

THE LEGISLATIVE ASSEMBLY OF MANITOBA
2:30 o'clock, Thursday, March 13, 1969

Opening Prayer by Mr. Speaker.

MR. SPEAKER: Presenting Petitions
Reading and Receiving Petitions

MR. CLERK: The Petition of Association d'Education des Canadiens-Francais du Manitoba praying for the passing of an Act respecting Societé Franco-Manitobaine.

MR. SPEAKER: Presenting Reports by Standing and Special Committees
Notices of Motion
Introduction of Bills

MR. SPEAKER: The Honourable Member for St. Boniface.

MR. LAURENT DESJARDINS (St. Boniface) introduced Bill No. 25 an Act respecting Marianistes, St. Boniface.

MR. WALLY MCKENZIE (Roblin) introduced Bill No. 27 an Act to amend and consolidate An Act to incorporate Manitoba Pool Elevators.

MR. SPEAKER: I would like for a moment to direct the Honourable Members to some special guests in my gallery this afternoon, in the persons of Mr. Norman Bell, the President of the Canadian Safety Council. Mr. Bell is accompanied by Mr. P. J. Farmer, an Executive Director of the Canada Safety Council. On behalf of all the Honourable Members I welcome you here today.

We have too, with us a suitable number of young visitors; 34 students of Grade 10 and 11 standing from the Shoal Lake School. These students are under the direction of Mrs. Hepworth and Miss Komadowski. This school is located in the constituency of the Honourable Member for Hamiota. We also have 24 students of Grade 7 and 8 standing from the Ste. Anne's School. These students are under the direction of Mr. Buccini. This school is located in the constituency of the Honourable Member for St. James. We also have 34 students of Grade 6 standing of the Harold Edwards school. These students are under the direction of Mrs. Tucker and Mrs. La Brie. This school is located in the constituency of the Honourable Member for Portage la Prairie. Forty students are with us today of Grade 9 standing from the Grunthal School. These students are under the direction of Mr. Redikip and Mrs. Peters. This school is located in the constituency of the Honourable Member for Carillon. On behalf of all the Honourable Members of the Legislative Assembly I welcome you all here today.

MR. SPEAKER: Order for Return. The Honourable Leader of the Opposition. I beg your pardon. Orders of the Day. The Honourable the Minister of Labour.

HON. CHARLES H. WITNEY (Minister of Labour)(Flin Flon): Mr. Speaker, I would like to lay on the table of the House the annual report of the Department of Labour. The page boys will distribute copies to the opposition members.

MR. GILDAS MOLGAT (Leader of the Opposition)(Ste. Rose): Mr. Speaker, I would like to address a question to the Minister of Municipal Affairs. Could he inform me if there are any amendments coming forward to the Metropolitan Act of Greater Winnipeg at this session dealing with the taxation powers of Metro?

HON. OBIE BAIZLEY (Minister of Municipal Affairs)(Osborne): I am not aware of any proposed requests or amendments to the Metropolitan Act for that power, Mr. Speaker.

MR. RUSSELL PAULLEY (Leader of the New Democratic Party)(Radisson): Mr. Speaker I would like to direct a question to the Honourable Minister of Industry and Commerce in connection with the possible loss of work to some 150 Manitobans working for CAE Western Divisions. I wonder if my honourable friend has any further word from Ottawa as to the disposition of this case; and secondly, Mr. Speaker, as to whether or not the Minister or First Minister, has attempted to have any deferment made in the awarding of the contract until such time as the delegation which is going down to Ottawa goes down to Ottawa?

HON. SIDNEY SPIVAK, Q. C. (Minister of Industry and Commerce)(River Heights): Mr. Speaker, I have nothing to report to the House; and the position in connection with the second request will be dependent upon the information that is forwarded from Ottawa.

MR. SPEAKER: The Honourable Member for Lakeside.

MR. DOUGLAS CAMPBELL (Lakeside): Mr. Speaker, I would like to address a question to the Honourable the Minister of Agriculture. Can the Honourable the Minister of Agriculture give the House any further information, Mr. Speaker, regarding the fact that the Argentine has been making requests to the Province of Manitoba or to the Wheat Board, or both, regarding

(MR. CAMPBELL cont'd.) the securing of seed wheat, both Hard Spring and Durham?
 HON. J. DOUGLAS WATT (Minister of Agriculture)(Arthur): I would have to take that question as notice, Mr. Speaker.

MR. SPEAKER: The Honourable Member for Hamiota.

MR. EARL DAWSON (Hamiota): Mr. Speaker, I would like to direct a question to the Minister of Health and Social Services. Can you tell me, Sir, whether the government intends to introduce measures to protect citizens in communities where all the doctors opt out of Medicare? As you know, it leaves the citizens with no opportunity to consult doctors and is typical of my entire constituency.

MR. SPEAKER: The Honourable Leader of the New Democratic Party.

MR. PAULLEY: Mr. Speaker, I would like to direct a question to the Honourable the Minister of Transportation, and I ask his forgiveness in not warning him of my question. I know that he was out of town yesterday and may not have the answer. Is he aware of the fact or presumed fact that a number of employees' cars parked at 10 Midland Avenue were inspected presumably by personnel connected with the government, to ascertain as to whether or not they may or may not have had coloured gas in their tanks of the cars.

HON. STEWART E. McLEAN, Q.C. (Minister of Transportation)(Dauphin): Mr. Speaker, yes I was informed of some action in that regard. I'm not familiar with the details.

MR. PAULLEY: Mr. Speaker, I wonder if my honourable friend will undertake to investigate the matter and report subsequently?

MR. McLEAN: Yes, Mr. Speaker, I'm most anxious to do so.

MR. SPEAKER: The Honourable Member for Seven Oaks.

MR. SAUL MILLER (Seven Oaks): Mr. Speaker, I would like to address a question to the Minister of Health and Social Services. Where a resident fails to make monthly payment premiums for medical and hospital and the municipality pays on his behalf, can such payments automatically be included as an expenditure qualifying for the 40% sharing under the Social Allowances Act, or will certain qualifications have to be met first?

HON. GEORGE JOHNSON (Minister of Health and Social Services)(Gimli): I believe, Mr. Speaker, it will be operated the same as the hospital premiums have been operated by the municipalities to this date, for the past ten years.

MR. MILLER: A supplementary question. Therefore only those who qualify as welfare recipients would be able to be included in the claim back to the provincial government?

MR. JOHNSON: Well, Mr. Speaker, as you know, for -- I might as well recite my knowledge of the matter - for ten years the partnership between the municipalities and the hospital commission, for example, has resulted in the municipalities guaranteeing the premiums of their responsibilities. Their responsibilities are the municipal people in those categories not covered by provincial welfare programs - and I know the honourable member knows this is an identifiable group. The municipalities have decided which of those people are truly indigent and have paid their premiums. In some cases the municipalities have the authority to place the premium against the property of a person within the municipality. I would point out to the honourable members that this has resulted in a very happy situation insofar as the municipalities and province are concerned and the people of Manitoba. It's a very treasured arrangement because frankly there have been no hospital bills generated in the province in ten years because of this mechanism -- you are guaranteed the hospital bill.

In my municipality, if I happen to be out of the province for a few months and I forget to pay my premium, the municipality pays it for me, they try and collect from me in due course, either against my tax roll, and we extended this kind of arrangement and I'll be bringing in legislation to bring both the Hospital and Medical Care Insurance Act into concert in this regard. We have tried to work out as realistic an arrangement as we could, recognizing the increased amount of money, combined premium, which the municipalities would have to pay over. So at this point, while the detailed regulations on some of these points are being further clarified, at my request, my understanding is that the municipality will have the judgment as to whether to place the premium on the tax roll in one case or not, and where they put it in with their welfare reimbursement, they will receive the guarantee of minimum 40% reimbursement to the department on this arrangement, or more, depending on their total welfare bill to the department.

MR. MILLER: A second question, Mr. Speaker. In those cases where the municipality places these people on the welfare roll, does it have to qualify it as a social allowances act, in other words would the municipalities have to satisfy the provincial government that these

(MR. MILLER cont'd.) people would indeed qualify as social welfare people?

MR. JOHNSON: Not necessarily social welfare people because the social welfare premiums will be paid under the plan. When you say social welfare I believe you are referring to the people who are receiving municipal welfare. Yes, those premiums can be added to your reimbursement roll.

MR. SPEAKER: The Honourable Minister of Agriculture.

MR. WATT: Before the Orders of the Day, Mr. Speaker, I would like to lay on the table of the House, the report of the Co-operative Credit Union Services Branch, which includes the annual report of the Co-op Promotion Board, which includes the report under the Wheat Board Money Trust Act. There are not enough copies, Mr. Speaker, for all members of the House but there are enough for the opposition parties.

While I'm on my feet, Mr. Speaker, I would like to answer one of the questions that came to my attention yesterday in respect to the marketing of potatoes and the import of potatoes in the province. I believe it was indicated here yesterday that possibly there was 75 percent of the potatoes being imported that were being sold in the retail trade at the moment. The figure, as near as I can ascertain, is about 25 percent potatoes are being imported. The reason for this, of course, is because we have a shortage in the province of No. 1 potatoes, Mr. Speaker, because of the harvesting conditions last fall and we do have a problem with an overstock at the moment of No. 2 potatoes in the province. I wish to report to the members of the House that there is a meeting in my office tomorrow morning with the trade, to discuss this problem and see if we can't do something about it. Apparently this has happened before and the trade have been called together and been very cooperative in working out our problem which particularly at the moment is No. 2 potatoes. Incidentally, I noticed in last night's Press that two major distributors were advertising Manitoba No. 2 potatoes.

And with the indulgence of the House, Mr. Speaker, I would like to just make a remark, or a correction if I may, in regard to a statement that was made in the House the other day attributed to one of the members of my staff in respect of grain drying. And if I may, Mr. Speaker I would like to refer to March 11th Hansard on page 270 where the Honourable Member for Ethelbert Plains reporting on a telephone conversation with one of our ag reps in the Dauphin area, and if I may quote, Mr. Speaker, the honourable member says, "I contacted the ag rep in Dauphin who had just conducted a survey last Wednesday and he informed me that there are some 200,000 bushels of grain in the Dauphin-Ethelbert area that need to be dried and there isn't one drier going, and I said 'Are the farmers not concerned', and he said they are very concerned but the reason they are not drying is because they do not have ready cash to spend for drying operations."

Now this is attributed to one of the members of my staff, Mr. Speaker, and I have checked this out and the reports that I have of the conversation between the ag rep in the Dauphin area and the Honourable Member for Ethelbert Plains, I think he was informed, Mr. Speaker, that there was 200,000 bushels of damp grain in that area as of a survey taken back in December. I think he was informed there was one drier going in the Sclater area, one grain drier going 24 hours per day in the Grandview area and that three farmers had been contacted who said they did not have cash to dry their grain. Now this is a very quick report on what I have found in checking this matter out, Mr. Speaker. I simply say that erroneous statements in reference to statements of my department in the House do not contribute to the problem that we have at hand at the moment but indeed become part of it. Thank you.

MR. PAULLEY: Mr. Speaker, if I may on this point, the Honourable the Minister of Agriculture is taking an opportunity, I don't know whether it was strictly in order or not. It could well be that my honourable colleague when he was speaking was giving the information that was available to him at that particular time and in his opinion, my colleague's opinion, may not have been erroneous as suggested by the Minister at the time, and in accordance with the information in his possession.

MR. ELMAN GUTTORMSON (St. George): Mr. Speaker, in replying to the questions asked of him yesterday, the Minister said that his information, there were 25 percent of the potatoes being sold in the Metro area came in from the United States. Were any of these 25 percent, No. 2's? Were they all No. 1's?

MR. WATT: Well, I'm given to understand that the shortage is in the No. 1 potato and I believe it's No. 1 potatoes that are coming in from the United States at the moment.

MR. GUTTORMSON: You say they're all No. 1? Do I understand you correctly?

MR. WATT: I say, I know the problem is with the shortage of No. 1 potatoes so I'm assuming that it is No. 1 potatoes that are coming in.

MR. GUTTORMSON: I asked the Minister yesterday whether it was correct that the potatoes coming in from the United States could go direct to the wholesaler without going through the Commission. Could he answer that today?

MR. WATT: Yes, Mr. Speaker, they can go direct to the wholesaler, but the Commission do bring in potatoes where there's a shortage insofar as the Commission is concerned in any one particular grade. They have been importing No. 1 potatoes.

MR. GUTTORMSON: Is the Minister taking any steps to see that the potatoes coming in from the United States...

