

THE LEGISLATIVE ASSEMBLY OF MANITOBA

8:00 o'clock, Tuesday, February 21, 1967

MR. LYON: Mr. Speaker, I wonder on Government Orders, Sir, if you would be good enough now to call the resolution standing in the name of the Honourable the First Minister.

MR. SPEAKER: The proposed resolution of the Honourable the First Minister.

MR. ROBLIN: Mr. Speaker, I beg to move, seconded by the Honourable the Provincial Treasurer, that

WHEREAS transportation in all its aspects has been a subject of grave and continuing concern to the people of Manitoba; and

WHEREAS at present study, representations and inter-governmental negotiations are proceeding with respect to many of these aspects; and

WHEREAS it is considered that the problem of North-South transportation within the province merits special measures at this time;

THEREFORE BE IT RESOLVED that consideration be given to the advisability of establishing a Commission of investigation to enquire into and report upon North-South transportation problems and needs of northern Manitoba and the recommended solutions with respect to:

- (a) the facilities, operation and utilization of the Port of Churchill and the means available for improving and expanding same;
- (b) the role of rail transport in the development of the area, including all practical proposals for achieving more economical and efficient rail operation;
- (c) existing and future highway requirements both from the standpoint of industrial needs and resource development, and tourism;
- (d) the existence of water transportation facilities and the advisability and practicability of utilizing such facilities for the movement of people and commodities in the region;
- (e) the requirements of the area relative to air services including a review of facilities, rate structures and licensing policies;
- (f) the need and means of integrating the services of various transportation modes for the most efficient use of transportation resources including the consideration of new modes and techniques in the transportation field, costs and priorities; and
- (g) such other related matters considered pertinent or relevant to the specific or general scope of the inquiry, including examination of the relationships between the North and South sections of the Manitoba transportation system.

MR. SPEAKER presented the motion.

MR. BEN HANUSCHAK (Burrows): Mr. Speaker, . . .

MR. ROBLIN: On a point of order?

MR. HANUSCHAK: Please. I was wondering, Mr. Speaker, whether this resolution is in order in view of the fact that there had been a previous one put in by the Honourable Member for Churchill touching on matters very closely related to the ones contained within this resolution, and that is the one appearing on Page 13 on the Order Paper.

MR. SPEAKER: the First Minister may proceed.

MR. ROBLIN: Thank you, Mr. Speaker. The preamble of this resolution, Sir, refers in general terms to the whole question of transportation and all its many aspects, and I think provides me with an opportunity of reviewing in general the history of this particular concern of our people over the past few years and to report to the House on the current state of many aspects of transportation problems, while at the same time I wish to make specific reference and recommendation with respect to problems of north-south transportation within the Province of Manitoba itself. In view of the fact that this is a rather extensive statement and deals not only with the historical but the future situation in this respect, I think it is desirable for the sake of accuracy that I might have leave to read this statement to the Chamber this evening.

Transportation has been a continuing concern to successive governments both national and provincial. Its importance in the development of this province can be ascertained from a study of the history of Manitoba's growth. From the early days of the fur trade to the colonization of the grain-growing areas up to modern times, transportation has provided the stimulus to our development. To provide a major impetus to economic expansion and to promote national political and economic unity, the development of an adequate transportation system in Canada was essential. The provision of such facilities and services at reasonable cost has long been a guiding principle of Manitoba's transportation policy. In this statement I propose, among other things, to review the transportation situation when the present administration

(MR. ROBLIN cont'd) took office in 1958, our actions since that date, and to indicate future government policy.

By 1958 railway shippers had been subjected to a series of 11 post-war freight rate increases. These increases had invariably been applied by way of horizontal percentage increments to existing freight rates. Each successive increase further distorted the cost burden of Manitoba shippers as compared to shippers in other parts of Canada. In addition, there was under-utilization of the Hudson Bay Route including the Hudson Bay Railway and the Port of Churchill. This was in part the result of the unwillingness of the railway concerned to introduce developmental rates which would produce additional revenue and assist industrial expansion in the area.

By 1958 air transport had achieved a position of major importance and was on the threshold of important technological breakthrough. Trans Canada Airlines offered trans-continental service as well as intermediate service. In addition, air services of a regional nature were provided by carriers such as TransAir. Relatively little freight was moving by air. In the field of equipment, the turbine-powered Viscounts were already in operation.

Highway transportation was expanding, particularly in eastern Canada and on trans-continental routes. Within Manitoba the trucking industry had made steady progress since the war but the impact of highway transportation as an alternative mode was restricted by the lack of paved highways in the southern regions and by the general absence of roads in the north.

Water transportation was confined to the Lake Winnipeg system where there was a limited passenger and general freight service out of Selkirk and the movement of fish and supplies by fish company freighters. The St. Lawrence Seaway had been constructed but was of limited benefit to the prairie region because proper freight terminal facilities had not yet been constructed at the Lakehead.

A major concern of the government just taking office at that time was to deal with these transportation problems. In the case of rail transportation, we acted to alleviate the inequities created by railway pricing policies. Railway pricing practices gave an effective power to influence the location of industrial development in this country. The traditional rate structure required revision to permit acceleration of its secondary industrial and economic diversification.

We began immediate implementation of a program of high standard highway construction and improvement. Manitoba took the lead in negotiating agreements with other provinces and various American States to facilitate the movement of highway transport via the United States of America. With the availability of direct United States rail service into Manitoba, we began negotiations for lower rates from the south with a view to offering the Manitoba shipper an alternative in competitive means of transport and to assist the export of Manitoba products into the American Midwest market. The improvement in trans-border air services between Winnipeg, Minneapolis and Chicago received our immediate attention.

The potential of the major waterways system of Manitoba lying in a north-south direction received insignificant consideration in determining the transportation policy of the province. Maximum utilization of this natural transportation resource is important for the development of the area surrounding Lake Winnipeg. In addition, there would be obvious need to maximize the utilization of the Port of Churchill to assist northern resource development. And finally, we determined that the prairie region, particularly the Province of Manitoba, should reap the benefits of the large investments by the Canadian people in the St. Lawrence Seaway.

Development Since 1958.

Rail Transportation: Commencing in 1946 and virtually on an annual basis thereafter, the Canadian railways applied for freight rate increases to offset rising costs. The applications were granted by way of general percentage increases with the result that by 1958 cumulative rate increases of 157 percent had been authorized. In each rate increase an additional portion of railway traffic was diverted to competing carriers. In the application of the railways in November, 1958, evidence indicated that approximately 75 percent of the required additional revenue would be extracted from 32 percent of the traffic. This traffic represented track and non-competitive commodity traffic largely for Maritimes and Western Canada.

And I pause here, Mr. Speaker, to illustrate the effect of these repeated horizontal percentage increases in distorting rate relationships. In the case of agricultural implements, for example, the rate to Western Canada in 1949 was \$30.08. In 1958 it had increased to \$62.65 or an increase of \$32.57. During the same period the rate within Eastern Canada increased by

(MR. ROBLIN cont'd)..... \$7.10. Automobile parts to Western Canada increased from \$40.79 in 1949 to \$87.49 in 1958, an increase of \$46.70. During the same period the Eastern rate was increased by \$1.00. Explosives which are an important factor in opening our mineral resources moving to the western region increased by \$26.22 per hundredweight in the period from 1949 to 1958, while during the same period in the eastern movement the rate on explosives increased by \$3.61.

In short, it was the long-haul shipper in the western regions and the Maritimes who is bearing the maximum burdens resulting from horizontal percentage increases. All the provinces, other than Ontario and Quebec, appealed the Board's order authorizing this increase to the Governor-General-in-Council. In rejecting the appeal the Federal Government stated that inequities in the freight rate structure must be alleviated. They imposed a freeze on class and non-competitive commodity rates; they provided \$20 million for the purpose of reducing the latest increase; and they announced that a full study would be made of the entire transportation structure in Canada.

The Commission known as the MacPherson Royal Commission was specifically directed to deal with the inequities in the freight rate structure and the studies and findings of that Commission are now reflected in Bill C-231 recently adopted by Parliament as the National Transportation Act. Our major submission to the MacPherson Commission dealt with the inequity of horizontal increases, the rates on export grain, the burdens of deficit passenger services on captive shippers, the rationalization of branch line operation and the national co-ordination of all Canadian transport facilities and their operations. In addition, we submitted that water carriers on the Great Lakes system be required to apply and show cause for any proposed rate increases. Further, that the rates of any motor transportation should be based on its own costs and requirements without arbitrary relationship to other modes of transport. Where a shipment is carried by more than one type of carrier, the through rate should reflect the relative rate characteristics of each type of carrier to the extent that each had participated in that movement.

In the case of intermediate rates, we indicated to the MacPherson Commission that there were obvious regional discriminations when railways could charge rates from Winnipeg to Vancouver that were higher than rates from Toronto to Vancouver, for the same commodity needless to say, although Winnipeg was 1,200 miles closer. For example, the rate on canned foodstuffs to Vancouver from Winnipeg was \$195.00 per 100 lbs., whereas the rate from Toronto was only \$1.80 per 100 lbs. One need only reflect on what that means to the canning industry in southern Manitoba, and I'm pleased to say at least partly through our efforts the situation has now been remedied.

Members of the House are aware that the Canadian railways attacked the Crow's Nest Pass rates on export grain, alleging that these rates represented the greatest single burden on the rail rate structure. They demanded an increase in rates of 100 percent to cover alleged losses of \$70 million.

