

what great guys they are. But let the people read today's *Hansard* and learn there was less than one loan per bank.

Mr. Marshall: Only two in Newfoundland.

Mr. Blenkarn: Two in Newfoundland, my colleague from Humber-St. George's-St. Barbe (Mr. Marshall) says. That is the kind of help small businessmen get from this government.

If we are going to have a tight money policy in the country, which is clearly the contingency plan of this government to fight inflation, then the provisions of this bill must be changed or the Minister of Finance must issue a new statement of policy that will allocate credit. This business of tightening up the money supply so that all the little guys get hurt is no way to manage an economy. If there is too much credit buying in this country and we must cut down on the amount, then surely to goodness it is the obligation of the government to crack down on speculative real estate, to cut down on some of its own waste and expenditure, and to make sure that the small businessmen, fishermen and farmers have sufficient cash to get along with, which means that the government must introduce an allocation system. This is what the minister should be proposing today.

I see it is five o'clock, Mr. Speaker. May I call it five o'clock?

PROCEEDINGS ON ADJOURNMENT MOTION

[Translation]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

The Acting Speaker (Mr. Boulanger): Order. It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Champlain (Mr. Matte)—National Revenue—Report that certain Quebec oil companies did not pay federal income tax last year; the hon. member for Mississauga (Mr. Blenkarn)—Consumer Affairs—Advertisements for sale of houses in Toronto area—Contracts whereby builder can change price and mortgage terms.

It being five o'clock, the House will now proceed to the consideration of private members business, as listed in the order paper, namely notices of motions.

Newfoundland Ferry Service

● (1700)

PRIVATE MEMBERS' MOTIONS

[English]

TRANSPORT

REQUEST FOR LEGISLATION TO ENSURE ADEQUATE SERVICE BETWEEN NEWFOUNDLAND AND MAINLAND

Mr. Jack Marshall (Humber-St. George's-St. Barbe) moved:

That, in the opinion of this House, the government should consider the advisability of introducing legislation implementing its constitutional responsibility, guarantee and obligation to ensure continuous and uninterrupted transportation service for persons, goods and vehicles to and from Newfoundland and the mainland of Canada.

He said: Mr. Speaker, I am glad to see that my notice of motion is so important that the Minister of Transport (Mr. Marchand) felt it necessary he appear here in person. Perhaps it is because he does not think his parliamentary secretary can give me the proper reply.

Mr. Speaker, my private member's notice of motion is similar to one introduced last week by my colleague, the hon. member for St. John's West (Mr. Carter). Under the terms of union between Newfoundland and Canada a guarantee was given to the province as follows:

Canada will maintain, in accordance with traffic, offering a freight and passenger steamship service between North Sydney and Port-aux-Basques which, on completion of a motor highway between Corner Brook and Port-aux-Basques, will include suitable provision for the carriage of motor vehicles.

For the purpose of railway rate regulation, the island of Newfoundland will be included in the maritime region of Canada, and through traffic moving between North Sydney and Port-aux-Basques will be treated as all-rail traffic. All legislation of the Parliament of Canada providing the special rates on traffic moving within, into, or out of, the maritime region will, as far as appropriate, be made applicable to the islands of Newfoundland.

These terms were signed 25 years ago, and in those 25 years the progress made has been insignificant because we are not much farther ahead today than we were a quarter of a century ago.

Because of a lack of projected planning concerning transportation needs, we have had a series of emergency situations which arise each year due to the lack of foresight.

I am sure that when the member for St. Boniface (Mr. Guay) replies, he will list all the great things the Ministry of Transport has done over the years. He will mention the new ferry that is being built at a cost of many millions of dollars. He will talk about the transportation studies, but he will not convince me that the progress over the 25 years since confederation has resulted in anything but an inefficient transportation policy, that even his minister admits has prevailed over the years.

The government is still blind to the fact that the economic development of Newfoundland will never be achieved unless transportation is treated in a manner which recognizes the geographic isolation of the island. This focuses attention on the need for improvement in port facilities, the lack of which presently deters the industrial expansion which could take place because of the richness of the province's natural resources.