MR. SPEAKER: Order, please. I was just wondering the advisability of that question in view of what the Minister said a few moments ago, that there was to be a meeting tomorrow morning in his office of the various handlers of these potatoes and I wondered if that would not be satisfactory to the honourable member, or did he have something on his mind?

MR. GUTTORMSON: Yes, I did, Mr. Speaker. Is it the intention of the Minister to take steps which would make it necessary for potatoes coming in from the United States to go through the Commission so they will be on equal footing with those in Manitoba who have to go through the Commission?

MR. WATT: No, Mr. Speaker.

MR. SPEAKER: The Honourable Member for Elmwood.

MR. RUSSELL DOERN (Elmwood): Mr. Speaker, I'd like to direct a question to the First Minister. Apparently he has received a letter from the Union Nationale Metis St. Joseph du Manitoba requesting that a statue of Louis Riel be erected on the Legislative grounds. I'd like to know whether the government is giving active consideration to this request?

HON. WALTER WEIR (Premier)(Minnedosa): Yes, Mr. Speaker.

MR. SPEAKER: The Honourable Member for Burrows.

MR. BEN HANUSCHAK (Burrows): Mr. Speaker, I wish to direct my question to the Honourable Minister of Health and Social Services. What would be the position of patients with respect to extra billing for medical services received at a time prior to April 1st and continuing after April 1st. In other words, for an ailment for which a person may be hospitalized now and he may be receiving his services from his doctor, commencing now and continuing some time after.

MR. JOHNSON: Mr. Speaker, whatever private arrangements an individual has at the present time is of course his business. If he has MMS, his doctor may well be accepting the benefit of MMS as payment in full. Much as may happen - this overlaps the question asked by the Honourable Member for Hamiota - I think you're revolving around the so-called "opt in - opt out". The whole thing is, and I think it should be drawn to the attention of the members that the President of the Manitoba Medical Association and the previous past presidents have repeatedly stated publicly that there would be no withdrawal of services to the people with the implementation of Medicare or the Medical Care Plan on the 1st of April, and with the doctor who has so-called "opted out" the relationship between the patient and the doctor is between them. The doctor may well agree to accept the insured benefit as paid by the corporation as payment in full.

MR. HANUSCHAK: A supplementary question. I'm not necessarily referring to the doctor who may opt out. I'm speaking of the doctor who may be extra billing now and practises under the plan after the 1st of April. When does the fee become due and owing - upon the completion of a treatment or on a day to day basis?

MR. JOHNSON: Mr. Speaker, the traditional practice of medicine.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. MOLGAT: Mr. Speaker, I'd like to address a further question to the Minister of Health and Social Services. Is he planning any changes in the Landlord and Tenant Act at this session. There have been some proposed by the City of Winnipeg.

MR. JOHNSON: I believe that comes under the jurisdiction of Municipal Affairs, if I'm not mistaken.

MR. STERLING R. LYON, Q.C. (Attorney-General)(Fort Garry): When in doubt, I'll answer. Mr. Speaker, the question of the resolution passed by the City of Winnipeg, I believe it was, by the Council of the City of Winnipeg, has been referred to my department and we are currently looking at their recommendations.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. MOLGAT: Are there any other changes? I think the resolution of the City of Winnipeg called for a review board. Is the Minister planning any other changes in that Act? For example, change of type of lease, or notice of someone being forced to move out and so on?

MR. LYON: We're reviewing the correspondence from the City and looking at the Act.

MR. SPEAKER: The Honourable Member for Hamiota.

MR. DAWSON: Mr. Speaker, I wonder if the Minister of Mines and Natural Resources is in a position to answer the two questions I asked him regarding San Antonio Gold Mines?

HON. HARRY J. ENNS (Minister of Mines and Natural Resources)(Rockwood-Iberville): Mr. Speaker, I've taken this question as notice. I'm preparing an answer to that question, knowing that the members of the House have an interest in this. I would suggest that maybe this matter could be taken up at the time of my estimates, but in any event I intend to have an answer furnished for you shortly.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. MOLGAT: Mr. Speaker, I'd like to address a question to the Minister of Industry and Commerce. Some 10 days ago one of the Winnipeg newspapers carried rather extensive reports on the TED Commission Report. Some few days later another Winnipeg newspaper carried some even more extensive comments on the TED Report, quoting directly from some of the submissions. Could the Minister advise whether those reports were made public or given to the second newspaper?

MR. SPIVAK: Mr. Speaker, I'm informed by the Chairman of the TED Commission that no reports were given to any newspaper reporter.

MR. MOLGAT: Can the Minister now advise the House when the House will be given the information which is so freely bandied about in other circles?

MR. SPIVAK: Mr. Speaker, I've already given the House a report, in connection with this. There's an investigation at present being conducted by the Chairman of the TED Commission and I would expect that the TED commission Report will be filed and tabled in the House, soon.

MR. SPEAKER: The Honourable Leader of the New Democratic Party.

MR. PAULLEY: Mr. Speaker, I would like to direct a question to the Honourable Minister of Industry and Commerce. It has been mooted in Ottawa that the Honourable Minister of Transport, that is Federal, has indicated that our airport here will soon become an international airport and as a result will reduce fares between Winnipeg and Mexico, etc. I wonder if the Honourable Minister of Industry and Commerce is aware of this and has he any comment to make.

MR. SPIVAK: Mr. Speaker, with the leave of the House, I would like to read a letter that was sent to the Honourable Paul Hellyer, Minister of Transport, February 24th. This is addressed to him: "Dear Mr. Hellyer: We have recently received a letter from Mr. J. R. Baldwin outlining the results of Air Canada's proposal to IATA for the establishment of fares to and from all Canadian points served directly by international flights, on the basis on a constant rate per mile. Air Canada was unsuccessful in its attempts within the framework of IATA to obtain unanimous consent of member airlines needed to remove discriminatory air fares from Canada to international destinations. For the purpose of practical expediency, governments have delegated fare-making functions to the air lines themselves who make multilateral agreements under the auspices of IATA.

To protect the interests of all carriers, IATA agreements can only be made by the unanimity of all carriers concerned. This concept gives each carrier a veto power. This veto can be used to block equitable air fares from western Canadian cities simply because these fares may dilute the amount of traffic a carrier thinks it can obtain. A carrier does not even have to have traffic rights in Canada to veto fares from Canadian Cities. Canada is dependent on a group of international air carriers acting in their own interests for determining international air fares from Canadian cities. This position is even more strange in that both the Canadian International carriers have proposed fare reductions for western Canada. These proposals were rejected by IATA members. As members of IATA, Air Canada and Canadian Pacific Air are bound by IATA rules and cannot reduce the fares on their own initiative. While we firmly believe that Winnipeg should be established as an international gateway, we recognize the difficulty, if not impossibility, of achieving unanimous agreement of the 103 IATA member airlines. In recognition of this it becomes necessary to look at alternatives to achieve the

(MR. SPIVAK cont'd.) desired result.

International air fares are constructed by combining the fare between gateways and the domestic fares to the gateway. The effect of delegating fare-making functions to IATA is that international airlines acting in their own interests, are setting rates on the domestic portion of international air fares. These are highly discriminatory against western Canada. One of the purposes of the National Transportation Act is to eliminate this type of discrimination. IATA has agreed to the establishment of some fares based on a constant rate per mile concept. These fares, while only applying to group travel, do reflect the geographical location and the great circle distance between city pairs. While the citizens of Manitoba may pay more to fly to Europe than one from Montreal, a constant rate per mile fare reflects the location of Winnipeg. The establishment of equitable international air fares can be achieved if the federal government exercises its sovereignty over Canadian commercial airlines. It is unconceivable that the Government of Canada would delegate the power to control these domestic air fares to 103 international airlines. The Government of Canada has retained sovereignty over its airlines in the matter of establishing domestic air fares and can order them to reduce the domestic portion of an international air fare so that all fares and tariffs to foreign destinations are based on a constant rate per great circle mile. This would remove any disadvantage beyond that inherent in a community's location. This would be in keeping with the spirit of The National Transportation Act and this would be within the powers of the Government of Canada to achieve. The Canadian flag carriers in the Province of Manitoba have tried to work through IATA, without any success, and without any prospect of success in the near future.

On February 1, 1969, the International Air Transportation Association Joint Traffic Conference meeting in Dallas, finalized an agreement for passenger fares and conditions of services for the next two years on the north and mid-Atlantic routes. This agreement and the fares contained in it must be approved by the Government of Canada before they become effective. This is an appropriate time for the Government of Canada to eliminate the discrimination that exists in international air fares to and from Winnipeg. I urge you to remove this unjust discrimination as of now." That letter was dated February 24th.

MR. PAULLEY: . . . the letter of February 24th, and let me assure members I didn't expect that answer. My question to the Honourable Minister of Industry and Commerce: Is he aware of an alleged statement or statement attributed to the Honourable Paul Hellyer as to the declaration of Winnipeg becoming an international airport, made either yesterday or this morning?

MR. SPIVAK: Mr. Speaker, I'm aware that a statement was alleged to have been made by the Honourable Minister. I'm waiting to see the Hansard to be able to confirm that.

MR. PAULLEY: Mr. Speaker, may I address a question to the Honourable the Minister of Industry and Commerce? Has he received any word from Air Canada or the Government of Canada respecting the possibility of the collapse of negotiations between the firms presumably who were going to take over the overhaul facilities of Air Canada and of Air Canada?

MR. SPIVAK: No, Mr. Speaker.

MR. PAULLEY: A subsequent question. Would my honourable friend investigate the reports emanating that such negotiations have broken down and that the employees at Air Canada know not where they stand today.

MR. SPIVAK: Mr. Speaker, the honourable member asked me whether I had heard any information about the collapse. My answer was "No", but of course I have been in touch with one of the contractors who in fact are presently bidding on the overhaul base. I've been informed that they have not withdrawn. I've also attempted to contact the Honourable James Richardson today. I spoke with his Executive Assistant who indicates to me that this matter is now being considered by the appropriate officials and that to the best of his knowledge there is no collapse in negotiations.

MR. SPEAKER: The Honourable Member for Selkirk.

MR. T. P. HILLHOUSE, Q. C. (Selkirk): I'd like to address a question to the Honourable Minister of Mines and Resources. Is the Minister in a position to answer the question which I asked him yesterday, which was to the effect, "Are you in a position to confirm the information which was given to this House by the Honourable George Hutton that the Red River Floodway would reduce the flow of water at Selkirk?"

MR. ENNS: Mr. Speaker, I'm still in the purpose of gathering this information.

MR. MOLGAT: Could the Minister indicate at what flood level the Red River Floodway

(MR. MOLGAT cont'd.) . . . will become operative. There are people who live along the banks of the river who are concerned as to what stage it will in fact be put into effect.

MR. ENNS: Mr. Speaker, I'm speaking from memory, but I believe it is in the area of 16.6 or 16.8 feet above datum that the Winnipeg Red River Floodway becomes operative. I should point out to the honourable members, Mr. Speaker that this does not mean that above datum readings at this point will not be exceeded throughout the system and that there are a few instances of localized flooding that we must expect in those instances where buildings are outside of the primary diking systems of Winnipeg. I refer specifically to areas such as on Scotia Drive for instance and a few areas in the south, the market gardening areas, where we can expect some localized flooding conditions to prevail.

MR. SPEAKER: The Honourable Member for Rhineland.

MR. JACOB FROESE (Rhineland): Mr. Speaker, I'd like to address a question to the Honourable Minister of Education. I asked him the question the other day in connection with the upgrading courses under Program 5, how many classes there were in Manitoba, and whether any applicants had been rejected or declined from these classes; and a further question I would like to direct to him on that same matter is whether the financial support is the same as in previous years.

HON. DONALD W. CRAIK (Minister of Youth and Education)(St. Vital): Mr. Speaker, I'll take that second part of the question as notice. I don't have the answer for him on the first part yet.

MR. SPEAKER: The Honourable Minister of Consumer and Corporate Affairs.

HON. J. B. CARROLL (Minister of Consumer and Corporate Affairs)(The Pas): Mr. Speaker, before the Orders of the Day, I'd like to table a nil report of the Department of Public Utilities with respect to the Greater Winnipeg Gas Distribution System.

MR. SPEAKER: The Honourable Member for Elmwood.

MR. DOERN: Mr. Speaker, I'd like to direct a question to the Minister of Consumer and Corporate Affairs. In view of the refusal of the Public Utilities Board to permit a special fare for senior citizens, will the government be giving consideration to making extra funds available to the Metro Transit authority?