The Province of Manitoba, along with the Province of Alberta, undertook an intensive examination of railway cost estimates. Our evidence indicated that the over-all movement of export grain was profitable and that there could be no doubt about the profitability of the movement from Manitoba. While the MacPherson Commission accepted in large part the provincial submission, they nevertheless recommended subsidy payments for the grain movement. The Province of Manitoba opposed this recommendation and subsequent events had corroborated the position of the province that the rates were compensatory and warrant no subsidy. One need only reflect for a minute on what would have happened had the railways' claim for 100 percent increase in the Crow's Nest Pass rates been granted, and I think I can say with no false modesty at all that it was due to the leadership of the Province of Manitoba - and here I want to pay particular credit to the technicians who were responsible for preparing our submissions led by Mr. Arthur Morrow, Q.C., and others whom members of this House will know well - and as a result of their careful analysis and expert testimony the claim of the railways with respect to the Crown's Nest rates was shown to be valueless, and in the event our views had prevailed.

As to the passenger services, the Province of Manitoba indicated that the largest single deficit item facing the Canadian railways was not the movement of export grain but rather the operation of passenger and commuter services. We recommended that the freight shipper should not continue to bear these losses. If such services were deemed to be in the public interest, then the losses occasioned should be a charge against the public treasury and not the captive shipper in Western Canada and the Maritimes.

(MR. ROBLIN cont'd). . . . In branch line operations we recommended development and implementation of a policy of co-ordinated rationalization. The problems of surplus branch lines had been caused by irrational competition between railways; the irrational abandonment would only compound the error. The development of our province in the prairie region required a policy that would permit forward planning, rational withdrawal services and greater co-operation between the railways themselves and the utilization of the remaining facilities. Where the operation of branch lines results in a deficit, that the maintenance of the line is necessary in the public interest, the deficits should be a charge on the Federal Treasury and not the freight shipper.

As an alternative to horizontal rate increases, we submitted a proposal for increasing freight rates, which method more clearly ensured excellent distribution of costs for both short and long-haul shippers. We urged that there should be introduced a policy of co-ordinating the various transportation services in Canada - air, rail, water, road and pipeline. Such co-ordination was essential if the citizens of Canada were to benefit from an efficient and effective transportation industry.

The recommendations of the MacPherson Commission reflected many of our proposals as set out above, but in other areas their findings were totally unacceptable to this government. Since the tabling of the MacPherson report in 1961, we have made a number of submissions to both the Department of Transport and the Federal Cabinet. More recently in our final submission to the Standing Committee considering Bill C-231, we recommended a number of important amendments and we are pleased to note that the legislation as finally enacted has rejected certain aspects of the MacPherson report and adopted the Manitoba position. It will be vital to ensure that the administration of the new legislation by the Canadian Transport Commission is such as to meet the requirements of our people.

One specific problem warrants further comment, namely, rate policy and northern development. The province made a specific submission to the MacPherson Commission for the introduction of development rates in Northern Manitoba. The Commission refused to make a direct recommendation suggesting that such a matter be determined by negotiation between the shippers and the railway. Since 1961 we've discussed such a policy with the CNR - as a matter of fact it maybe of interest to all members that I made a tentative proposal that the province should buy the Hudson Bay Railway and run it itself - but I say that I got an equally tentative refusal when that proposition was made. I guess mine was more tentative than theirs, I'm not quite sure.

I'm pleased to report that rate revisions have been introduced effective with the 1965 shipping season. These rates are advantageous to northern development. For example, the rail rate on canned goods imported via Churchill to Winnipeg was \$2.56 per 100 lbs in 1958; in 1965 the rate was \$1.72 per 100 pounds. The rates introduced are such as to place the Port of Churchill in a more favorable competitive position with other Canadian ports.

Members of the House will recall that until 1952 Winnipeg occupied a particularly advantageous position as a distribution point for Western Canada. The availability of an alternative railroad between Eastern Canada and Winnipeg via United States railroads compelled the Canadian railway to reflect disadvantage by constructive mileage, as it is called, between the Canadian Lakehead and Winnipeg. Since this competition did not extend beyond Winnipeg, the city's position as the major distribution centre for Western Canada was strengthened.

The Province of Manitoba before the Turgeon Royal Commission on Transportation in 1949 advocated the concept of rate equalization. The major effect of rate equalization was to eliminate the constructive mileage and destroy a principal factor in the development of Winnipeg as a distribution centre. It was our intention when we took office to restore the competitive environment which had largely contributed to the role of Winnipeg as a distribution point. In addition, reduced rates were essential to permit Manitoba manufacturers access to United States markets. Negotiations were started with the American railways, and we are able to state that in July, 1966, after many years of discussion, markedly reduced freight rates were established on the movement of commodities by rail, including a piggy-back service between Winnipeg and the South. For example, a 5,000 pound shipment of wearing apparel, Winnipeg to Minneapolis, is now charged \$103.00 compared with \$178.00 previously; a 12,000 lb shipment of electric heaters would now cost \$247.00 compared to \$427.00 previously; and as members know, these are items which we do in fact export in this way so these freight rates are indeed advantageous.

Highway Transportation: To make available the economies of efficient road transport, first-class highways are essential. The factors of economy of scale can be applied to the

(MR. ROBLIN cont'd) trucking industry as well as rail. Modern technological advances such as containerization, increased capacity, etc., had extended the competitive range of motor transport, but highway systems must be extended and upgraded to fully utilize such advances. In 1958 there were 1,397 miles of paved concrete or asphalt highways in the province. In 1966 there were 2,662 miles, an increase of 1,265 miles or 90%. The number of public service vehicles and commercial trucks increased from 4,519 to 7,298, an increase of 60%. To further indicate the impact of the expanded highway program on highway transportation, in 1958 there were a total of 585 million ton miles performed by Manitoba inter-city trucks. By 1963 this had increased to 1,206,000,000 ton miles, an increase of 105%.

To point up the significance of a viable competitive mode of transport from the standpoint of the shipper, it is interesting to note that in 1958 there were approximately 100 agreed charges indicating the growth of truck competition vis-a-vis rail to or from Manitoba. At the end of 1956 there were approximately 350 agreed charges. Members will recognize that this is a substantial measure of the impact of trucking in reducing transportation costs within the province.

I wish to comment on the Roads to Resources program. Before the parliamentary committee we indicated our concern regarding a change in national policy. It is our opinion that it is most unfortunate that the Federal Government has abandoned the Roads to Resources program by terminating its financial contribution for the construction of these resource development roads. The problem has been very successful in Manitoba where a number of new and major roads were constructed, the foremost of which is the highway linking Thompson to The Pas. Termination of federal financial assistance for construction of these roads will slow down development in Northern Manitoba, particularly the construction of the highway from Lynn Lake to Grand Rapids. The province emphasizes the need for reinstating the Road to Resources program. The province is prepared to match new funds that would be supplied by the Federal Government for this purpose.

Water Transportation: To increase the utilization of the Port of Churchill, steps have been taken for the reduction in rail rates from the Port of Churchill. In addition, following our submissions to improve port facilities, new wharves were constructed and new equipment installed. Navigational aids were extended and ice and weather reporting procedures were revised and improved. Nevertheless, much remains to be done, which we will comment on later.

To fully exploit our natural resources, increased utilization of the Lake Winnipeg water system is essential. As stated in the COMEF report, "Lake Winnipeg represents a natural transportation artery that should occupy a growing role in the economy of the region as its tributary resources are developed and its tie to other sectors is improved. Achieving this enhanced transportation role and the accompanying development of the lake area resources will however require the maintenance of efficient and aggressive transportation services. The existing barging operation on the lake should not be allowed to die out with the completion of the Grand Rapids Dam. It is to be hoped that the adequate traffic opportunities will be uncovered by them to support such operations." That's the end of the quotation from COMEF.

We are pleased to report that the barging operations on the lake have been taken over by local citizens, and whereas relatively little traffic moved on the lake in 1958, in 1966 about 12,000 tons of general cargo and total tonnage approaching 100,000 tons were handled. As the result of the availability of water transportation, exploitation of timber resources in the northern regions of Lake Winnipeg is now being realized. And I add in here, Mr. Speaker, that this has been having quite an effect on employment opportunities for Indian and Metis because they are the people who are cutting down these trees that are part of the traffic referred to in this statement here. A number of co-operatives have been sponsored by the government in this respect and many of them are doing well.

Turning to the Great Lakes, the St. Lawrence shipping system, the Province of Manitoba was instrumental in organizing the Canadian Lakehead Port Association including representatives of the provinces of Alberta, Saskatchewan, Ontario and the Lakehead cities. Through the efforts of this organization the Keefer Terminal and related facilities at the Lakehead were completed.

Air Transportation: Developments within the air industry in recent years have been dramatic. Since the first stage of the turbine era began with the Viscount in 1958, we have seen the introduction of the Intercontinental jets such as the DC 8 and the medium range jets of the DC 9 type. The next phase will be the introduction of supersonic aircraft in the 1970's.

(MR. ROBLIN cont'd).....

Maintaining the role of Winnipeg as an air transportation centre has been a continuing concern to the government. As members of the House know, the policies pursued by the management of Air Canada since the late 1950's relative to base facilities in Winnipeg, as stated by the Thompson Commission, was lacking both in candor and frankness, if not deliberately deceptive. Despite numerous denials since 1949 that the maintenance operations would be discontinued, in November, 1962, Air Canada announced that the Winnipeg base would be phased out and all maintenance facilities consolidated in the Montreal's Dorval airport.

A delegation organized by the Government of Manitoba and representing other political parties, the municipalities and numerous other organizations, met with the Prime Minister and members of the Federal Cabinet on three occasions in 1963 and demanded that Air Canada centralization decision be over-ruled. We emphasized that the Air Canada overhaul base was a most important element in Manitoba's industrial structure and its growth was to be encouraged rather than frustrated.

