the particular item comes up and perhaps speak in more detail at that time.

Before I sit down I want to commend the minister for increasing the miscellaneous grant. I see it has been increased by \$200,000 to \$1 million but I should like to point out to the minister that even this amount is still very small in proportion to the need. When I came up here in 1949 the grant was \$500,000 but costs have gone up a great deal since then. Apart from that, in 1953, I believe, we changed the statute so that only items of \$15,000 and over would be separately listed in the blue book, and have provision made for them individually. That greatly increased the drain on the miscellaneous grant