MR. BAIZLEY: Mr. Speaker, before the Orders of the Day, I'd like to lay on the table of the House the Fourth Annual Report of the Manitoba Centennial Corporation and a nil report for the Manitoba Centennial Centre Corporation.

MR. SPEAKER: Orders of the Day. The Honourable Member for Seven Oaks.

MR. MILLER: Mr. Speaker, a few days ago the Minister of Health and Social Services advised the House that pensioners with incomes of \$2,940 for married couples and \$1,620, I believe, for single pensioners, would qualify to be exempt from Medicare payments, and I received a complaint this morning. The forms have been mailed out, they have to be filled in by March 20th, I believe. They're very involved forms requiring an awful lot of legal information about mortgages, legal descriptions of homes and so on. I'm wondering whether the government has given any consideration to simply recognize that those pensioners who qualify for the supplementary old age pension from Ottawa, couldn't automatically be covered for the Medicare coverage.

MR. JOHNSON: Mr. Speaker, with respect to the form, I've asked the department to look at this form again in the last week or two and as soon as I have something to report, I'll inform the House.

MR. SPEAKER: The Honourable Member for St. George.

MR. GUTTORMSON: Mr. Speaker, I'd like to direct a question to the Minister of Mines and Natural Resources. When will the legislation dealing with the Fish Marketing Board be brought down?

MR. ENNS: Mr. Speaker, soon.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. STEVE PATRICK (Assiniboia): Mr. Speaker, I wish to direct my question to the Honourable Minister of Labour. An Independent Canadian Association of Industrial and Mechanical Workers are still waiting for certification as to bargaining agents at Bristol Aircraft. I understand that seven days has elapsed since they applied, there was a postponement, I wonder why, and can the Minister tell us when they're going to get their certification?

MR. WITNEY: I don't know, Mr. Speaker; it's before the Labour Board now.

MR. GUTTORMSON: A subsequent question to the Minister of Mines and Natural Resources

(MR. GUTTORMSON cont'd.) for clarification. When the Fish Marketing Board is established, it's going to be one Board, there will not be a Manitoba board as such, will there?

MR. ENNS: That is correct, Mr. Speaker. This will be a Federal inland fresh water fish marketing corporation, regulated by federal legislation. We will be passing enabling provincial legislation to work within the framework of the federal board.

MR. GUTTORMSON: Has this board been established yet? There will be Manitoba representatives on it, but it isn't established as yet?

MR. WITNEY: No, Mr. Speaker.

MR. SPEAKER: Orders for Return. The Honourable Leader of the Opposition.

MR. MOLGAT: Mr. Speaker, I beg to move, seconded by the Honourable the Member for Lakeside,

THAT an Order of the House do issue for a Return showing the following information regarding Manitoba Government Air Service:

1. The date of purchase of each aircraft and the cost.
2. The number of hours of flying time for each aircraft in each of the past three years.
3. Which aircraft are equipped for Instrument Flight Rules Operation.
4. How many pilots have a valid instrument rating.
5. Which of the aircraft are equipped with radio which would allow them to operate from the Winnipeg International Airport.

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

MR. LYON: Mr. Speaker, I wonder if we could now ask you, or if I could seek the position permission of the House, Sir, to deal with the second reading of Bill No. 22, an Act to amend the Public Schools Act. The Bill was distributed yesterday and given first reading yesterday. We would require the unanimous consent of the House in order to deal with it today, but if we have that, we would like to start in on the Bill because of the urgency connected with it.

MR. MOLGAT: We are prepared to give consent, Mr. Speaker.

MR. PAULLEY: We are prepared to give consent, Mr. Speaker.

MR. FROESE: Mr. Speaker, before giving consent, I would like to make a remark or two.

MR. LYON: I'm afraid that all we're seeking now is consent. We can't have consent with conditions or anything else; it's either we do it or we don't.

MR. FROESE: Well, Mr. Speaker, if I'm allowed to make these remarks, there will be no conditions.

MR. SPEAKER: Does the Honourable - does the House give consent to the request of the Honourable the Attorney-General?

MR. FROESE: I'm willing to give consent provided they will also accept my adjournment motion.

MR. LYON: Mr. Speaker, we can deal with adjournments later on. I don't anticipate any problem. We're dealing with the consent of the House in any case, and we have no desire to do anything other than to forward the Bill as far as we can with the consent of the House. — (Interjections) -- Agreed?

MR. FROESE: I'm agreed, but as I said that as long as I can adjourn the Bill later on, because on a previous occasion - not this year - but it has happened to me that later on I was not allowed.

MR. SPEAKER: I take it the House has the consent of the Honourable Member for Rhineland.

MR. FROESE: Agreed.

MR. CRAIK: Mr. Speaker, I would move, seconded by the Honourable Minister of Agriculture that Bill No. 22, an Act to amend the Public Schools Act be now read a second time, by leave.

MR. SPEAKER presented the motion. The Honourable the Leader of the New Democratic Party.

MR. PAULLEY: Mr. Speaker, for purposes of clarification, if I recall correctly, it's normal on second reading to indicate the disposition of the Bill after second reading or during it. I wonder if the Honourable the Minister of Education could indicate what the disposition will be?

MR. CRAIK: Mr. Speaker, it was the hope that the Bill would go to Committee of the

(MR. CRAIK cont'd.) Whole following second reading, directly, and then we could bring it back for third reading.

MR. LYON: . . . the point of order that my honourable friend raised, it would have to go to the Committee of the Whole right now, because there are no other committees that have been formed by the House and we want to get the Bill through.

MR. PAULLEY: Mr. Speaker, on the point of order, if it is a point of order that's raised by the Honourable the House Leader, I might say and warn that we in this group will have very grave reservations to the second reading of this Bill, which is so important in Manitoba to our school boards and our taxpayers, if they are not going to have the opportunity of considering the subject matter of this Bill. I appreciate what the Honourable the Attorney-General, Mr. Speaker, says is correct, that we have not set up the various committees of the House. I think we're all aware of that. I would suggest to my honourable friend, that there would be nothing to prevent this assembly actually becoming in itself an expanded Law Amendments Committee outside of the House, by consent, in order that representations may be heard from the various school boards.

So, while I appreciate the predicament of the House, and that Mr. Speaker, was the reason that I raised the question as to the disposition of the Bill, and the Honourable the House Leader said Committee of the Whole. Well, Mr. Speaker, we are all well aware of the fact, that if we deal with second reading in Committee of the Whole, then the public haven't got an opportunity of making representation, and I want to warn my honourable friend the Minister of Education and the House Leader, that this will meet with the most strenuous objections that members of this group have.

MR. FROESE: Mr. Speaker, I beg to move, seconded by the Honourable Member for Elmwood that debate be adjourned.

MR. SPEAKER: Order!

MR. LYON: The Minister hasn't even had the opportunity to explain the Bill as yet. We've been speaking on a point of order.

MR. SPEAKER: The Honourable Minister of Education.

MR. CRAIK: Mr. Speaker, this portion of the changes that are going to be presented to the legislature at this sitting have been isolated out and presented to you earlier than the others. The major changes, terms of operation of the public schools system and the public schools finance board are to be presented in a later bill. This particular Bill, Bill No. 22, does essentially three things, the major accomplishment of it, if it is passed, is that it changes the proportions of the Foundation Program that are paid from central revenue of the province and that drawn from the foundation levy on real property. The major change in these proportions is that the proportion previous to this has been 65 percent paid by central revenue and 35 percent by real property levies on residential and other property, and the new proportions will be 70 percent from central revenue, 30 percent from the foundation levy. .

The second thing it does is that it allows the payment of these monies to be made retroactive to the first of January of this year 1969, which allows it to fit in with the current budget year of the Unitary School Divisions.

The third thing it does is it allows the divisions which are to hold referendums with reference to becoming unitary, for them to file late returns up to a deadline date of the 31st of June of 1969. So those are the three things that are set out in the Bill. They are increases in the foundation grants and the changes with respect to dates.

The changes will have the effect that the total amount of the Foundation Program for 1969 will become \$108, 113, 551. 00; the proportion that is paid by the foundation levy will be 30 percent of this or \$32, 434, 065. 00. The effect of changing this 5 percent from 65 to 70 percent conversely reduces the proportion borne by real property, by about 14 percent. And this by rudimentary calculations, depending on the passage of the Bill, would reduce the property levies from a mill rate on residential and farm properties from 13.1 mills down to approximately 10.9 mills; and on other properties classified as "Other", other than farm or residential, the mill rate would be reduced from 37.1 mills to 34.9 mills. This is maintaining a 24 mill differential between the farm residential and that classified as "Other".

With those very brief remarks, Mr. Speaker, the reason for bringing it in at this time, as I think most of the members are aware, is that there is a provision whereby we are required to let the municipalities know by March 15th what the foundation levy rates will be so that they can make up their tax bills, and with this in mind, it was the objective of the government to

(MR. CRAIK cont'd.) present it early and ask for leave of the House to do so.

Other portions of changes with respect to the public schools financing and changes in the operations of the public schools finance board are to be presented in a Bill at a later date. If there are any other questions respecting it, I'd be very happy to provide the members with further information.

MR. MOLGAT: Mr. Speaker, I wonder if I might check some of the figures with the Minister. Did I understand him correctly to say that the estimated '69 Foundation Program would be \$108 million? Could he tell me what the 1968 Foundation Program was?

MR. CRAIK: Well, roughly 5.8 million dollars less than that, Mr. Speaker.

MR. MOLGAT: That would be \$103 million? — (Interjection) — Then I wonder if I could check as well the local levy he mentioned which would drop from 13.1 to

MR. CRAIK: 13.1 to 10.9 on residential and farm property.

MR. MOLGAT: And on Other ?

MR. CRAIK: The Other would drop from 37.1 to 34.9.

MR. MOLGAT: Mr. Speaker,

MR. SAUL M. CHERNIACK, Q. C. (St. John's): Mr. Speaker, if I may direct a question to the Minister? Has any consideration been given by the Minister or the government for a complimentary bill, which would extend the deadline beyond March 15th to a time within which this matter could be dealt with with proper consideration to the problem, and thus extend the forwarding letter, let's say by a week or two, so that there will be sufficient time. I think it's the Public School Finance Board, is it, that has to send this letter out on the 15th?

MR. CRAIK: Yes.

MR. CHERNIACK: Well then, has consideration been given, or will consideration be given, to having a complimentary bill, or an amendment to this Bill if necessary, extending the time from March 15th to let us say, March 31st, so that there will be sufficient time to discuss this at Committee level?

MR. CRAIK: Mr. Speaker, I think perhaps now that the information has been presented to the Legislature, that I would feel free to indicate to the municipalities and to the school boards, the rates which would be forwarded to them. I think that the main thing was to get it before the Legislature, hopefully to get it through. If we don't, we'll have to take under consideration whether or not we would have to make special provisions.

MR. CHERNIACK: Then if I might just follow that up, Mr. Speaker. Does that then mean if the Bill is not passed this week say, there could still be information given, and there could be sufficient time to debate the question?

MR. CRAIK: I think, Mr. Speaker, that we are required to do it. I'd have to read the exact wording of it. It's mainly, at this point, a consideration for the municipalities that we do get it through and adhere as closely as possible to that deadline date.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. MOLGAT: If there are no other questions, Mr. Speaker, I'd like to speak at this time. I do not quite understand, Mr. Speaker, the procedure the government is using here. The government seemed very anxious to get this Bill passed I had assumed, and now the Minister tells us that apparently there is no hurry on passing the Bill, that as long as he's able to tell the municipalities what their levy is going to be, that that seems to be satisfactory. In that case, Mr. Speaker, I am convinced that the Bill should in fact go to a committee outside of this House, because there is no question, Mr. Speaker, that the Bill is far from doing what the government pretends that it is doing. This has been heralded by the First Minister as now the municipalities will be able to hold the tax line. Mr. Speaker, nothing could be further from the truth. This bill will not permit the municipalities and school boards from holding the tax line, because the bill doesn't give them sufficient money to hold the tax line. When this government says to Ottawa that they are not getting enough money from the Federal sources to cover their costs in this province and their programs, Mr. Speaker, this bill does even less insofar as the school boards are concerned, because when you look at the figures, what's been happening over the years in this area, the government really has been pushing onto the school boards constantly more of the costs.