As a result of these representations, a committee of enquiry was established in June, 1964, and after extensive hearings in Winnipeg, the report of the Thompson Commission was tabled in the House of Commons in May 1966. This government rejects the conclusions of that commission. The commission failed to deal with the main question directed by the terms of reference, namely, the possibility of maintaining and increasing employment at the Winnipeg base. The conclusions of the Commission were completely negative, based on the assumption that the closing of the Winnipeg base was inevitable. Since the tabling of the Commission's report, the government has been in constant consultation with the federal authorities with a view to defining policies that would meet the purpose for which the Commission was established, that is to maintain and increase employment at the Winnipeg base.

In our dealings with the Federal authority we have reaffirmed the position which we took before the Commission to the effect that:

(1) Air Canada has followed a deliberate policy of deception in relation to statements made to parliamentary committees and to the people of Manitoba concerning plans for the operation of the Winnipeg air base.

(2) The overhaul and maintenance of medium sized jets could be performed as economically at the Winnipeg base as at Dorval.

(3) Such jet facilities are necessary if Winnipeg is to play its proper role in a national and regional policy. And I pause at this point to underline the word "jet" facilities because this is the nub of the issue when one deals with the future of this facility.

(4) It is a denial of existing national development policies to permit the centralization of Air Canada overhaul operations in one region.

Contrary to Air Canada's argument that the Dorval facilities would remain under-utilized, recent events have corroborated the position of the Province of Manitoba that increased fleet requirements of Air Canada would permit utilization of both facilities. It is our firm decision that a jet facility must exist in Winnipeg and our policies are designed to achieve that goal.

And here I would like to make an addition to the statement, Mr. Chairman, to recall the fact that Air Canada stated in the hearings before the Thompson Commission that unless the Winnipeg base was closed, both the Winnipeg base and the base at Dorval would be operating at less than optimum level, and it was stated in evidence, Sir, that the Dorval facility would be operating at something less than 55 percent of capacity. The Province of Manitoba, on the other hand, argued that the fleet forecast indicated that the Dorval facilities would be fully utilized by the expanding fleet of trans-continental and intercontinental jets. In December of last year, 1966, the management advised union representatives in Dorval that Air Canada considered "a three shift operation five days a week essential," in order to meet maintenance and overhaul requirements, and this within six months of the report of the Royal Commission and at a time when Air Canada has not yet received the additional DC 8's or DC 9's that they have already placed on order. It is obvious that the costing evidence which we presented to the Commission, and incidentally which the Commission didn't seem to value very highly, has been corroborated by subsequent events, both from the standpoint of national policy and of corporate economics, the Air Canada base in Winnipeg can and should be maintained for the overhaul of their domestic fleet.

And I would like to add, Mr. Speaker, that we have made some arrangements, which we hope may come to a head fairly shortly, to re-open this question with Air Canada directly because of the obvious change in the position between the forecast for the utilization of Dorval

(MR. ROBLIN cont'd). . . . of a few years ago and what we actually see today, which I think will confirm the suggestion that this province made at that time that there would be room for both bases. --(Interjection)-- Well, this speech was written for delivery last Monday, a week ago Monday, on the 13th, but I didn't have an opportunity to deliver it then on account of the budget debate. So I think I've got Mr. Knowles outpinned as usual.

Our continuing demand for a declaration of regional air policy by the Federal Government has recently been met with the tabling of a statement by the Minister of Transport in October, 1966. This statement - which, incidentally, we regard as hopeful - indicated an increasing role for regional air carriers including those in Western Canada. The proper application of this policy should result in improved efficiency for carriers and improved services for shippers.

In regard to air services to and from the United States, we have made numerous representations requesting revisions of the existing bilateral agreement. It is our position that a Canadian carrier should be allowed access to major centres in the midwest United States and that existing services be improved. While no Canadian carrier has been designated in the revised bilateral agreements, it does provide for re-negotiation at any time that the traffic requirements warrant, and in any event at the end of three years. Since the signing of the new agreement, jet services have been introduced between Minneapolis and Winnipeg with improved connections beyond. We have requested that Winnipeg be designated as a mid-continent gateway for international flights. We are pleased to report that the Canadian carriers have supported this position at recent meetings of the International Air Transport Association, and we are confident that in the foreseeable future Winnipeg will be so designated and we'll reap the benefits of this gateway position.

We are hopeful that the rate from Winnipeg over the pole to Europe will reflect direct distance, giving effect to the advantages of Winnipeg's geographical location. And if I can put that expression in a little more concrete terms, the mileage Winnipeg to London via the Hudson Bay route is 3,946 miles; the mileage Winnipeg to London via Montreal is 4,486 miles, a difference of 540 miles in favour of the direct route from Winnipeg. It is our determination to see that rates for both passenger and freight from Winnipeg to Europe reflect these obvious cost savings of approximately one hour of jet time in either direction.

The constitutional responsibility for aviation rests with the federal authorities. The function of this government must be to ensure that the needs of Manitoba receive full consideration by the Federal Government as stated in the COMEF Report, and again I quote: "The character and adequacy of the province's air transport services and the role of Winnipeg as an air transport centre will be determined largely by the air transport policies of the Federal Government. Need for policy development must be guided by a precise statement of national aviation goals. Only with these goals established is it possible to settle such vital questions as the appropriate role of competition in the organization of the country's domestic and international trunk line services."

Other Development: An item not directly associated with transportation but warranting comment relates to the tax exemption of the Canadian Pacific Railway on its main line through Manitoba. For a number of years the Government of Manitoba has objected to the continuation of Canadian Pacific main line tax exemption. This government in conjunction with the governments of Saskatchewan and Alberta presented their demand to the Federal Government in March, 1964. It is our position that the western provinces should not be singled out for this restriction on taxing authority and there was less reason for the municipalities of Western Canada to be singled out for this specific burden. We are pleased to note that with the passage of Bill C-231, the Canadian Pacific Railway will commence payment of municipal taxes along its main line in Western Canada. It is our intention to press for any required statutory amendments relative to Manitoba in order that this taxing right be regained by the province and not be based on the gratuitous act of the Canadian Pacific Railway Company.

Future Policy:

Our policy in the future calls for an extension of the programs which we have pursued since 1958.

Rail Transportation: We will continue to press for a more equitable rate system to reflect the geographic advantages of Manitoba relative to various markets in Canada and the United States. Legislation recently adopted by Parliament indicates a move toward a more cost-oriented rate structure, with vigilance if necessary if the costing of traffic movements does not result in an unfair burden for captive shippers in western Canada and particularly those in Manitoba.

(MR. ROBLIN cont'd)

The province contended in its submission to the Commons committee that the maximum rate regulations contained in the legislation would be completely ineffective from the standpoint of protecting long distance shippers of heavy loading traffic. It was this class of shippers which had suffered the greater impact of shippers for whom remedial measures were intended. This government will maintain a continuing study of the effects of the new rate formula and will present its views when the formula is reconsidered in four years time as provided in the legislation.

The adequacy of rail facilities requires continuing review. The Canadian National Railway is presently in the process of upgrading the Hudson's Bay Railway at a cost in excess of \$6 million including spur lines and storage tracks. Abandonment policy is of vital importance to the entire province. We will continue our technical assistance to those areas opposing abandonment and will participate in public hearings when, in the opinion of the government, our policy requires active opposition to abandonment proposals.

While a basic prairie rail network is guaranteed until 1975, this in itself is insufficient. We require intensive study on an area or zone approach which would permit intelligent re-appraisal of rail line needs, reflecting industrial and agricultural development in the area or zone affected. We do not feel that the simple reprieve until 1975 is an acceptable alternative to a truly rational rail policy in Canada.

Highway Transportation: New legislation contemplates a federal regulatory authority in the field of highway transportation. The province is concerned that the centralized control of extra-provincial trucking may result in the re-establishment of a monopoly position to the detriment of shippers in the prairie region. This is of particular concern because railways own or control major trucking operations. We will oppose any development that would work against the interests of Manitoba shippers. We will not be a party to a regulatory process wherein freight rates become an umbrella for excessive charges for other modes of transportation. We will urge standardization of licensing provisions, safety measures and other factors that facilitate the highway movement.

Air Transportation: Air transportation expansion in Winnipeg is essential if the city is to fulfil its role in the jet age. We are actively negotiating with the Federal Government for greater utilization and expansion of the Air Canada overhaul facilities here. The Government of Manitoba itself is undertaking a study of jet maintenance facilities and the cost thereof with a view to the establishment of such a facility at the Winnipeg International Airport. I think that's an important statement, Mr. Chairman.

Regarding regional air policy, we are pleased to note that the Federal Government has adopted the general principle submitted by the Government of Manitoba to the Thompson Commission as well as to the Federal authorities directly. We expect rapid improvement in services and facilities in Manitoba. In addition to modern flight equipment for regional carriers, policies must be established for the provision of improved landing facilities and navigation aids throughout the province both for scheduled and non-scheduled operations and for private flying. The Province of Manitoba has taken action through its Aerodrome Assistance Grant to further development of general aviation in Manitoba. Planning assistance grants up to one-third of such costs to a maximum of \$1,000 and construction grants up to 25 percent of the cost of a project to a maximum of \$2,500 is available to airports meeting federal Department of Transportation requirements. I might say that this system of course is intended for the small local airports mainly used by private flyers. To date, a grant has been approved for Thompson, Manitoba, a grant is pending for Selkirk, and other inquiries have been received.

We are studying and discussing with the federal authorities the establishment of a civil air industry college. This is a much needed facility for the Canadian Aviation industry and Manitoba is particularly well suited as to the location. I might say that these discussions began many months ago, and although I am not able to announce any conclusions at the present time, we believe that as far as we can tell they are proceeding satisfactorily at the present.