To begin with, the Foundation Program has not been revised. It was established sometime ago now in the light of certain costs of that day and the costs have kept on increasing but the government has taken no action whatever to modify the Foundation Program. That's step No. 1. And particularly in the field of salary schedules they are now far out of line with reality. Then

(MR. MOLGAT cont'd.) Step No. 2, Mr. Speaker, has been the complete attitude of the government towards its grants to Education. You will recall, Mr. Speaker, that back in the Estimates of 1968 which we discussed in this House during the months of January and February of 1967, those estimates included a very interesting figure under revenue which showed as one of the major items of income to the province, an education tax - education tax it's labelled here on Page 3 of the Estimates of Revenue. And that education tax being a brand new tax in that year was listed as bringing in \$33,750,000.00, Education tax, Mr. Speaker. Well what did the government do that year insofar as education grants - that same year when they were imposing a new tax which they labelled at that point an education tax - they increased education grants from 48.7 million to 61.5 million, a total increase of 12.8 million - imposing an education tax of 33.7 million they increased education grants by 12.8 million.

Then we come to the next year, Mr. Speaker, 1968. Debating in this House again we find that year that the revenue tax now being changed in name, from the previous year of the education tax, they decided they had better call it something else, they called it revenue tax - it's still the same tax - the 5% sales tax which was brought in by my honourable friends at that time as a statement that this was to relieve education and relieve the local taxpayer. Well for the first full year of operation that tax was listed in my honourable friends' estimates as bringing in 50 million dollars. The facts are, Mr. Speaker, that it brought in more than 50 million dollars. It brought in something like 55 million dollars. What did the government do that year, Mr. Speaker? Well, in the year where the full tax brought in some \$55 million the government increased education grants from 61.5 million to 71.3 million, a little less than a 10 million dollar increase. After taking out of the taxpayers some 55 million dollars for the purpose of aiding education, the government turned around and increased the grants by 10 million dollars. Now this year, -- oh, in addition of course last year, proceeded to increase the local levy by 4.1 mills on top of the situation. Now this year the Ministers say, well we have changed our mind now, we realize that we have been unfair to municipalities and school boards, so now we will become benevolent. What's the benevolence, Mr. Speaker? Well, it amounts to less than the increase that the school boards are going to be faced with this year.

Let's take the case of the City of Winnipeg. They've just apparently finalized their budget, they indicate an increase in their special levy of 4.8 mills - 4.8 mills in special levies, just to cover their regular increase in costs, Mr. Speaker, there is no new program involved in this I am told; just to cover their increases for this year, they will tax themselves 4.8 mills. The Minister now tells us though that he is going to allow them to drop their general levy from 13.1 to 10.9, which is 2.2 mills, and the Ministers pretend and the First Minister says that this is going to permit the school boards and municipalities to hold the tax line. Mr. Speaker, it does nothing of the sort. We have referred to the government's approach to taxation as being band-aid treatment. Mr. Speaker, this isn't even band-aid treatment, this is letting the patient bleed to death, because you are really not taking care of the problem that faces the patient at this point. So this bill, Mr. Speaker, is far, far less than what this government pretends it is. It is not even keeping pace with the increased costs of education. It is not even keeping pace with the problems that the municipalities and school boards have to face right now in their negotiation on salary increases, let alone is it doing anything to correct the imbalance in Manitoba in taxation. It is keeping on the same procedure as in the past, that the government has followed, of loading more and more on the local taxpayer. Mr. Speaker, if they would only admit that that's what they are doing, but this year they are pretending that they are doing otherwise, and in fact, not doing it. So Mr. Speaker, this bill must go to the Law Amendments Committee or another committee outside this House, so that we can properly assess it with the school board people there.

I had agreed to speak today, Mr. Speaker, in order not to hold up this debate. Quite obviously I have not access at this short notice of all of the facts and figures. I do not have access to the various school budgets across the province, but in the brief analysis I have been able to make, and my checking with the Winnipeg School Board, this bill just doesn't answer the needs at this time, Mr. Speaker, and I suggest that we send it to an outside committee and invite the school boards to come before us and then we will get the facts and figures, and I am satisfied they will prove that this is far from meeting the immediate demands and needs of the school boards.

MR. SPEAKER: The Honourable Member for Seven Oaks.

MR. MILLER: Mr. Speaker, I heartily agree with the Leader of the Official Opposition

(MR. MILLER cont'd.) in his analysis of this particular bill. There is no question the government is now trying to repair the damage that they created in other years and I think in looking at it that we have to recognize that the fault stems from the very beginning, from the very inception of the Foundation Program, because the Foundation Program if it means what it says, its a program which is supposed to cover the basic cost of a proper recognized standard of education, but in fact, it never did that even in its first year of operation and every division had to levy over and above that. Had the Foundation Program been a realistic one, then certainly no school division would have had to have special levies; so that in the very year of its inception it was already outdated, and now 24 month later, its archaic. It's completely unrealistic. The fact is that about 30 percent of the total budgets of a school board have to be covered by special levy. This means that the Foundation Program really is a 70 percent program because that's all it's covering.

In order to operate, in order to give the standard of education required and which this Department of Education encourages them to offer to the students, in order to do that, the school boards have to levy 30 percent over and above what the Foundation Program will provide, so to suggest that the Foundation Program is meaningful is a lot of nonsense. . And now the government is trying by another means, by increasing the percentage of the Foundation Program to somehow correct the situation. And again it's recognizing that a problem exists, stating that there is something to be done or has to be done, but instead of attacking it in a meaningful way, they attack one phase of it without really getting at the root of it. If they really wanted to do a job on this, if they're really sincere in their efforts to help pay the cost of education, then the way to have done it was to recognize that the Foundation Program was not written by someone on high. It was written by departmental people, based on statistics back in 1966 and '67, statistics which at that time were about 12 months old, because they always work from the preceding fiscal year, and in order to make it meaningful, they would have to bring it up to date every year; and they obviously haven't done it, because as I say it's only paying for about 70 percent of the school budget today. So it's not a foundation program; it's a subterranean program.

An example is this: when the Foundation Program was first brought in, the idea was that it would recognize the teachers salaries that are being paid across the province. A class 4, or there's another designation for it P-141 or something, but it's a degree teacher, a teacher who has a degree to teach, B. Ed. Now the Foundation Program when it was started, classed that teacher, or started that teacher at \$5500 to rise to a maximum of well, I won't go into that - but \$5500 starting salary. The fact is that in 1966 the school boards, by and large, were not paying \$5500, they were paying \$6800. 00. In other words, the Foundation Program started off 25 percent lower than what was actually being paid. At the maximum level, the salary schedule the school boards were paying was \$8300 under the Foundation Program, but in fact the school boards are paying \$11,000, a spread of 26 percent. So from its very beginning the Foundation Program was not realistic and did not really cover the basic costs. As a result special levies have increased every year.

The Leader of the Official Opposition just pointed out that the increase in Winnipeg in the Special Levy is 4.88 mills. In Seven Oaks I have reason to believe that the increase is somewhere in the neighborhood of 5 mills, perhaps a little higher. These are all special levies and these levies will continue and they must continue - the school boards have no choice - they must continue because there has never been a year when school budgets haven't increased by at least 8 percent per year. If you go back to 1959 this is the average increase, and yet the Foundation Program hasn't increased by anything like that. It hasn't even come remotely close to matching the normal increase; and the normal increase is in costs of their services, whether it be for maintenance people, whether it be teachers, whether it be in greater enrollment, and in this regard too. It's all very well to criticize the school boards and say something is wrong with them, they are going off hog wild, but the Department of Education is encouraging much of this, because it is the Department of Education which recognizes that more guidance has to be provided in the schools. They recognize it to the extent that the former Minister of Education said in 1966 - he said, "we need guidance teachers" and I'm quoting: "We must get guidance people into the field." They recognize the need for them and the School Boards are encouraged to hire guidance teachers. But do guidance teachers get grants? No, because they don't have an assigned classroom and the number of pupils per classroom doesn't make them qualify. They are asked to improve their Phys. Ed. programs, their programs for Remedial Teaching. They

(MR. MILLER cont'd.) are asked to provide the proper kind of libraries a school should have in this educational system. They are asked and urged to provide audio-visual equipment with the overhead projectors, with language labs and everything that goes with it. They are asked to provide greater variety of and flexibility in their programs, in their industrial courses. But are grants provided for that? No. So on one hand the Department of Education, very properly, through its department heads and people interested in curriculum, encourages and prods school boards to undertake programs because those are necessary and valid in a modern educational system. But on the other hand, you get the financial people in the Department of Education who take an entirely different attitude and say, well if you are going to listen to the experts from the Department of Education, you listen to them at your own risk. You pay for it. We are not going to. The Foundation Program is set, this is what it is going to be. And simply to come along and say we are going to increase the Foundation participation from 65 percent to 70 percent is all very nice, but it's really only treating the symptom and not the illness. It's really not attacking the basic problem. And unless the two are coupled, unless we recognize that a foundation program has to be viable, has to be in tune with the changing times in the school system and has to be amended and enhanced annually, unless that happens, the special levies are going to rise away up until I predict, since they are now at the 30 percent level, I predict that within a couple of years 50 percent of school budgets are going to be raised through special levies, the Foundation Program will have fallen so far behind from what it should be.

So, Mr. Speaker, I certainly agree that this has to be discussed in depth. I feel the school boards and the people in the field of education have to be given an opportunity to come to members of this House in Law Amendments, or some other form of committee, but somewhere where they can come, where they can present their case, where they can answer I think the implied criticism which this government is attempting, the implied criticism that somehow school boards are not responsible, that if there is an increase in the cost of education that it's the school board's fault, and that if there is an increase in taxation it is also the school board's fault. Mr. Speaker, they have to be given an opportunity to present their point of view and I'm convinced that if they come before us, they can prove their case, because what I have said is factual, is known to the people in the field and I don't doubt that they will present it in much the same way I have, perhaps with even better statistics than I have been able to acquire in the last couple of days.

So, Mr. Speaker, I would urge that this matter go to Law Amendments so that this matter can be more fully explored.

MR. SPEAKER: Are you ready for the question?

MR. FROESE: Mr. Speaker if no one else wishes to speak I would beg to move, seconded by the Honourable Member for Elmwood, that debate be adjourned.

MR. SPEAKER presented the motion.

MR. CRAIK: Mr. Speaker, before you put the question, when I introduced the Bill at first reading I neglected to advise the House that His Honour the Lieutenant-Governor recommends the Bill to the House.

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

MR. LYON: Mr. Speaker, there is the motion standing in the name of the Honourable the Provincial Treasurer with an amendment thereto by the Honourable Member for St. John's. I wonder if you might call that item, Sir.

MR. SPEAKER: The adjourned debate on the proposed motion of the Honourable Minister of Finance, and the proposed motion of the Honourable Member for St. John's in amendment thereto.

MR. HILLHOUSE: Are you going to make your ruling on this motion now? I think it was kept open.

MR. SPEAKER: It's in my name. That's what I intend to do. Yes.

MR. HILLHOUSE: Yes. I didn't have an opportunity to speak to the question of order. -- (Interjection) -- No, I know that but I want to speak to the question of order before he does rule.

MR. SPEAKER: We are dealing with the adjourned debate on the proposed resolution of the Honourable Minister of Finance.

MR. HILLHOUSE: No, that isn't mine. I'm sorry.

MR. SPEAKER: In regard to this proposed amendment of the Honourable Member for

(MR. SPEAKER cont'd.) St. John's it will be recalled that the Minister of Finance in introducing his motion informed the House that His Honour the Lieutenant-Governor had approved his motion. Any -- Order please -- any amendment extending the objects and purposes together with the conditions and qualifications expressed in the communication by which the Crown has demanded or recommended a charge, is out of order. The principle is binding not only to private members but also Ministers of the Crown. I would therefore refer the honourable member to Beauchesne's 4th edition, citation 246(3) which states in part: "The guiding principle in determining the effect of an amendment upon the financial initiative of the Crown is that the communication to which the Royal demand or recommendation is attached must be treated as laying down once and for all unless, withdrawn and replaced, not only the amount of the charge but also its objects, purposes, conditions and qualifications." Accordingly I must rule the amendment out of order.

MR. CHEERNACK: Mr. Speaker, I wonder if you could just clarify. Did you also state that the Honourable the Minister of Finance also is barred from making any change in this resolution? Was that what you said?

MR. SPEAKER: No, I didn't. The Minister is not allowed to change documents signed by His Honour the Lieutenant-Governor, which is part and parcel of this motion. In other words, I have witnessed the document that is before you there, over the Lieutenant-Governor's signature, which is a matter that was dealt with as indicated by the Minister of Finance at the time he presented it. And I've indicated to you the qualifications.

MR. SPEAKER: Are you ready for the question?

MR. MOLGAT: Mr. Speaker, I beg to move, seconded by the Honourable Member for Lakeside, that the debate be adjourned.

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

MR. LYON: Mr. Speaker, could I now ask you to call the motion of Supply, please, Sir.

MR. SPEAKER: Motion that the House resolve itself into a committee to consider of the Supply to be granted to Her Majesty.

HON. GURNEY EVANS (Minister of Finance)(Fort Rouge): Mr. Speaker, I beg to move, seconded by the Honourable the Attorney-General 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 Souris-Lansdowne in the Chair.

COMMITTEE OF SUPPLY

MR. CHAIRMAN: Resolution No. 67 Employment Standards, \$204,510.00.

MR. LYON: . . . comment. The next department to be called will be the Department of Transportation.

MR. CHAIRMAN: 3(a)--passed; (b)--passed; (c)--passed. Resolution No. 67 passed. Resolution 68. Apprenticeship and Industrial Training. . .

MR. PETER FOX (Kildonan): Mr. Chairman, I would like to ask the Minister of Labour if there have been any recent revisions in the Apprenticeship Act in order to streamline them and bring them up to date. I do realize that there is constant review but has there been anything specifically done just recently in regard to study and research to alter the length of some of the apprenticeships?

MR. WITNEY: Mr. Chairman, yes. The honourable member will find it in the Department of Labour report. It says, "That important changes were made in the number of training programs. The period of training was reduced from five to four years in the electrical construction, machinists, sheet metal and automobile mechanical repair trades, and accompanying this change was a requirement that apprentices in these trades take increased training in school during the period of their apprenticeship. There was also the changes where an increase in the numbers of apprentices attending technical schools and a rise in the number of apprentices who received certificates of qualification."

In the automobile body repair trade revisions were introduced to divide training into two sections: metal working and paint revision. Changes were made under the Hairdressers Act and the Barbers Act to increase the required in-school training from 1200 to 1400 hours and to do away with the improver category. And under the Tradesmen's Qualifications Act membership on the

(MR. WITNEY cont'd.) examining board for carpentry was increased from four to eight to facilitate the handling of the volume of applications. During the year 132 persons were certified as qualified industrial mechanics on the basis of their having had more than six years of working experience. This was more than double the number that was certified last year.

MR. FOX: A further question, Mr. Chairman. There are some new areas of technology being entertained today, and I know that they can be had through the M. I. T., but nevertheless some of these could probably be also applied through apprenticeship such as electronics and so on. Has there been any studies to see if the electronics apprenticeship course could be developed?

MR. WITNEY: Mr. Chairman, in answer to the question, I can say that generally yes, because there has been a constant review of the various trades that are going to be needed in the near future, and while I can't say specifically about the one that he is mentioning, that in general there has been a complete over-review of it and it is continuing.

MR. CHAIRMAN: (a)--passed; (b)--passed; (c)--passed. Resolution 68 passed. Resolution 69. Labour Relations. \$103,565.00.

MR. PHILIP PETURSSON (Wellington): Mr. Chairman, I ask the House's indulgence. I have a little difficulty in speaking, but nevertheless, yesterday under an earlier item in this particular department I raised a question about a man who was receiving compensation, that is full compensation through the Workmen's Compensation Act, and I was asking the question about what was regarded as earnings or as income. The little booklet that is published by the Workmen's Compensation Board giving information reads that "the Board is directed to calculate what best represents the actual loss of earnings" - and it goes on - "the daily, weekly or monthly wages, or other regular remuneration, the workman was receiving at the time of the accident".

Now, what I was getting at yesterday, Mr. Chairman, was that this man, to whom I was referring, has been totally disabled, he is on total disability, but while he was collecting, or receiving, regular pay cheques for a fixed salary plus commission depending on the amount of work that went through his hands as foreman of a garage, while he is receiving compensation based only on the salary, his total income as recorded from month to month was recognized for deduction purposes on income tax, it was recognized as his total income for Canada Pension Plan deductions and for one or two other matters as well. He was being deducted also for an insurance policy held by the New York Life, an accident insurance policy, from which he does not benefit at all because of certain restrictions inherent in the policy itself. I have here not only the income tax returns but I have some T-4 slips which point out quite clearly that his salary or wages before deductions and the amount that they came to, and then there are some other weekly slips or bi-weekly, which he was given, which also show what his earnings were, and if the statement in the information booklet for Workmen's Compensation is to be interpreted in the best way, or in the way it seems to intend, where it says that "the Board is directed to calculate what best represents the actual loss of earnings" then this man is being paid on lost earnings which represent only part of what his total earnings were.

I would like to pass these over. I'm simply making this statement for the records, Mr. Chairman. The Honourable the Minister suggested that if I were to bring some further information he might better be able to deal with the matter, and I would be happy to pass this information that I have, on to him including the insurance policy which really may not enter into the picture because it is very limited and would protect a man I imagine who was only partially disabled for a very short time, but in this man's case it wouldn't protect him at all, as I read the policy and as the policy has been interpreted by some lawyers who were retained to go over it. The 1965-1966 returns, that is T-4 slips, are in the hands of the Compensation Board, so the ones that I have here are earlier than that. They are 1962, 63 and 64, up to the time in which this man suffered the accident.

So I think with that, Mr. Chairman, and with the assurance that the Honourable Minister gave yesterday that he would look into it if he were given some additional information, I am happy to pass this over to him and to place it in his hands.

MR. WITNEY: Mr. Chairman, just for clarification, this information coming to me, I will have it forwarded to the Workmen's Compensation Board for their consideration and then the Workmen's Compensation Board in turn will be in touch with the man.

MR. CHAIRMAN: The Honourable Member for Rhineland.

MR. FROESE: Mr. Chairman, I just have a few questions. I note from the Public

(MR. FROESE Cont'd.) . . . Accounts book of a year ago that under the top administrative staff by the looks of it some are just working part time, if the salary of the people listed is indicative of that. Is that a fact? Are some of the top people on part-time and is this part-time spent on public relations under this Labour Relations Act? Just how much do we spend in this department under the item Public Relations?

MR. WITNEY: Mr. Chairman, I imagine the honourable member is referring to the various boards that are set up in the Department of Labour: the Minimum Wage Board, and that's about \$7,000 a year; the Greater Winnipeg Building Construction Wages Board, \$1,800; Rural Building Construction Wages Board, \$4,000; and the Heavy Construction Wages Board, \$1,500; and we have a consultant working with us in the field of labour matters who, I suppose he's on a consultant basis, not really a part-time basis. These are the matters which I think the honourable member is referring to.

MR. CHAIRMAN: (a)—passed; (b)—

MR. PETURSSON: Mr. Chairman, if I may. There was one additional question that I would wish to ask in connection with compensation for total or permanent disability. Is there any provision whereby the compensation increases automatically as the cost of living index increases; otherwise these people are on a fixed income and as costs of living increase they are being put into a less favourable position every time that there is an increase. If there is not such a provision, would the Honourable Minister entertain something of that sort.

MR. WITNEY: Mr. Chairman, there's not such a provision but last year, or in 1966, an amendment to the Act was made which provided at that time for consideration of this fact. I had the information here just a moment ago and I have misplaced it. At any rate, in answer to the question, it is not tied down to the cost of living. In 1966 there was an amendment made to take into consideration some of the changes which had occurred during the decade.

MR. PETURSSON: Mr. Chairman, there was an increase made up to \$6,500.00 Was that in annual compensation, or this was the income on which the compensation was based -- that was an increase over what it had been earlier. Is there any retroactive situation involved in that so that people who had been on compensation for total disability before would be able to benefit in any way by that.

MR. WITNEY: Well, the maximum ceiling, Mr. Chairman, is \$6,600 but there is no provision for retroactivity.

MR. CHAIRMAN: (b)—passed; (c)—passed. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I made a suggestion to the Honourable Minister about appointing an independent advisor to assist workers in preparing and presenting appeals against decisions of the board. I wonder if the Minister has any comment to make on that.

MR. WITNEY: No, Mr. Chairman.

MR. FOX: Before we proceed from this item, Mr. Chairman, I would like to ask the Minister whether his department is giving any consideration to altering the Labour Relations Act in respect to Section 54 and 55, which deals with Crown Corporations. These sections of the Act deny employees of Crown Corporations the same privileges enjoyed under legislation as those of private employees, except for those that are named in the Act, and we've had some difficulty in regard to this before. It was brought to the attention of the House in regards to the Vegetable Marketing Commission employees and a number of others. I'm just wondering if the Minister would like to comment, whether we can have some action on this matter soon.

MR. WITNEY: The question was, Mr. Chairman, is consideration being given and the answer is yes.

MR. CHAIRMAN: (Resolutions Nos. 69 and 70 were passed.) Resolution No. 71 - Research. The Member for Kildonan.

MR. FOX: Thank you, Mr. Chairman. I believe that this is the area I would like to speak on this particular subject, it also deals with Workmen's Compensation, and, Mr. Chairman, I would like to bring to your attention the fact that there are a number of critical areas where workmen do not receive adequate compensation for what has occurred to them.

I would like to relate in our own industry, the packing house industry, where a number of workers had a difficult time establishing a claim in regards to an industrial disease, which was brucellosis. It took them a long time to get the claims accepted, and after they did, the treatment that was accorded them, although it proved to alleviate the disease, it certainly left very many ill effects. Now, I'm not going to say, because I'm not certain what caused the problems that these workers have, . . . that they are still left with today, except to say that the disease

(MR. FOX Cont'd.)... was eventually traced and determined as an industrial disease because of the handling of diseased cattle. Now, there are a number of these people and they feel, and they have tried to make this case that they have had certain deleterious affects for which they are not compensable at the present time. They have had medical treatment, this is true, they have had lost time replaced to 75 percent of what they were eligible for; but nevertheless, Mr. Chairman, I would like to say that a person is not just a wage earner, he is more than that. He also has to pursue other habits when he leaves his place of work and apparently some of these people suffer therefrom. They are listless, they have poor memory, these are all very difficult things to prove before a medical board but nevertheless, this is the way they explained their case to me.

Some of the medical practitioners have agreed that some of the results that these people complain of are true, but the board, under the present setup has no way of determining what to compensate people for this kind of a disability. I would like to say that — you know we compensate people when they are injured, we'll take any workman that loses a couple of fingers and this makes him incapacitated to that extent, but the board doesn't take that into consideration. It just says that if he hasn't lost any earning power then there is no compensation for him. Yet that man cannot enjoy life as well as he would have; he cannot go out and play golf because he can't hold on to a golf club, and there are many other things that he can't do. And these other people that I was speaking of in regards to brucellosis have this same problem. They have very many drawbacks, disabilities created by this industrial disease for which they are not being compensated at the present time. And I do believe, Mr. Chairman, that under research, we should possibly look into instituting some kind of fact finding body that could determine some way of compensating people for some extra disabilities that they have, other than just their earning capacity.

MR. CHAIRMAN: ... \$92,795.00. Resolution 71 passed. Department XIV. Transportation. General administration.

MR. McLEAN: Mr. Chairman, in September 1968, along with the general reorganization which took place in the various government departments, the new Department of Transportation was created and perhaps I might just indicate the functions which are now part of the department.

One of the things that came along of course was the highway and road program that had formerly been carried on under the Department of Highways. To that was added the Motor Vehicle Branch, the Highway Traffic and Motor Transport Board which had been part of the former Department of Public Utilities and which in that respect, all of those functions were transferred over to the new department. And some other functions which are associated with the general subject of transportation, although not too large a part of our actual work; and I had been connected with the work in the Department of Public Utilities that had been carried on by the Motor Vehicle Branch. So, that is the functions which we perform now in what is called the Department of Transportation.

I would like to express my appreciation, and I'm certain the appreciation of all, to all of the people who work in the various departments, some with whom I had been associated previously and the new people who came, as far as I was concerned, into the department from the former Department of Highways. They have all discharged their duties and responsibilities with vigour and great capacity and I would want all of them to know of my personal appreciation and I'm certain the appreciation of everyone.

It will be of interest to the members to know that in connection with the Motor Vehicle Branch and the functions that are discharged there, that Mr. Peter Dygala has today been appointed the Commissioner of Motor Vehicles, and if you can remember, that that carries with it the duties and the responsibilities of Registrar, and Mr. Rock, as the Assistant Commissioner, and I'm very pleased that the duties and responsibilities for the administration of that branch of our work will be carried out under these officers. Both Mr. Dygala and Mr. Rock have been for many years with the department and are well known I'm certain to the members here, and to the citizens of Manitoba, and I am certain that they will have our best wishes as they undertake their work in these new titles. Actually they have been performing a great deal, if not all of the work heretofore.