Members are aware that agreement has been reached with Air Canada for the construction of a major air cargo terminal facility in the Winnipeg International Airport. We are glad to know that construction will commence this summer with an initial cost estimated at \$2 1/2 million. The expanded plans would bring the total value of the facility to \$5 million, and I should like to inform the House, Sir, that in my talks with representatives of Air Canada with respect to freight transport they fully confirmed the most optimistic estimates that we had made as to the development of this method of transport, and I think we can look for impressive

(MR. ROBLIN cont'd)..... and rapid increases in the volume of freight moved by air when this facility is available.

Other Development: An important feature of our program is cooperation with the other prairie provinces in the Prairie Economic Council. Manitoba was instrumental in this organization and is active in the deliberations of the council, which is seriously concerned with the problem of transportation in the prairie region. We have Council's support in the program for increased utilization of Churchill facilities and to improve these facilities. Perhaps it would be appropriate here for me to express our appreciation to the Government of Alberta that is not so directly concerned and to the Government of Saskatchewan which has an interest as we do, for the generous and prompt reaction that we received to our request for support in respect to the Churchill operation.

As we indicated to the MacPherson Commission, the full benefits of efficient transportation will not be realized until there is a co-ordinated approach to the administration of transportation resources. This in turn requires continuing research into the problems facing both the Canadian economy and the various modes of carriage. No research facilities exist in Canada at present for such intensive investigation and study, and one of the recommendations of the MacPherson Commission was that a research centre be established in conjunction with a Canadian university. The province, a number of months ago, had initiated action to establish a national transportation research institute. Meetings have been held and it is our hope that such an institute would be developed in conjunction with the University of Manitoba. The institute would undertake continuing studies in the field of transportation in Canada.

Northern Transportation Study:

During the first century of this nation one could characterize the approach to transportation as an attempt to overcome the problems inherent in the east-west economic axis. If Canada is to fully exploit her opportunities during the second century, we must turn northward to the last great frontier. It is essential that we immediately undertake intensive studies of the transportation requirements in our developing northland. In cooperation with the Federal Government we propose to establish a commission of inquiry to investigate the requirements over the next 20 years for the movement of people and commodities in the northern regions of this province. This study may ultimately involve a consideration of transportation needs in the southern areas to determine the best methods of integrating the resource and industrial regions of the province. The immediate need, however, is for an investigation of north-south transportation. The resolution that is now before you will, I trust, give expression to this need and enable us to take effective steps to understand and resolve the problem.

I hope, Mr. Speaker, that this resume, which takes a long time to deliver here but really reflects an immense amount of work and effort on the part of many people, is of some interest to the members of the House and I hope that it is worthwhile bringing the members up-to-date with where we stand on things like the Transportation Institute and the Air College and the developments that we still hope and expect will take place at the overhaul maintenance centre of the Air Canada base, problems of air transport in other connections, and the continuing problems of rail transportation, and although this is in the nature of a progress report over the last two years it by no means should be taken to indicate that we think that this problem is less important to us than it ever has been. The problem, the whole question of transportation, is a matter which I think will deserve the attention of the Legislature and the Government as far into the foreseeable future as we can hope to predict.

We do feel, however, that while all these inter-governmental negotiations are going on with respect to the matters that I have mentioned, that there is one particular aspect which perhaps lies well within our own jurisdiction to study independently, and that is this problem of northern movement and transportation, air, sea, water, lake, rail, road and all the rest, to say nothing of what the new techniques such as hover-craft may mean in the development of transportation facilities in the north. We are glad to say that the Federal Government is encouraging us to proceed with this study and I have offered certain technical assistance in its conduct for which we are indeed thankful, and I would like to express my appreciation for that degree of co-operation.

There are so many fascinating aspects of this matter. When this country was new, everything moved by the rivers and over the lakes, and then of course we got away from that. Now we have the hover-craft, an ideal craft certainly in the summertime, to move over those same lakes and rivers that the canoes and bateau moved over in the early days. What it will

(MR. ROBLIN cont'd). . . . be like in the wintertime with white out I don't really know. What about the new possibilities with respect to keeping the Port of Churchill open longer than we do.

There is a range of fascinating possibilities that we would like to have an authoritative look at as quickly and as promptly as we can. Therefore, we came to the conclusion that it would be right to make this statement to the House, to give them the statement of the position on transportation generally, and at the same time to ask for the approval of the Legislature with respect to this proposition that there should be a commission of enquiry to investigate matters of north-south transportation within the Province of Manitoba itself and I commend this thought to the attention and support of the members of the Legislature.

MR DOUGLAS CAMPBELL (Lakeside): Mr. Speaker, may I ask a question of the Honourable the First Minister? I would like to ask the Honourable the First Minister if he would give the reasons for introducing the resolution in this way. It seems to me to be an unusual method to present what is in effect a government resolution, because we have in here the customary words that a private members uses of "giving consideration to the advisability," and I suggest that this is unnecessary as far as the government is concerned. If it proposes to do this study, or appoint this Commission, is it not within its power to precede the actual proposal by a message and then present its program.

MR. ROBLIN: In answer to the question, Mr. Speaker, I suppose it is the result of experience, because on other occasions I remember quite well we introduced a proposition of a similar lengthy and complicated character in the first instance by means of a money resolution with a message from His Honour, and when we did that, we found that the debate was so unmanageable that it was a poor way really of doing the business. So our intention at this time is to introduce it in the form it takes now, as a resolution, not preceded by a message from His Honour but with the customary words that are there in order to meet the rules of the House and thus allow for a regular debate to take place on the subject.

When the resolution passes, as I trust it will, it will then be followed by the usual money resolution setting up the committee of enquiry and giving it its powers and the right to spend money and all the rest, which of course will be a matter for the Committee of the Whole and a resolution from His Honour. So it seemed to us that this was, on balance, the tidiest way of doing it and would lead to the most intelligent debate on the subject.

MR. GUTTORMSON: Mr. Speaker, I move, seconded by the Member for Selkirk, that the debate be adjourned.

MR. SPEAKER presented the motion and after a voice vote declared the motion carried.

MR. LYON: Mr. Speaker, if you would be good enough now to call the motion on Supply.

MR. SPEAKER: The motion that the House resolve itself into Committee to consider of the Supply to be granted to Her Majesty.

MR. EVANS: Mr. Speaker, I beg to move, seconded by the Honourable the Minister of Welfare, that Mr. Speaker do now leave the Chair and the House resolve itself into a Committee to consider of the Supply to be granted to Her Majesty.

MR. SPEAKER presented the motion and after a voice vote declared the motion carried and the House resolved itself into a Committee of Supply with the Honourable Member for Arthur in the Chair.

MR. CHAIRMAN: Department of Welfare. Resolution 115 - (a)--passed; (b)--passed; (c)--passed; Resolution 115 -- passed. Resolution 116 - 2 (a) --

MR. GUTTORMSON: Mr. Chairman, can the Minister give us in detail the number of trips that have been taken by Members of his staff, air trips and the time they have taken and the

HON. J.B. CARROLL (Minister of Welfare) (The Pas): The question was how many air trips members of our staff have taken?

MR. GUTTORMSON: Yes, do you have any statistics available showing the number of trips that members of your staff have taken in the course of the past year? --(Interjection)-- Is the Minister suggesting that I put in an Order for Return then?

MR. CARROLL: Well, I suppose we might be able to find that information but it would take a great deal of looking. As you know, we service all of the northern part of the province out of The Pas and there is a great deal of movement back and forth. If you would like to file an Order for Return we would certainly do the best we could to get the information. I suspect it would be a very big job though. Is there anything specific you are trying to get at, or do you just want this general information? I presume you have something in mind.

MR. GUTTORMSON: I need the information though.

MR. CARROLL: Are you mainly concerned about the administration of welfare north of The Pas or in remote areas, or are you interested in trips between Winnipeg and Ottawa for instance on Department of Welfare business, or is it. . . .

MR. GUTTORMSON: Manitoba.

MR. CARROLL: In the Province of Manitoba. Certainly we would be able to I think locate fairly easily the records that might be available through the Manitoba Government Air Service. I suspect though in many cases we use private carriers as well. We could certainly attempt to get that information but it would not be awfully easy.

MR. FROESE: Mr. Chairman, how many people does this item cover, the salaries under the Welfare Services.

MR. CARROLL: 395.

MR. CAMPBELL: On that one, Mr. Chairman, I have figured it to only 370. Is my honourable friend sure that it is 395?

MR. CARROLL: The figures I have for 1966-67 show 365 - it looks like 393. This includes the additional caseload involved in the proclamation of the remaining sections of The Social Allowances Act. I rather suspect we won't have 393 on staff. We never come up to the full establishment that exists; we are usually quite a few positions short. I suspect that you will likely be closer on the actual count of bodies employed within the department.

MR. GUTTORMSON: Mr. Chairman, can the Minister advise me whether an able-bodied person is entitled to any form of assistance if he is caring for an elderly parent who requires perhaps some care.

MR. CARROLL: I would think the elderly person himself or herself would likely qualify for assistance. The able-bodied unemployed individual is normally the responsibility of the municipality unless he is living in some unorganized territory, and there only under unusual circumstances would he be able to draw any assistance directly from the government of Manitoba.

MR. GUTTORMSON: I don't think you followed my question. The man is able to work and he is actually prepared to go to work, but he wasn't able to leave because she needed care and no one else would do it. She was in receipt of old age assistance or old age security at the time, and still is.