It is with some considerable regret that I have to inform the members of the committee, Mr. Chairman, that Mr. Claire Smith, who has been the Deputy Minister of Highways and Deputy Minister of Transportation since the new arrangement, has submitted his resignation

(MR. McLEAN Cont'd.)... and will be leaving us at the beginning of April for new responsibilities and new challenges in the Province of Ontario. I know that he has enjoyed a very close relationship with the committee and citizens throughout the province and that we shall miss him indeed when he leaves us. But of course our appreciation to him for the splendid way in which he has carried out his duties with us.

Speaking just briefly about the Motor Vehicle Branch, I might mention three items which are of interest. The two mobile units for motor vehicle inspection which began operations in October, 1968 and which had a splendid response from the public, we have been pleased with our work with these units and look forward to their commencing operations just as quickly as weather will permit us in the spring. I have every confidence that the basis upon which we are operating is sound; we will ensure that they visit all parts of the province and that citizens have an opportunity of having their vehicles inspected and we will be making more and more use of the inspection units in the months and years which lie ahead.

I'd like to say a word about the defensive driving courses being conducted in the Metropolitan area of Winnipeg by the Greater Winnipeg Safety Council. I believe these courses to be soundly based and well carried out and I commend them whenever I have an opportunity of doing so, to all persons. We are making a small contribution, a small financial contribution, to the work that is being carried out, and of course, work closely with - that is, the officers in the department work closely with the Greater Winnipeg Safety Council. I wanted to say here that I believe these courses to be excellent, and we are hopeful that we will be able to make use of them in our own work with regard to driving, such matters as suspensions and related items in the conduct of our work insofar as our licences are concerned. And then, of course, finally to say something - just to say what you already know, that our breathalyzer legislation which was the subject of some considerable discussion in previous times, became operative on the first of March this year. We have equipment; we have officers that have been trained in the use of the equipment and the officers have been endeavouring to ensure that the equipment and its use, and the fact that the legislation is now in effect, receives as wide publicity as possible. Last evening there was an excellent meeting, or seminar, at which a demonstration of the use of the breathalyzer was given to a large group of members of the judiciary, Crown council, defence council, court officers and senior police people. I believe that it was indeed a good evening and I know that we are looking forward to the co-operation of all of these people in the implementation of the program.

Turning to the matter of roads and highways, which is really something that I would imagine would attract the attention of the members as it has always done in the past, members will note that there is a small increase in the amount of money being allocated for highway and road construction, an increase from 24 1/2 million dollars to 25 and almost a half million dollars. I've learned a good deal of course since last September about the workings of this department, but one thing I can tell you, Mr. Chairman, is that if we could have \$200 million there instead of \$25 million, we could use it without any trouble at all, and if the Minister of Finance or the members of this committee, Mr. Chairman, are disposed to divert that amount of money from the other departments, we'll be certainly glad to receive it and I would be glad to come back with a new program later in the session.

I want to say something - and in just a moment we will have distributed to you the projected program of construction for this year. I just want to say that sometimes it may look as if we're hitting out in all directions at the same time, but what we have set out on the program is part of our overall plan for the highway and road system of the province, and that while 6.2 miles work on a particular road may seem not too great in relation perhaps to the length of the road in question, it is part of a plan with regard to that particular road of perhaps upgrading it, or surfacing it, whatever the case may be, and that all have been fitted -- we've tried to fit everything into an overall plan of upgrading and improving the roads to as modern a system as possible in all parts of the province.

I like to think of the road work of the province sort of in three parts, if I might put it that way. There is the work within the Metropolitan area of Winnipeg, and in that regard of course the work - the projects - are projects of the Metropolitan Corporation which are supported by provincial funds, and there is of course, in addition to that, work which we do entirely at provincial expense, as for example the Provincial Trunk Highway 59 within the Metropolitan area and which is an entirely provincial item. We have had other items of a similar nature and will have other items in the future, but for the most part the work that is done

(MR. McLEAN Cont'd.).... within the metropolitan area is done under the direction of the Metropolitan Corporation and our principle function is that of the supporting role in terms of financial assistance.

And then of course there are the northern roads, and I think of that as being those roads which lie north of the 53rd parallel in Manitoba. These are a very expensive portion of our highway expenditures because building roads is an expensive matter. You will appreciate this when I mention to you that the construction of the road from Lynn Lake is estimated at approximately \$12 million, which is a very substantial sum of money, although the length is not that great. And that's an illustration of one of the realities of life in relation to the northern road program. We have a number of items in that relate to this northern road program this year and this work is continuing apace and with the expenditure of ever larger sums of money on it. Then, of course, there is the balance of the province of Manitoba which has, of course, many miles of highway and where our work is related in large measure to upgrading and improving the road system and providing better bridges, new bridges where necessary and, generally speaking, to increasing the effectiveness of the road system of the province. Well, Mr. Chairman, I'm certain that the members will have many questions and I will be glad indeed to do my very best to answer them and to invite the suggestions and cooperation of the members with regard to the work which we are planning to do in 1969.

I perhaps ought to comment that, in relation to our road program, by reason of weather there were certain projects which could not be completed in 1968 and some of those programs will be noted as being in the 1969 program of work to be done and to complete the projects which were undertaken during the year 1968.

..... Continued on next page

MR. GORDON E. JOHNSTON (Portage la Prairie): Mr. Chairman, I have a number of questions for the Minister so perhaps he could make note of them, and I have a few comments as well. I was wondering if he could tell the committee of last year's appropriation for highways and roads of \$24,550,000, was this all expended or was there some work not done that was promised? Also, if there are any roads that are paid for under the FRED or ARDA agreements, could he specify these roads and the amounts of money that were received from federal sources?

I recall about two years ago, Mr. Chairman, that the present premier of the province, who had the responsibility for roads at that time, at a municipal convention he promised a complete dust-free program for all highways in the province. Now I know from driving around the province that there are certain roads that don't appear to meet this qualification. No. 6 is one -- No. 6 highway; No. 50 highway and No. 15, to be specific. Now there may be others but I know that this promise received a great deal of publicity and I am wanting to know if it's completed yet or not, although it was promised for two years ago.

I note in the divisional offices, there are twelve of them and the most northerly one is The Pas. I am wondering if the Northern Division office should not be moved further north to where it is more central to the operations. I think it was evident in the by-election up there that some of the resentment that northern residents had was they felt that the government was not producing roads quickly enough to meet the growing needs up there. I know it's an expensive operation to consider a road all the way to Churchill but Gillam and Churchill are certainly very unhappy. They don't see a program that they can some day hold some hope. Perhaps if the Department of Highways were to plan a ten-year program, regardless of what government is in power, the people who are waiting for a road in a certain locality at least could take some comfort from knowing that they are on the program for some place in time, and I think this would get rid of a great deal of resentment for people who are waiting year after year for a particular road or a particular highway. This might help solve that problem.

This is only a small item but it's caused some resentment in the City of Portage la Prairie. The by-pass will be going around Portage this year and there have been requests to your department, as you will recall, from the municipal authorities and from the Chamber of Commerce for a proper signing on the perimeter of Winnipeg, denoting that Manitoba's fourth largest community is next down the highway. I note this was done in the case of Falcon Lake. Because it is a tourist area it's only proper that this area be advertised on the highway signs rather than Kenora, and I'm asking the Minister to give this same consideration to the City of Portage la Prairie that they have their community advertised by a decent-sized sign on the highway.

Every year, I guess the last three or four ministers have heard the steady request for a north-south highway that would come from Windygates through the center of the province. I have been in on two delegations and we receive a sympathetic hearing but there is no place in the future, and I would like the Minister to say if this is being considered for the future or has it been moved up or has it been forgotten about?

The matter of the road map. It's a very attractive map; I think we would all agree on that. There's some information in it that is of interest to the tourist and to Manitobans in general, but I am wondering if in one of the panels we can't show the whole picture of Manitoba. I know it might be impractical to have the whole province of Manitoba on the road map, because there are not that many roads up north, but I would like to see a picture of the total of Manitoba with the main arteries and the main centers marked in, to show our visitors how large and how great this province is, and I don't think they can really get that picture from the present map.

Finally, in speaking about roads, I wonder if the Minister would care to explain in some detail how road contracts are called, and how they are let, and what provisions are made, if any, for a contractor who cannot meet his terms of contract. Is there some give and take in this area? Or is there a rigid rule that the contractor has made a mistake and he has to pay a certain penalty? I know I've had a complaint from one road builder that he thought that there was different treatment in this regard, so I was wondering if the Minister would care to make a statement on that.

In the matter of the Motor Vehicle Branch, I think that at the risk of some unpopularity something should be done about the licensing of power toboggans in Manitoba. I know in the community that I represent there have been a great many accidents. No one has been killed but there have been broken legs, injuries, damage to vehicles, and I think that this problem has

(MR. JOHNSTON cont'd) grown to such a stage now that something has to be done. Should a six year old boy or girl be allowed to drive a vehicle that can go 35 or 40 miles an hour? Presently they can, and while this may be a little bit unpopular, I think this question has to be tackled and can't be put off any longer.

The Minister spoke about the coming into force of the breathalyzer legislation. I am not quite clear now. Is this presently in force? Have there been any convictions made to date? If so, perhaps the Minister would dwell on that for a moment.

I have one more specific about the roads, Mr. Chairman. When I was up to Thompson some time ago there is a highway, or there's a road, cold mix pavement, from the airport to the town of Thompson, and it's been down, what? - one year or two years, but anyway it's practically gone. I think this was a great waste of money that an inferior road base was put down and now it has to be done again, and I think that while trying to spread the resources so thinly that you please more people, I think that in cases such as this you are perhaps better off to wait one more year and do the job properly rather than have to come back and re-do it a year later.

MR. MICHAEL KAWCHUK (Ethelbert Plains): Mr. Chairman, at the outset I would like to extend, of course, my congratulations to the present Minister for having had the proper qualifications to be awarded the new Department of Transportation. I know that perhaps he will be more sympathetic to some of the needs of central and northern Manitoba in the way of road requirements. As a matter of fact, I have an interesting point to outline already; I will do it a little later. Before that, however, I would like to join with the Minister in expressing our appreciation to the staff, not only located here in the City but throughout Manitoba, for doing a wonderful job, usually at times when the weather conditions are somewhat adverse. I, too, would like to express our good wishes to the two gentlemen mentioned by the Minister, Mr. Dygala and Mr. Rock, in their new positions.

In going over the proposed highway program for the ensuing year, it is with great interest that I note that at long last the people of Winnipegosis will enjoy at least some 17 miles of asphalt surface treatment on No. 20 highway, and this is one of those roads that I have been requesting, and the people of that area have been demanding, for a number of years. However, there is one item in the estimates that I would like to draw to the attention of the Minister and perhaps he could explain later when he is making his remarks, and that is with respect to highway buildings and storage yards acquisition and construction. I note that there has been a considerable increase in the expenditure for this year as compared to last year. I was wondering whether or not that figure includes a new garage for the Dauphin area.

Mr. Chairman, I am just looking over my notes because a lot of things I had marked down to make comment on have been covered now by the member for Portage, and being one of those gentlemen who does not believe in repetition, I perhaps could just check closely and see what has now been covered.

At the same time, perhaps, I think the attention of the Minister -- he is probably very well aware that the No. 10 highway, although I fully appreciate the fact that the portion in the Riding Mountain National Park comes under federal jurisdiction, perhaps it might be fitting at this time to draw to the attention of federal authorities that this road is badly in need of up-grading and repairing. I was just wondering whether the Minister would also give us a progress report on the construction of No. 6 highway north from Gypsumville to Ponton and what progress has been made during the last construction season.

I wholeheartedly agree with the Member for Portage la Prairie that the roads in Northern Manitoba are such that it leaves a lot to be desired, and as has been advocated for a good number of years by our group, that a road program of a long nature is badly in need, and perhaps the Minister could indicate whether or not the government has such contemplations. I remember two years ago during the first estimates in which I had the opportunity to participate, of the Department of Highways, at that time the Minister of Highways, now the Premier, had responded to my proposal which I made and the proposal was of the nature that the people of Manitoba are not getting fair value for their road dollar, and I advocated at that time that more heavy construction equipment be purchased by the public, perhaps not entirely replace the contractor construction set-up as we enjoy it presently, however at least there should be enough of this heavy equipment so that the government would be in a better position to more closely assess the cost per road, and in that manner could perhaps be in a better position to know whether or not some of the bids are high or otherwise.