MR. CARROLL: Well, through our Care Services Organization in the Metropolitan area we have a special service whereby we do provide the special care needs of elderly people. If they require the services of a homemaker or even just a baby sitter or someone to be there during certain periods of the day, I think that could be arranged and I suspect it would be the only way in which this could be done. I doubt that we would pay for the fulltime services of her son to remain at home to look after her, although there might be some unusual circumstances that might warrant that sort of help. I can't visualize them at the moment.

MR. GUTTORMSON: The case I am referring to is in the rural part of the province and the son in question is doing laboring work and is often required to leave home to take this type of employment and be away perhaps a week, two weeks, or all the time except maybe on weekends, and his complaint is that he can't find anyone to look after his mother during his absence so he is forced to stay at home to look after her. He questioned me about it and I told him I wasn't sure, so I'm asking the Minister what answer I can give him.

MR. CARROLL: I would think the proper course of action would be for someone to make application on behalf of this elderly person and see what arrangements the department might be able to offer, see what help they might be able to offer by way of assistance of the kind that may be required to meet her special needs. We may be able to be of some assistance, but I would think the only way that that could be assessed would be to make a formal application.

MR. SHOEMAKER: Mr. Chairman, I understood the Minister to say that when the estimates for the current year were prepared that he was not certain of the supplement, the implications of the \$30 per month that would be received from Ottawa - he wasn't certain - and in consideration of that fact, does he really believe that he will require the \$5 million increase under (c) that is shown in the estimates? The Federal people claim that 900,000 people in Canada will qualify for the \$30 supplement. They claim that. Now I don't know what percentage of 900,000 will be for Manitoba, but surely this will result in smaller social allowance cheques going out and surely there will be a number that will not receive social allowance cheques at all if they do in fact receive the \$30 supplement. It would seem to me, as I said before, that a complete review will have to be made of all people who are presently in receipt

(MR. SHOEMAKER cont'd)..... of social allowances, and not only will they have to... ..

MR. CHAIRMAN: We are on item (a), Resolution 116. I wonder if we could go on with item (a).

MR. SHOEMAKER: You are on Welfare Services - (a) Salaries.

MR. CHAIRMAN: Yes, and you are speaking on item (c).

MR. SHOEMAKER: Well, I don't know whether anyone else wants to talk on salaries or not, but I thought that...

MR. CHAIRMAN: Well let's get past item (a) please.

MR. HANUSCHAK: Mr. Chairman, with reference to item 2 (a), I would like the Honourable Minister to clarify a statement that he had made yesterday in reply to a question that I had put to him as reported on Page 1209 of Hansard, when I asked him about the adequacy of professional staff. The Honourable Minister's concluding statement was, "It may not be as good as our Director of Welfare and others would like, but certainly we are trying to build and keep a good trained staff." I would like the Honourable Minister to explain this. Is he suggesting here that his Deputy and his Directors are asking for more staff? Is he suggesting that they feel that they have insufficient staff? Is that what the Honourable Minister means in this statement that he made in the House yesterday?

MR. CARROLL: No, that's not what I mean, Mr. Chairman.

MR. HANUSCHAK: Mr. Chairman, then what does the Honourable Minister mean by saying that it is not as good as the Director of Welfare would like it to be?

MR. CARROLL: Well, I think - in short explanation I think every department of welfare would like to improve the quality of their staff in terms of professional training. I understand that the Province of Manitoba is better than most provinces in Canada in this respect. We're as good as any and better than most in terms of professional training for staff that is employed by our department. Although we have a very good staff, a very well-trained staff, we're constantly trying to upgrade their qualifications; we're trying to get more of the people who are presently welfare workers back to take the kind of professional training that will make them fully qualified to handle all of the many varieties of cases that come before us as a department.

MR. HANUSCHAK: Mr. Chairman, I wish the Honourable Minister would be a bit more specific in his answer because "as good as many" and "better than most" is not good enough. I've no way of knowing just how good "any" is. Is "any" good enough or not?

MR. CARROLL: We think it's good enough. We're quite satisfied.

..... continued on next page

MR. CHAIRMAN: (a)--passed; (b)--passed; --(c) . . .

MR. GUTTORMSON: There's an increase of over \$5 million in this item. What is the basic reason for the increase?

MR. CARROLL: The main reason is that we've taken on several new categories, the largest one being the desertion cases between one and four years during this fiscal year. We've had very substantial increases in the costs of institutional care, for our elderly primarily although there are other categories that are affected as well. The other very large item is the increase in costs of our Medicare services. That's our full range of medical services, drug costs and other related coverage in our health facilities -- health service to people on social allowance.

MR. GUTTORMSON: Is this figure based on the fact that -- or includes the fact that the Federal Government is increasing the \$30.00 a month to the old age pensioners? Is this based on that fact as well?

MR. CARROLL: Yes, we took that into account when we prepared our estimates. We knew that the \$30.00 supplement was going to be available and it does reduce our costs by approximately a million dollars, but there are a very large number of people that still require substantial assistance over and above the \$105.00 a month that they will be getting after April 1st.

MR. PAULLEY: Mr. Chairman, the Honourable Minister mentioned Medicare and medical services in connection with the increased cost here. Does this include the Medicare scheme that the Honourable the Minister of Health has told us is coming about soon or later or some other time? Is the provision for the costs of the Medicare scheme sponsored by the Minister of Health included in the estimates of the Minister of Welfare? Is that what you meant when you were referring to increased expenditures for Medicare? If the answer to that is no, will the Minister indicate to us as to whether or not he is going to change the regulations in respect of the availability of Medicare to those who really need it.

MR. CARROLL: Well, the answer is no, Mr. Chairman, and it will be available to possibly some people who have not been able to get it up to this point, inasmuch as the scale of grants is being changed so that people who were borderline cases before, some of them may now qualify. However, if they happen to be in the category that will be getting the additional supplement they may still not qualify by virtue of the fact that they have a much larger income than what they had before.

MR. PAULLEY: Does the Minister mean that the miserly and very mean regulation that the government has at the present time, namely that of a feeling of \$200.00 of assets is going to be continued, or does my honourable friend mean that notwithstanding the fact that some might be receiving additional benefits with the result of a guaranteed income or whatever they call it at the federal level, that he intends not to take that into account for the base on which a person may be entitled to receive a Medicare card?

MR. CARROLL: Well Mr. Chairman, we aren't changing the capital that we allow people to have with respect to eligibility. The ceiling will still remain at \$200.00 with respect to an individual. If he happens to be elderly he can also have \$300.00 which may be set aside for funeral services, etc.

MR. PAULLEY: In other words, what the Minister has reiterated as far as the government is concerned, it's quite okay to have \$300.00 with which to be buried, but if you have \$200.00 you're not entitled to receive Medicare. Is that the position of the government still? Well, Mr. Chairman, is it or isn't it?

MR. CARROLL: The capital that an individual is allowed to have is \$200.00, but I believe it is only for the elderly category do we allow them to have an additional \$300.00 which may be for burial costs. So with respect to an individual who may be 75, 80 years of age, he would be allowed then to have \$500.00 and still be eligible for consideration for social allowance providing he qualifies in other respects as well.

MR. PAULLEY: In other words, the undertaker can get \$300.00 on the death of the person but if the person has \$200.00 he's not entitled in addition to that to receive a Medicare card in order to look after his medical needs. What a policy!

MR. SHOEMAKER: Mr. Chairman, on the same subject; that is, Medicare, I am in receipt of a letter here that says: "In assessing eligibility for Medicare it is our practice to enroll those applicants whose income is within \$5.00 of their expenses as determined by our own scale." Is that the policy now? That is, do you have to be within \$5.00 of the schedule in order to qualify for Medicare? Because I think, if the policy is not changed in

(MR. SHOEMAKER, cont'd) this regard, that it's not right, because I have another letter before me here in which your department says, "We have calculated that your income is \$7.58 per month in excess of what we think you need;" and the closing paragraph says: "In our visit to you of July 29th we urged you to consider enrolling yourself for Manitoba Medical Services." You can't buy it for that. I know. I'm a member. So, when you say that your policy as respects Medicare is that they must be within \$5.00, and then you say, "You go out and buy MMS" - you can't buy it for that. So what do you do? It just doesn't make sense. If it was within \$15.00 or \$20.00 there might be some rhyme and reason to it, but I know that I pay something like \$120 or \$130 a year for MMS.

MR. JOHNSON: For you and your family.

MR. SHOEMAKER: For me and my family. Is the policy unchanged? That is, is it still the policy of the government to enroll people for Medicare if they're within \$5.00 of their assessed income?

MR. CARROLL: I would say that that has been the policy. At the present time this matter is under review. I know the department would like some additional leeway here. All I can say at the moment is that this particular point is under consideration at the present time. However, with the other change that's taking place, with the increase in scale of grants, there is a little more flexibility built into the system and what we've had in the past as well.

MR. SHOEMAKER: What is the policy in respect to owning an automobile? I have a letter here, and I think my honourable friend is aware of it, and what they're saying in effect is that your car is too good, and they're saying, "You go and sell that car and buy a cheap one and you'll still qualify for social allowance." Well all he's got to do is wait a year and it will be a cheap one, because cars deteriorate pretty rapidly and it seems to me that it doesn't make sense to tell a fellow to go out and sell his car and then buy a cheaper one. So I wonder, what are the regulations in respect to owning a vehicle?

MR. CARROLL: You'd better talk to your friend from Emerson. He thinks they all drive down in Cadillacs. Normally we don't allow people on social allowances to have an automobile. Under some circumstances, particularly where there's a health disability, we do allow an automobile. However, we don't allow them to own late model cars. This has been the policy in the past and I think it's a reasonable one. If a person can afford a late model car probably they can afford to pay for their own needs. There are certain circumstances in which it may be necessary because of some physical disability, because of their particular location some distance from communities where they may require health services, where they may shop and so on; there are some circumstances where we may allow a family on assistance to own an automobile, but this is rare and I think the policy is not unreasonable under the circumstances.

MR. RUSSELL DOERN (Elmwood): Mr. Chairman, I would like to ask for clarification on this point. Do I understand that a person who is eligible for social assistance may not have more than \$200.00 in cash assets?

MR. CARROLL: Yes, that's right, unless he's an elderly person. He can have \$200.00 plus \$300.00 which may be set aside for his funeral expenses. So in other words, an elderly person could have \$500.00.

MR. PAULLEY: Provided \$300.00 was earmarked for an undertaker.

MR. CARROLL: I think that's right. I don't know what the actual procedure is but this is the purpose of the \$300.00. He's allowed \$200.00 over and above that for emergency use or whatever.

MR. PAULLEY: And what does my honourable friend again call an elderly person who's likely to require the \$300.00 for an undertaker? How old is he?

MR. CARROLL: I would say over 65. Our social allowance program deals with people 65 years of age and over.

MR. DOERN: Mr. Chairman, on this particular point, a particular case was drawn to my attention in the past year, a resident in my constituency who had about \$1,000 or maybe \$2,000 in the bank and was getting a real pittance from the Department of Welfare, something of the order of \$17.00 a month. Now this person had saved their entire life and had accumulated the magnificent sum of one to two thousand for a married couple; they were saving it basically for their funeral and I don't think they were going to blow it all on a thousand dollar funeral apiece, but they had money in there that I assume was what might be called for a rainy day, for unforeseen contingencies, and so on. Is this figure realistic? This, to me, is completely unrealistic. Anyone who has more than a couple of hundred dollars would be well

(MR. DOERN, cont'd) advised to hide it on the government, or lie about it, or put it in some bank account where they can't check it. Does the Minister of Welfare think that a person should only have two to five hundred dollars? I mean what if a person has a thousand? What are they supposed to do?

A MEMBER: Spend it.

MR. DOERN: Spend it?

MR. CARROLL: Spend it on their own needs. I think it is reasonable to expect people to support themselves as long as they can. We're sort of the last resort and I think this is not unreasonable. We expect them to use the resources of their families to the greatest extent possible and as a last resort they come to us and we will provide their basic needs. I think our policy is not unreasonable in this regard.

MR. DOERN: Would the Honourable Minister indicate what kind of a formula they operate on? For example, this particular couple was quite aged, around 70 years apiece, and they were getting a supplementary allowance. I think the man was not eligible for old age pension; I think his wife was. He himself was getting something like \$17.00 a month, and what was the joker in the business was that he had this magnificent amount of money, \$1,000 or \$2,000. Now should he have spent that money frivolously or, well, intentionally, and then would he have gotten \$40 or \$50 or \$60 a month? How do you determine what a person's needs are, because this amount was killing him in regard to getting a sufficient amount of money from the Welfare Department?

MR. CARROLL: If he had \$2,000 he certainly would not be eligible for any assistance at all, so I think you must be in error with respect to that figure, but our scale of grants is based on the actual costs of rent; an allowance for food based on the number in the family if it's a family; a clothing allowance; certain household and personal items; certain amounts for utility services. Now this is the way the grant is figured out. It's certainly possible to live on a social allowance scale of grants. You don't live magnificently but if you are careful in your expenditures you can live reasonably well.

MR. DOERN: A final point here. This particular person was getting hit twice, because he was getting \$17.00 a month for whatever amount he had, and because he had a few hundred dollars he was paying his own medical bills, so I guess the way to operate is simply spend everything you have over \$500 and then let the government pay for your medical instead of yourself, and let the government give you a monthly allowance instead of spending your own money. Is that the principle?

MR. CARROLL: Mr. Chairman, this man was not on provincial social allowance, obviously from what he said, because everyone who is enrolled for a supplementary assistance or a cash grant by the Province of Manitoba also gets a Medicare card which pays his full range of medical health needs, so obviously this man was maybe getting some kind of assistance from his municipality. I can't discuss the detail of it here. If he has a specific case that he would like to discuss I would be very glad to get a report on it and have him come in and we will discuss it, but quite obviously he was not on a social allowance as I understand it; otherwise he would have had his health needs met.

MR. DOERN: If I may just ask another question there, do I understand that your principle is you can have something like \$200 for an individual, plus \$300 for a funeral? Does that therefore mean in the case of a couple -- say that's \$500 for an individual in cash assets, does that therefore mean \$1,000 for a couple? Is \$500 the maximum for an individual and \$1,000 the maximum for a couple?

MR. CARROLL: It's \$200 for an individual. If he's over 65 we allow an extra \$300 which is earmarked for funeral expenses. For a couple it would be double, yes.

MR. PAULLEY: First of all, Mr. Chairman, I don't know where anybody can get a funeral these days for \$300.00 -- (Interjection)-- my constituents. --(Interjection)-- Yes, I know he did but that was only for me, not for those in need. That's right. The question I would like to ask my honourable friend the Minister of Welfare, why don't you apply the same means test in respect of obtaining a Medicare card as you do the means test in being made exempt from hospital premiums? What is the difference between the means test in these two cases?

MR. CARROLL: It's very simple. One is a means test and the other is a needs test. We in this department have always applied the needs test which is really quite different from the means test; and maybe for the benefit of new members in the House I should say what a means test is.

(MR. CARROLL, cont'd)

A means test is a maximum cash income or whatever, established by a government, that doesn't take into account the actual needs or the expenditure side of the ledger. It takes into account only the income part of the ledger. That's why I say, I agree with the Leader of the New Democratic Party when he said that the guaranteed income supplement was based on a means test. It is a means test in that it takes into account the income part of the ledger only. --(Interjection)-- We take capital, yes. But the needs test, the needs test takes into account not only the resources of the individual, the income of the individual, but also what he requires by way of cash to support himself and his family, his medical needs and everything else, so that this is why the supplement being given by the Federal Government on this means test does not meet the needs of so many of our people and that's why our costs will still be going up for this group, because our costs, for instance in institutional care alone, will go up just about \$1 million this year, which is about as much as we are going to save by virtue of the new guaranteed income supplement, plus the fact that we are going to have more people because of the growing aged population. I don't know whether I have explained it properly or not, but certainly that's the explanation, that's my understanding of the situation. I think it is shared by others in our department as well.

MR. T. P. HILLHOUSE, Q.C. (Selkirk): Can the Minister advise me as to whether or no the Federal Government has cut off now the sharing of welfare costs. Does it intend to cut off the sharing of welfare costs with the province after this supplementary income allowance comes into being?

MR. CARROLL: Well I don't know but I understand Mr. Sharp made a speech last August. Strangely it's within two months of the passing of the Canada Assistance Plan, the new plan which was going to meet the needs - or help the provinces to meet the needs of Canadians, and within two months Mr. Sharp says "Aw well, that's all well and good, but we are going to opt out of this program. Now that we have all the provinces firmly hooked on it we're going to get out." So you tell me. I don't know; they have not told me that they are going to opt out, but Mr. Sharp probably would confide in you. He hasn't seen fit to say anything to our department. All I know is that we are supposed to share under this Federal program this year, although we still don't have the full implications of the Canada Assistance Plan before us, because we are still lacking one of the essential ingredients, and that is the regulations with respect to the work activity program. We have the rest of it pretty well and I think we are going to be able to get along fairly well this year on it, but still we don't have the complete package yet. We still have something left to come. I hope we get it before the year is out.

MR. HILLHOUSE: You are going to share, the Federal Government is going to share with you on a 50-50 basis on welfare costs this year?

MR. CARROLL: Yes, we are going to share this year. It won't be exactly 50-50. We don't get all of our costs shared. We are getting a better share than we have had in the past. It's a better deal than we have had in the past. I take my hat off to them, I think it's a good program. I'm happy with it.

MR. PAULLEY: Mr. Chairman, I want to thank the Honourable the Minister of Welfare for giving me an answer that I endeavoured to get for a considerable period of years now from members opposite, that is, the difference between a means test and a needs test. I have tried hard and I couldn't obtain it from my honourable friend the Minister of Education when he was in Health and Welfare. The Minister for Welfare tonight told us the difference between a means test and a needs test is that if you only have sufficient money, resources, to obtain an exemption from the payment of hospital premiums, then that's under a means test. We apply a means test in order to arrive as to whether or not a person is eligible for exemptions for hospital premiums, and as I understand it the means test in that particular case is resources of \$1,000, but after arriving at this means test, for exemption from hospital premiums and resources of \$1,000, then we come down to the needs test, the needs test of Medicare. Now the needs test, according to my honourable friend the Minister of Welfare, is financial resources of \$200.

MR. HILLHOUSE: One's meaner than the other.

MR. PAULLEY: Yes, that's right. It's just the degree of meanness or needness. Now that's what my honourable friend the Minister says tonight, so at long last I've got it.

Maybe my honourable friend the Minister of Education is going to once again try to penetrate my skull, but again I say, Mr. Chairman, this was what my honourable friend the

(MR. PAULLEY, cont'd) Minister of Welfare said tonight: a means test is one which will make a person eligible for hospital premium exemption and they can have financial resources of \$1,000. If they haven't got the \$1,000 then they can obtain exemptions for hospital premiums. But then we come into this area of need, and if we only have \$200 on the basis of the needs test, if we only have \$200 in assets, then we can obtain a Medicare card. Now Mr. Chairman, after the explanation of my honourable friend, I think what I should start doing is to support a means test, not a needs test, because a person can get more under a means test with this government then they can under their highfaluting so-called needs test.