(MR. KAWCHUK cont'd)

Insofar as breathalyzers are concerned, I am one of those who certainly will welcome the introduction of these gadgets or equipment. However, I was just wondering whether the department or the government has any intention of seeing to it that these breathalyzers are installed or made available in hospitals so the test could be conducted in the hospital as well as by officers out on the open road. That perhaps, Mr. Chairman, will suffice for the present time and I will think up a few more points as we go along.

MR. FROESE: Mr. Chairman, I too wish to congratulate the Minister on his appointment in this new portfolio as Minister of Transportation. I am also glad to note that some work will be done in Rhineland this year, which is very gratifying, although I think much more should be done. I am also sorry to see that Highway 30 is just supposed to receive a grade widening and shoulder gravel. I think it needs resurfacing as well, once that is completed, and I hope they don't wait too long before that is done. This is a road that I have been complaining about and I am sure that the people in the area between Rosenfeld and Gretna to the U. S. border have been complaining about for years. I do hope that the Minister and the government see fit that, once this widening and the new shoulders are brought in, that they also do a resurfacing job.

I am sorry to see, though, that no work is planned on provincial roads No. 243 and 421, and although we were in to see the Minister in connection with the latter one, I had hoped that something might come forward. Then, too, on highway 14, some several years ago 14 was widened to a point 1 mile east of Winkler but from there on it has been sitting like before and it's just two miles short to the boundary of the Rhineland constituency. I felt that this part of the road from highway 75 to the point 1 mile east of Winkler should be widened as well, and should receive wider shoulders because there is so very heavy traffic on that road, and I am sure the Minister knows about it because traffic counts must indicate this to him, and I do feel that something should have been done on this particular road as well. I do hope that the Minister sees fit that it won't take too long before something is done on this particular highway as well.

Mr. Chairman, I would like to know from the Minister what is the policy in connection with maintenance on provincial roads. Do the municipalities have to complain and is it that those who complain the loudest receive the necessary repairs and the work done, or what is the policy, and who determines as to what is done and how much is done on these provincial roads when it comes to gravelling and maintenance?

Then, too, I would also like to know the government's policy in connection between his department and the Department of Natural Resources in the matter of drainage. Who pays for the bridges that are placed naturally on these roads where you have new drains put in? Is this part of the cost of the Department of Highways and is it being considered as part of the highway system, or is this part of the drainage system? In my opinion, Mr. Chairman, I think this should be part of the road system because under some contracts that have been negotiated, if you can call it that, between some municipalities, the awards are made on that basis that this is part of the road system, and I would like to know from the Minister just what actually is the case in this respect so that we as members will also know when we are asked about this.

I think this is quite important because, as we see more drainage work done, who will be responsible for these new bridges, these larger bridges, that are being put into the road system? Who's going to be held responsible for the maintenance of them once they are built, because it can be a very costly matter repairing them and maintaining them afterwards.

Mr. Chairman, I no doubt will have other matters to bring forward but I feel that I need some answers to the questions I've asked at this time before I proceed with some of the others.

MR. CHAIRMAN: The Member for Emerson.

MR. JOHN P. TANCHAK (Emerson): Mr. Chairman, my remarks will be very brief. I, too, wish to congratulate the new Minister on the assumption of his new duties. I think I will get along with him better in his new department than we used to when he was Minister of Education. I don't think we got along too well at that time but I think he should be good to me because I have a few people in his constituency who are very personal friends of mine -- (interjection) -- No, this isn't a bribe or blackmail, but I see that the Minister must have had my constituency in mind because even before we did get our sheets, the highway program, he did mention that a highway only 6.2 miles may look insignificant, but he's got so many responsibilities, so many highways in the Province of Manitoba that maybe 6.2 is a good start. He must have had me in mind, as I say, because I notice Highway No. 201 - 6.2 miles. Maybe he didn't.

(MR. TANCHAK cont'd) Six point two miles of base and asphalt surface treatment. I wish to thank the Minister for being gracious enough to consider Emerson constituency in respect to 201, and I'd say the same as the Member for Rhineland, that it is very little. I had hoped for more roads, more construction, but maybe the Minister will consider it in the future. I'd like this road extended to 201 which was formerly called Morden-Sprague. I had hoped at least to No. 59 to make a good connection, but maybe next year you'll go beyond 59 as far as the next largest town, that is, Vita. "The dusty roads" somebody tells me behind. Yes.

This road is very important in Emerson constituency and the Minister had a delegation from that constituency. I was present at the delegation. Even the school board of Boundary School Division was very much concerned about the road. Why were they concerned? Because Boundary School Division is about 75 miles in length and the road that serves practically all the schools in Boundary School Division is No. 201. It runs right through the middle, nine miles each way north and south, from 201, reaches the northern and southern boundaries, so it's a very very important road in that area. At present the school buses travel a distance from the farthest town, that's Piney, to Dominion City, a distance of 62 miles over gravel roads, dusty roads. These are a hazard to the children, and the school board, rightly so, is very concerned because the parents feel that it is a very dangerous road, especially in the summer. When the dust flies, the bus drivers -- the visibility is sometimes no more than maybe 100 or 200 yards and it's a great responsibility for these bus drivers. They know that they may have 40 to 60 students in a bus and it's a responsibility, and I would say that this road should have been dust-proofed or hard-surfaced years ago.

Now, in addition to that, the most western end of the road, for a distance of about 15 miles is used during the summer by gravel trucks. Practically all of the gravel west of the river comes from Emerson constituency and all these trucks, most of these trucks use 201 as the road of transportation. Sometimes there's as many as 150 truck loads in one day carrying gravel, and at 9:00 o'clock in the morning and around between 3:30 and 4:30, school buses have to use that road and it is a death trap, it is a dust hazard, and I'm sure that the Minister, in considering all the roads, did have this in mind that the road does require treatment. I wish to thank the Minister for that. I notice there's 4.3 miles of road on 201 from Sundown to Menisino. Once this is completed - I hope it is this year - then 201 at least will be completed as far as grading and gravelling is concerned. It never was up till now; there was this little patch of 4.3 miles which was never completed. It will make the road complete as far as gravel base and grade and gravel is concerned, but I hope that next year the Minister will at least pave another 20 miles on 201 to eliminate this dust hazard and the dangerous driving for the students who have to be transported. This is the only road that connects the different towns in Emerson constituency. It's a very vital road. True, we've got roads going east or north and south like the No. 12, the 59 and the 75 in my constituency, but all these roads, as I said before, lead to the City of Winnipeg and naturally the residents of that area appreciate that there are good roads to travel to main markets in the City of Winnipeg, but they felt that the roads constructed, they were not in consideration of the residents in Emerson constituency; it was just because it was a connection between United States and Winnipeg that that these roads were constructed, and now the most important road to the local residents is the 201 which goes right through the middle of Emerson constituency.

I also notice that at Emerson the CPR overpass and the approaches are going to be constructed. I am sure that the people of Emerson will appreciate this very, very much. They have been working for this for about five years; finally I notice that this construction is undertaken. Dominion City, the Town of Dominion City, there will be more base asphalt, surface treatment there, which is nothing new. It could have been completed last year but the town was not ready due to the fact that they had some sewage installed there and the roads were not ready for treatment, and now it is being considered.

So, again I wish to thank the Minister for at least considering this part of Emerson constituency and next year I hope we get better treatment.

MR. CHAIRMAN: The Leader of the Opposition.

MR. MOLGAT: Mr. Speaker, I too want to add my congratulations to the Minister in his new post. In fact, I might say that I was delighted when I saw his selection as Minister of Transport. Being a neighbour of mine, and I might say one who knows my constituency quite well, he travels through it regularly, Mr. Speaker; he is one of our very frequent visitors in

(MR. MOLGAT cont'd) the area; and for a third reason, he now has all his roads paved in his constituency unless they start on the section roads which might be the next project, I'm not sure, but short of that he has everything else covered and I would think now would be in a position to share some of this wealth with other needy areas. So on that basis I can only assume, Mr. Speaker, that the Minister will be taking a very careful look at some of the needs in Ste. Rose constituency of which he is fully aware and quite familiar.

I'm pleased to see that he is taking some particular action on No. 50 highway. It is one of the numbered highways in Manitoba that is still unfinished and for a number of years no work had proceeded. I see this year that there is going to be some hard surfacing. I would urge the Minister to complete that highway.

There are other roads in the constituency, however, which my honourable friend knows full well and which a road map will reveal to any outsider are major arteries; while they may not be numbered highways at this point, certainly in terms of traffic, in terms of area covered, do qualify for a numbering under the highway system, and I would appeal to him to take a particular look, for example, at No. 260, the one leading north from No. 4 Highway. That road was started many years ago; it was partly hard-surfaced and then apparently abandoned, and the balance of it, particularly through the Municipality of Glenella, has been untouched since, so you travel along the road, you are on hard surface for a period, and then you come to a sudden stop for no accountable reason and it has in fact been the result of a number of accidents at that very point because people are unaware of the sudden end of pavement and they end up on what really is not even a good quality gravel road. The same applies to the other cross connection, No. 261, from Amaranth to Glenella, again a major artery because there are no roads in the immediate vicinity. From a tourism standpoint as well as an artery - I know the Minister is aware of the needs on 276 north to Ste. Rose by Rorketon and on. This is a major tourist road in the summertime. A very large number of American tourists, in particular, come up there to enjoy the very fine fishing at the north end of Lake Manitoba, the Waterhen and so on, and these are areas that do need urgent attention.

Again, like my colleague the member for Portage, I don't believe that you can build every road in the one year; quite obviously not. But what there needs to be is a planned program. It's been my experience that if people see that some progress is being made, even if it's only five miles a year, better still if it's 10, but at least if they see something happening they will wait, but -- (Interjection) -- Yes, at least it gives them hope, but it's when they see nothing at all happening that they get quite discouraged. And we have to face the facts, Mr. Chairman, that with high speed cars today, with the increase in the number of cars, that gravel surfaces are no longer satisfactory. The cost of maintenance, the fact that the gravel surface is blown off all through the summer in the form of dust, during the course of the winter when by snow-ploughing you end up by having about half of it back in the ditch, your yearly loss of cover on the road is very serious.

Now I wonder if in some of the traffic areas where there's a substantial amount of car and light traffic we shouldn't consider some different standards for some of these roads. It seems to me that we sometimes try to have too high a standard from the standpoint of width and of surface on some of the roads that do not carry very heavy truck traffic. I quite appreciate that where you're dealing with the heavy transport trucks and semi-trailers you have to build a road that will stand that type of traffic, but where there's very little of that traffic, I wonder if we couldn't examine the possibilities of roads that were not quite the same standards but with a hard surface top. This seems to be the request that our travelling population today is particularly concerned about, the hard surfacing to get away from the dust. It's not only an annoyance but there's also a tremendous hazard from the standpoint of accidents. So I wonder if an approach could be made in that area. I mention to the Minister the piece of highway, and I know he travels it at times, No. 260 from No. 4 highway north through Walderssee. The hard surface section on that was built many years ago now. It's not a high grade - too narrow, admittedly, for today's standards, but nevertheless it was certainly not at the cost of some of the roads that I've seen, for example No. 24 in another part of the province which I've travelled over recently which is a very high grade, very very wide. Now there may be reasons for that because of local soil conditions, but when you look at that piece of road, No. 24, to build something to that standard across the province will delay hard surfacing in many areas, so I urge him to have a look at this possibility.

I may have further comments to make at a later time, Mr. Chairman, but I wanted to

(MR. MOLGAT cont'd) mention these particularly to the Minister while we are going over the details constituency by constituency and to appeal to him, now that he has, as I mentioned, completed the work in Dauphin constituency, to share with the others.

MR. CHAIRMAN: The Honourable Member for Lakeside.

MR. CAMPBELL: Mr. Chairman, my immediate question relates to all the departments of government and I was intending to get it in while the Honourable the Minister of Labour was on his estimates but I just didn't seem to get the opportunity or be present at the right time. It's the annual question about a list of the civil service numbers in each and every department. I address it, actually, to the Leader of the House rather than to my honourable friend the Minister of Transportation, because it's one that applies to all departments. We have been furnished recently with a list of the numbers of civil servants in the various departments. I still maintain that the right way is the way that was done some years ago, and that magic figure of 1958 comes so readily to mind to some of my honourable friends that I wish they would emulate the example that was set in that year in some regards. I still think that the proper place to show the number of civil servants is in the estimates and that they should be a matter of permanent record there. However, I won't quarrel too much about that since my honourable friends have followed the other practice, but I would like, early in the game, to have the members of the House furnished with this customary list of the numbers of civil servants in the different departments, allocated as to their particular responsibility.

MR. EVANS: . . . ready now, Mr. Chairman, and will be tabled very soon.