MR. DOERN: Mr. Chairman, I find the distinction that the Honourable Minister points out between a means test and a needs test intriguing, but I must point out to the Honourable Minister and to some of his colleagues in the back bench that the Department of Welfare appears to operate on the Marxist principle of from each according to his ability, to each according to his need.

MR. FROESE: Mr. Chairman, I would like to know whether the Minister could supply us with regulations in connection with the Welfare Act or the social allowances part that has been proclaimed, and if so, whether they are available and whether we can have a copy of them, because I'd like to inform myself on this matter more fully than I am.

Then, the other matter that I would like to touch on has to do with the mentally incompetent. How close are you working together with that branch and how does one go about getting assistance when you have a person that is mentally incompetent? I had a case where an old widow had to be cared for. She was in bed and the assets that she had were held by the Mentally Incompetent Branch, and if you could consider these assets, in my opinion they had been absconded and in order to retrieve them you would have to go to Court; there would have to be a court case. Then this widow was cared for by her daughter who was also a widow and in her late 50's, and here I tried to get assistance for this elderly lady because all the income they had was the old widow's pension and they just couldn't get by, and this took a long, long time. Finally the old lady got weaker, and I called them several times, went in to see the department, and so, probably a month before she passed away, they got a little assistance. But in all this time I tried to make headway and I seemed to get nowhere because of this - the funds of this old lady apparently were with this branch and there seemed to be no way of getting any help for them. What is the relationship here? What can a person do in a case like this?

MR. CARROLL: Well Mr. Chairman, to begin with, the changes in our regulations under the Social Allowances Act were passed early in January. I don't know whether they have appeared in the Gazette or not. If they haven't I'd be very glad to get a copy for you tomorrow; unfortunately I don't have any additional copies tonight.

With respect to the Estates of the Mentally Incompetent, I believe that maybe the Attorney-General might better deal with that than myself. I think our department would certainly be happy to be able to give advice and counsel with respect to cases of mentally incompetent people who are in need. If they have an estate I don't really know what the procedure is to get that out, but I would be very glad to try to find out for you.

MR. SHOEMAKER: Mr. Chairman, I would like to know whether or not the policy has changed as respects the services rendered by chiropractors under Medicare. Now, as I understand it, the Medicare card provides for services, dental, optical, prescribed drugs and medical, and I am also informed that if a person that is a holder of a Medicare card wishes treatment from a chiropractor they can go into the office and get authorization by phoning the district office. In fact, on one or two occasions I have also been informed that their treatments are limited to two. Two treatments. Now what is the policy in respect to this? I notice that the chiropractors are getting closer to the doctors, according to -- (Interjection)-- They're not? Well, there were two or three newspaper articles that suggested that they were, and my honourable friend the Minister of Education says that he isn't anyway.

And another area that I think deserves some consideration, Mr. Chairman, and that is that in consideration of the fact that many many many old people like to go to a denturist to have their dentures repaired and replaced and relined -- my honourable friend's shaking his head, but when we had the denturist committee meetings here -- and believe me we had plenty of them -- the old people turned up in droves with false teeth not only in their mouths but in their pockets and on the table and in matchboxes and everything else. Now, if it is cheaper for the province to allow the denturists to look after the dentures of the old people, why not

(MR. SHOEMAKER, cont'd) let them go to the people of their choice; of their choice? The Minister of Health, I understand, is going to bring down some regulation eventually in respect to this whole field of denturists, but in the meantime they're practising and they have been practising all the time and they are doing a pretty thriving business.

MR. CHAIRMAN: . . . now discussing in an area that should have been discussed under the estimates of the Minister of Health. We are now on Welfare.

MR. SHOEMAKER: No, the question that I have asked is this: Medicare cards.

MR. CHAIRMAN: I don't think the Minister of Welfare is in a position to answer questions that apply directly to the Department of Health.

MR. SHOEMAKER: All right. I will limit my question then to: What about the chiropractors? What about the denturists? Are you going to extend Medicare cards to provide for these services?

MR. CARROLL: Well, Mr. Chairman, I think my honourable friend has too limited a view of the services, the health services that are being offered to Medicare card holders. We do offer a slightly wider range of services than he has knowledge of. However, we do provide for chiropractic services in the department. I believe the arrangement is this: A person wants to take chiropractic treatment. He goes to his worker. I think the procedure is that the supervisor or the director, the local director, authorizes up to four treatments on behalf of the individual. If he seems to require more treatments than that they make a reference to a medical doctor to make sure there's no physical disability beyond the competence of the chiropractor and then treatments can be continued after this arrangement if they seem to be warranted.

With respect to denturists, our arrangements are with the Dental Association. Whatever repairs are done to dentures or the manufacture of new dentures are done through the dentist and whatever technician he may get to make the dentures on behalf of the recipient, and the money is dispensed through that particular channel. Our arrangements are with the dental profession who provide the full range of dental services on behalf of people who hold Medicare cards.

MR. DAWSON: Mr. Chairman, I am told that the Welfare Department pays 67 percent of the four licenced day nurseries in the City of Winnipeg. Can you tell me where in your estimates this is shown, or could you tell me the exact amount of money that you're providing towards the day nursery care homes?

MR. CARROLL: I beg your pardon? What was the original question?

MR. DAWSON: The question was this: that I've been told that the Provincial Government are providing 67 percent of the costs of the deficit budget on day nursery schools; these are the four licenced ones in the City of Winnipeg; and I wondered where in your estimates this is shown, and I wondered if you could give me an idea of how much you are actually paying towards the cost of these four day nurseries.

MR. CARROLL: Well, Mr. Chairman, I wasn't aware that we made any direct grants to the day nurseries as such. If a Mother's Allowance case requires the services of a day nursery, then we would allow the cost of a day nursery in whatever budget might be allowed for that particular case, and I think this is the only direct contribution that we make on behalf of one of our cases directly to a day nursery. Generally the support of these day nurseries is through the United Way or through other sources of charitable giving, rather than under the direct support of the Province of Manitoba.

MR. DAWSON: Mr. Chairman, the information that I received was that the Provincial Government, the Welfare Department, were paying 67 percent of the deficit budget and they were paying it through the City of Winnipeg. They weren't paying it on an individual basis, they were paying it as an outright grant, and I thought that you should have this information. If you haven't, I wonder if you could get it for me and answer at a later date.

MR. CARROLL: Well, Mr. Chairman, this may raise a slightly different situation. We do pay, under our 40-80 formula, part of the cost of municipal welfare services. I wasn't aware that they made any direct grants or underwrote the deficit of day nurseries. This may be possible. I'll be pleased to try to get that information for you. I do know that the City of Winnipeg and possibly other municipalities in the metropolitan area do use the services of day nurseries but I suspect that they pay it on a per diem rate and that this would be part of the cost of our sharing with the various cities. Now this is the first time I've heard that the deficit of any of these organizations is being picked up by a municipality.

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(MR. CARROLL, cont'd) I'd be very pleased to investigate it, though, and let my honourable friend know.

MR. GUTTORMSON: Mr. Chairman, I've been told of a couple where the husband is in receipt of Old Age Security and the wife is in receipt of Old Age Assistance, and that when they start getting this extra \$30.00 being provided by the Federal Government, that is the husband will qualify for this \$30.00 that the Old Age Assistance which is now going to the wife will be reduced accordingly. Is this correct?

MR. CARROLL: No, I would think not. I think she would still retain her full \$75.00 per month. I would think so. I think this would not make them ineligible under the present Old Age Assistance agreement.

You will recall when the Old Age Security supplement was brought in that there was no corresponding change to -- the three categorical programs have always moved together with the Old Age Security. The programs I'm talking about are Disability Allowance, Blind Persons Allowances and Old Age Assistance. This is the first time that this has not moved in step with the Old Age Security. I would think that this would not mean a reduction in this particular case. I'd be very glad, though, to verify that later.

MR. GUTTORMSON: Then I can expect clarification from the Minister later. Is that correct?

MR. FROESE: . . . ask a further question on this point that we're discussing. Are the rates for the people who live in the Winnipeg area and who get assistance, are they higher than what the people receive in the country, and if so, how many categories do you have, or how many levels or rates of assistance throughout the province? I think this information should be

MR. CARROLL: Well, the only difference that I would be aware of as between the city and the country might be with respect to the rent. We pay the actual cost of rent up to a certain ceiling and quite often rent structures in rural Manitoba are somewhat below the rent structures in the metropolitan area, so that a person might be able to get good accommodation, a single room in the country for \$12.00 or \$15.00, whereas they might have to pay \$25.00 or \$30.00 in the metropolitan area. And this is the only area in which I think there is a difference between city and country.

There might also be a factor too with respect to utilities. If a person were situated in an area where there weren't any water and light facilities, then they may not have this particular factor built into their budget although there might be some allowance for coal oil or gasoline for other artificial lighting.

MR. CHAIRMAN: (3)--passed; (d)--

MR. CAMPBELL: Mr. Chairman, I just . . . under (d) that I would expect an answer to a question that I asked the Minister a couple of days ago. It's possible that he replied at some time. I wasn't out of the committee much of the time but I haven't been here all the time, and if the Minister replied he might just refer me to Hansard. My question was with regard to the per diem rates as shown on Page 25 of the Annual Report, and I was mentioning the difference in per diem rates granted to Children's Aid Societies by the Welfare Advisory Committee from January 1, 1963 to January 1, 1967, because from some source we were furnished with the '67 figures as well. I've made the comparison of 1960 and I'm not surprised, Mr. Chairman, to see that there has been a raise since 1960, but in 1960 the rate for the Children's Aid Society of Winnipeg was \$2.30. The rates for the Jewish Child and Family Service was level with it - \$2.30. By 1967, January 1, the Children's Aid Society of Winnipeg rate had been raised to \$3.32 whereas the Jewish Child and Family Service had been raised to \$7.79. Has the Minister yet replied to that?

MR. CARROLL: No, I haven't replied to that question. I think the answer is fairly simple. It seems that the Jewish community in the metropolitan area have accommodated most of the children who have been the subject of neglect or whatever. They have taken them into their homes and are prepared to look after children of relatives and friends to a much larger extent perhaps than the rest of the community, except for the very difficult hard-to-place children, the children primarily who are described as disturbed, emotionally disturbed children, who actually require in most cases institutional care, and that institutional care can be as high as \$18.00 or \$20.00 a day because it requires very intensive psychiatric counselling and things of this kind. On the other hand, while the Children's Aid Society of Winnipeg have many children requiring the same intensive care, the proportion is much smaller in relation to the total case load than with respect to the children that are being supported by the

(MR. CARROLL, cont'd) Jewish Child and Family Service. This is the explanation as I understand it, Mr. Chairman.

MR. CAMPBELL: Mr. Chairman, would that situation have changed since 1960? Would not the same factors apply in 1960 as apply now and yet in 1960 the two rates were the same?

MR. CARROLL: I would think not. Possibly it's just that we've in recent years, I suppose, been providing a more intensive kind of care for children that are in trouble - and there are many of them today. Maybe these facilities weren't available at that time. I don't know; it certainly goes back far beyond my term, but this is the explanation that has been given me for recent years' variance between the Jewish Child & Family Service and the service being provided by any of the other Children's Aid Societies. But they do have a higher proportion of children requiring this high cost institutional kind of care and involving psychiatric treatment, etc. as compared to the other group.

MR. CAMPBELL: I am not surprised, Mr. Chairman, to see a change in the cost. What I am surprised to see is the variation in the raises between the two, and would the Minister just check that one point as to whether the same factors applied or not in 1960?

MR. FOX: Mr. Chairman, I wonder if the Minister would care to outline the policy on the foster care of children. It has come to my attention that the placement of some children is done more often than others, especially some of mixed racial background. My attention in my constituency has been drawn to a number of children that are moved from one place to another even though the foster parents are willing to keep them and a problem arises with respect to this. Also I would like the Minister to explain the policy with regard to clothing allowance. Now if children are moved more than twice during the year, and if the clothing doesn't go with them, which is quite often the case when they come into a third or fourth foster parent home, the department's answer is that all the clothing allowance has been spent, yet winter comes along and some of these children are almost barefooted and there is no means of getting anything for them. I wonder if he could explain this.

MR. CARROLL: As I understand it, you are suggesting that there are many children who are involuntarily moved - moved at the discretion or at the instigation, rather, of the child caring agency rather than because the foster parents want the child moved. I really don't know the explanation for that, unless there may be a feeling that the child is not happy in the home situation or is not getting along well. There are other problems that may be developing, that someone may feel can be improved by another placement. I don't know the explanation to that. Again, I'll try to get the information.

The clothing, I would think, should be moved with the child. I don't know why the clothing would not go with him. After all, the clothing is the property of the individual child involved and I would think should be moved with them. It may be that the foster parents don't want to give up that clothing, or it is mixed in with clothing belonging to other children in the family. I don't know, but I suspect that if cases like that are drawn to the attention of the department that certainly special arrangements could be made - or the society involved, and it would likely be one of the Children's Aid Societies that would be handling this particular kind of case.

MR. FOX: Well, is there a special time or a policy as to when clothing allowances are issued, like, we'll say, seasonally? And if there is, if the child is moved after the clothing allowance has been made in the spring and the fall, which I assume is what has been happening, this is when the event occurs that the child will come to his next foster parent in the late spring and the clothing allowance will have been spent, but it will not be adequate for what it needs for the next season, and the same thing in the fall. The clothing allowance will have been spent in the fall but it will not have provided for winter clothing because, for whatever reason the child was moved, whoever had him before didn't realize they were going to have him for winter or probably they did realize. Now, is there a policy as to when the clothing allowance is issued, and if there is any policy with regard to getting more if a child is not adequately clothed?

MR. CARROLL: The policies that apply to Children's Aid Societies are made by the Boards of the Societies themselves. Now I don't know exactly how they are administered. I know that in our program we allow \$5.00 per month, and this is issued with the cheque to the family head. In some cases where we administer the welfare because of the inability of the parent or parents for one reason or another to be able to handle and look after their clothing allowance, we sometimes accumulate the money and have a lump sum expenditure for clothing

(MR. CARROLL, cont'd) in the spring and in the fall. I don't know whether the Children's Aid Societies do that or not, and I'd be very glad to try to find out. I suspect the policies may vary as between different societies. They may have the same policy we have. I don't know. I'd be glad to try to find that answer for you.

MR. FROESE: Mr. Chairman, the Honourable Member for Lakeside referred to the per diem rates granted to Children's Aid Societies - that's found on Page 25 of the Report - and he referred to the Winnipeg and the Jewish Child and Family Service, but I notice also the others that are mentioned there, the Children's Aid Society of eastern western and central, and the differentiation in rates here. Previously I asked about under the Social Allowances, whether they had different rates for different parts of the province. It seems to me that here we have different differentials, and are they warranted? And why would the central area receive so much less than the other areas? I think there should be an explanation for this and whether it is warranted.

MR. CARROLL: To begin with, wards are committed by the courts. Children are apprehended for neglect or they're brought in and they're declared neglected by the courts and become wards of the government, or wards of the Children's Aid Society if they are within an area where the Children's Aid Society has responsibility. However, the Province of Manitoba has assumed full financial responsibility for all child wards so that we must pay the bills. Now, we have the financial responsibility for these children. The administration is done by the various societies involved and the rates are determined by one -- two things really, or several things. One is the amount required to support that child in the home of a foster parent. The other determining factor is the care and treatment of children who may not be able to fit into the normal foster home situation, a child who may require intensive care such as they would get in the Children's Home of Winnipeg for the severely emotionally disturbed child, or they may be cared for in what we call group foster homes. There are a number of teenage children who because of their age do not adapt well in foster parents' homes. They've tried one or two of them or a few of them, and they just really can't fit into a home situation; they cause disturbance to the rest of the family. So that we are experimenting with certain of these group foster homes that have been tremendously successful for groups of six or eight boys who are of an age where they don't readily fit into these other situations. Now the rates that are established here are a lumping together of all of the costs for children in foster homes, in group foster homes, or in these other child-caring institutions with the heavy laying on of psychiatric help, etc. So all of these go together and you strike a rate, an average rate for all of the children within that district.

Now with respect to the Jewish Home, as I mentioned earlier, the Jewish community itself is taking care of most of the children that are fairly easy to place, leaving those who require the more intensive kinds of care. That's why their rates on the average are higher than the rates that are being paid out to the other Children's Aid Societies. And I think -- the explanation came down a moment ago, that in 1960 there was only the one rate for all homes, as I understand it, but the province, because of our financial responsibility for these children, had to pick up whatever deficit there was, so we've selected this other method now of determining the rate once a year by an appeal to the Welfare Advisory Board who examine all of the facts relating to the costs of maintaining these children and they strike a rate that should be sufficient to carry that institution for the following 12 months. If there's a surplus that surplus is carried forward into the following year and results in a lower per diem rate in the following year. If there's a short fall, well then in the following year we have a slighter higher rate to take care of whatever short fall there might happen to be. So I think this in general is the reason for the variance in rates as they appear here.

MR. CHAIRMAN: (e)--passed; (g) --

MR. SHOEMAKER: Mr. Chairman, you went too fast there. You went from (e) to (g).

MR. CHAIRMAN: (f)--passed

MR. SHOEMAKER: I wonder if my honourable friend would be good enough to set down the organizations that receive the million odd in grants, and the amounts that each receives. Under (f).

MR. CARROLL: Yes, Mr. Chairman, The Children's Aid Society of Winnipeg, \$662,688; Children's Aid Society of Eastern Manitoba, \$160,500; Children's Aid Society of Central Manitoba, \$149,791; Children's Aid Society of Western Manitoba, \$158,584; bursaries, \$40,000; Emergency Homemaker Service \$27,000; children's institutions, \$1,300; Old Folks Institutions, \$5,800; Salvation Army Bethany Home, \$4,000; Villa Rosa \$5,000; Church Home

(MR. CARROLL, cont'd) for Girls, \$2,000; Age and Opportunity Bureau, \$14,000; Community Welfare Planning Council, \$6,000; IODE \$200.00; Canadian Welfare Council, \$3,900; Indian-Eskimo Association, \$800; Greater Winnipeg Day Centre, \$409,600; Social Service Audit, \$45,000; Neighbourhood Services Centre, I believe it's \$20,000 - it's been written over here - I believe that's the total, Mr. Chairman.

MR. SHOEMAKER: Mr. Chairman, you mentioned

MR. LYON: I wonder if I might interrupt the honourable member . . . at the hour and suggest that the Committee rise.

MR. CHAIRMAN: Committee rise. Call in the Speaker. Mr. Speaker, the Committee of Supply has adopted certain resolutions and directed me to report same, and asks leave to sit again.

IN SESSION

MR. DOUGLAS J. WATT (Arthur): Mr. Speaker, I beg to move, seconded by the Honourable Member from Springfield that the report of the Committee be received.

MR. SPEAKER presented the motion and after a voice vote declared the motion carried.

MR. LYON: Mr. Speaker, I'd like to move, seconded by the Honourable Provincial Treasurer, that the House do now adjourn.

MR. SPEAKER presented the motion and after a voice vote declared the motion carried and the House adjourned until 2:30 o'clock Wednesday afternoon.