MR. CAMPBELL: Thank you. I see that my honourable friend the House Leader has anticipated the request and it's already on the way, so I suppose that the same will apply to the list that we received about the remuneration of the Deputy Ministers and others in those salary brackets.

MR. EVANS: Well, I'm not as well acquainted with that particular compilation but I have no reason to believe that it won't be coming forward too.

MR. CAMPBELL: My only point, Mr. Chairman, of raising it at this time is for some of us who like to make a bit of a check on these matters and the earlier we have them the better, and I appreciate the information given by the Honourable the House Leader.

MR. CHAIRMAN: The Honourable Leader of the New Democratic Party.

MR. PAULLEY: Mr. Chairman, I, too, would wish the Minister of Transportation well. I had the pleasure, in a rather depressing circumstance yesterday, being with the honourable friend as we went up to Russell; however his company was very, very pleasant and I'm sure that during our voyage the Honourable the Minister of Transportation had an opportunity, at least in two areas, to realize what smooth roads really mean. One was while we were up in the air. The plane ride was very smooth unlike some of the rides we get while we're down on the ground, and then we travelled into Saskatchewan and happened to have the opportunity of travelling at least for 40 or 50 miles on roads that were built by the former CCF government in Saskatchewan. And they -- yes, that's true, they have stood the test of time, which shows that the roads there were well and truly laid and planned and are still quite smooth, and I think even the Minister of Transportation would admit that. -- Interjection -- No No, that's perfectly correct, Mr. Chairman. The government that really put the province on its feet is not there, but it will be back come the next election. I'm sure that the Honourable Member for Lakeside would agree with me in that.

I want to make a plea to the Minister of Transportation on behalf of the Member for Springfield. I don't think that the Member for Springfield really can make the plea I'm going to make lest he runs into some difficulties at caucus or with some of the boys opposite. Some years ago, under a different government here in Manitoba, Mr. Chairman, there was visualized a perimeter road surrounding Greater Winnipeg and the metropolitan area of Winnipeg. If I recall correctly, the then government thought they planned out a spacing of the building of the perimeter and, if memory serves me correctly, their plans were such that that would have been completed at least four or five years prior to this. Not necessarily all double-lane highways, but at least there would be a perimeter road surrounding Metropolitan Winnipeg. If one takes a look at the map, there is only one section of the perimeter as yet not completed. -- (Interjection) -- My honourable friend asked where. I suggest that, as a Minister of the Crown, he should travel east instead of staying in the west. If he would only do the courtesy of visiting his colleague, the Member for Springfield, he would soon find out where. It is that portion of 101 from Highway 15 north to Highway 59. It hasn't even been started as yet. Yet,

(MR. PAULLEY cont'd) there are other areas -- for instance, those areas in the constituency of the Honourable Minister that just asked me where there wasn't the highway -- are now venturing into two-lane highway propositions, all paved. So I would suggest to my honourable friend the Member for Springfield that he get hold of the Minister of Mines and Natural Resources, show him where, and try to get at least a reasonable amount of fair treatment for the constituency of Springfield and for the people who live east of the Red River. And I want to appeal to the Minister of Transport to consider the advisability of not proceeding with the double lanes in some areas while leaving the portion of the perimeter that I speak of, namely from Highway 15 to 59, untouched.

I realize that there are some cost factors involved, such as a new crossing of the Canadian National main line and one or two other problems, but I might say it irks me no end, Mr. Chairman, to travel backwards and forwards to this building, day by day, and see on Highway 15 signs indicating that it is Highway No. 101 Temporary. Now, I know my honourable friends opposite, in answer to questions from this side of the House as to when things are going to be done, reply "soon" or "shortly." But I want to say to the Minister of Transportation, the signs Temporary 101 are beginning to rust -- they have been up there that long. We are talking now of the possibilities of expenditures of millions of dollars in providing for an inner perimeter highway. It's my understanding that in some areas expropriation proceedings have taken place or are in the process of being taken to provide the land for an inner perimeter highway. And I think, in all fairness, that before we embark on inner perimeters we should at least complete the outer. So I appeal to the Honourable the Minister of Transportation on behalf of the citizens east of the river and, in particular, the citizens of Springfield constituency, to brook no delay in having construction started on the completion of the visions that this House had prior to 1957. I know the government opposite loves to go back to the year of 1958 as being the Year One in Manitoba's history. I would suggest, in all due respect, as while I do criticize the former administration under the leadership of the Member for Lakeside, I think this is one vision that they had, that should be completed and proceeded with.

I'd also like at this time, again on behalf of my friend the Member for Springfield and the people east of the river, to appeal, as I have in the past, for consideration of the completion of Highway No. 15, from Elma to Rennie. This is a portion of a highway that enters into the heart of one of Manitoba's greatest play lands and resort areas. If you take a look at the map, Mr. Chairman, and see from Elma to Rennie, it is a comparatively short space - milewise at least - but the completion of 15 would give to the more ready access to Brereton Lake, Jessica Lake and most of the Whiteshell area. I'm pleased to note that in the estimates of my honourable friend that there will be a little more work done on Highway 15, paving up to Highway 12, as I understand his estimates, but I think that it is time that the 15 was connected with Rennie. I recall that when I was mayor of the then town of Transcona, back down in 1948 and 1949, we had an organization at that time called the "On to Rennie Highway Association," and we had dreams in those days, dreams that we thought were going to be fulfilled by the Government of Manitoba at that time. And it's really, as I understand it, Mr. Chairman, a relatively small item. Again I qualify that by saying there may be problems insofar as the terrain is concerned, but we have built more expensive pieces of road for less useful purposes, and it would open up a considerable area far more conveniently to the people travelling to the Whiteshell.

So I trust and hope that my friend the Member for Springfield will join this coalition this afternoon and assist me in my endeavours on his behalf. I have done it before. Again I plead with the Minister: get on with the job and let's take the rusting temporary signs down, describing 101 as being temporary, that are presently on Highway 15. Let's take them down because you're going to have to replace them soon anyway, and that might go a considerable way to the construction of the highway, and then complete 15 through to Rennie. And as I say, and I want to reiterate, we're talking of inner perimeters. In some areas, as I understand, the outline and the maps, the inner perimeter is only about a mile away from the outer perimeter, which seems to me to be wasteful in these days when we have to take a second look at a nickel. And I ask the Minister to give consideration to this appeal. There may be other items in his estimates that I may want to discuss again but these are at least two points that I ask him for his consideration.

MR. CHAIRMAN: The Member for St. George.

MR. GUTTORMSON: Mr. Chairman, I'd first like to begin my remarks by expressing thanks to the Minister for the considerations he has given to the highway program with respect

(MR. GUTTORMSON cont'd) to the Interlake, and in particular to my own constituency. The program outlined in the brochure passed on to us this afternoon will be very welcome by people in my area. As the Minister knows, and the First Minister, these are projects that I have been seeking for some considerable time. I can assure both of them that they will be very welcome.

I notice, Mr. Chairman, that some of the programs outlined with respect to the No. 6 highway are programs that were on last year, and I presume the weather was a big factor in them not being completed and I see they're shown on again. I would hope that the Minister would be able to take steps early to get some of these projects -- I don't necessarily mean just in my own area but all throughout the province -- earlier. Last year we had cases where some of the projects weren't started until so late that it was physically impossible for the contractor to finish them. Now, I realize that in some cases this was not the fault of the government, it was the fault of the contractors themselves; that they didn't start. They had the contract earlier and they didn't just start until such time as the cold weather set in and prevented them from completing, therefore making it necessary for this work to be carried over until this year. Therefore, I would urge the Minister to get his department putting these tenders out as quickly as possible so that the work can get started as soon as possible.

Also, I would like to say how pleased we are that the causeway is now completed. This structure will be a great boon to the Interlake and the area that the Minister has the privilege to represent. Under the ferry system it was so unreliable, frequently due to weather or a breakdown, that a lot of people just didn't dare trust the ferry or depend on it, so therefore they just didn't want to use it and travelled around or didn't make the trip at all.

When the Minister replies to the many questions that have been directed to him, I'd like him to indicate, if he can, what is planned on that road north from Grand Rapids to Ponton. I note in the back of the -- it says, "Grand Rapids to PR 391, continue grade, gravel and structures," but there's no indication -- it's on the final page -- there is no indication how far, or what work is planned. Perhaps he could indicate, if he knows, what the department has planned for this year.

Another thing, in the hope for the Minister that all these projects that are outlined in this program, that they'll be completed this year, weather permitting, I would hope that the one that he would particularly take interest, to get that road, that section of No. 6 between 67 and Warren completed. This has been a section of road causing a great deal of annoyance to the people who have to use No. 6 highway. It has been torn up for two years now and people are getting just a little irked over the delay in its completion. So when the Minister replies, I would appreciate it if he could indicate if all these roads will be completed as outlined, that is, barring the weather conditions, on this highway program.

MR. CHAIRMAN: The Honourable Member for Brokenhead.

MR. SAMUEL USKIW (Brokenhead): Mr. Chairman, I want to congratulate the Minister on his appointment. I want to say to the Minister that over the last number of years that I am one who cannot accuse the government of not paying some attention to my constituency in terms of the sums of money that was spent in the area, but I want to simply ask the Minister on points of information, perhaps, rather than points of criticism, whether or not there is going to be at some stage, some development with respect to the approach to the Selkirk bridge -- that's on highway 204, Mr. Chairman -- in that for many years that particular approach has been subject to flooding every time the Red River ice breaks up.

Now it would appear to me, Mr. Chairman, that the probably answer will likely be -- and of course I am not an engineer, Mr. Chairman -- but the probable answer will likely be a new bridge in a new location, although I would hope that perhaps this could be avoided from an economic point of view. I don't know what the net effect of the Floodway operation is going to be on that particular area. If it's possible that the Floodway will improve the situation, although I don't know that it will, this may not be necessary but, on the other hand, it's quite conceivable, in my opinion, that the Floodway could create additional problems and that we may have more flooding in the approaches to the Selkirk bridge than we have had in the past. If this is the case, Mr. Chairman, I simply want to point out to the Minister that perhaps what is needed is a new location and a new bridge in that the bridge that we have now, Mr. Chairman, is an old one; it's quite narrow; has restriction, a great deal of restriction insofar as the capacity and insofar as the speed limits are concerned. It has been brought to our attention a couple of years ago that the ice jamming against the bridge has somewhat moved it, although I

(MR. USKIW cont'd) I am not sure that that is true, but it has been mentioned. I wonder whether the Minister could give us some indication as to whether or not the Selkirk bridge was, in fact, moved when the ice jammed against it a couple of years ago, and whether or not it is under continuous study to see whether it, in fact, is going to be of service to us for very long.

Now the other area, Mr. Chairman, that I am concerned with, and I notice that there is mention of it in the Estimates, and that is Highway 204 from Hodinott road, or 401 I believe it is, to No. 44 at Lockport. I notice that there is mention of grade widening and structure improvements. I just simply want to draw to the Minister's attention that that is a road that has many sharp curves and hopefully, if the Minister might indicate, that some of these sharp curves will be eliminated when they widen and provide some improvements in the structures throughout the 8.4 miles. It is a very dangerous piece of highway. It cannot accommodate high speed traffic at the present time and, Mr. Chairman, it seems to me a shame that with the number of people residing in the area that they cannot commute back and forth to their place of employment a little more rapidly due to the fact that the road is not in condition to allow higher speed limits. I simply want to suggest to the Minister that, although I appreciate the fact that many new highways are being built throughout the province and indeed in the constituency of Brokenhead, many new interchanges and so forth, I want to point out that some of our older roads have to be looked at and improved; that we should not by-pass improvements on some of our older highways even though we recognize new main thoroughfares that are handling the bulk of the traffic.

In that connection, Mr. Chairman, I want to say that there is a great deal of traffic on Henderson Highway, not only local traffic but people who go out sightseeing, mostly people from the City of Winnipeg. It is a scenic route and for that reason I think it commands, or should command some attention from the Department of Highways.

Another point in that particular area, Mr. Chairman, is that the intersection of 204 and 44 at Lockport is a very dark intersection, and if we recognize the volume of traffic going both ways, I think possibly what we require there is a bit of floodlighting, something similar to that that we have at the interchange on 44 and 59.

Also, the Floodway bridge and the interchange around the bridge is also very dark, Mr. Chairman, and I simply point this out because I think it is somewhat dangerous that there is a lack of lighting in that particular area.

One other point, Mr. Chairman. I will try to close before 5:30. Highway 206 from Highway 44 to Oakbank and Dugald, I am pleased to note there is going to be some improvement there, although I would hope that we can proceed before too long with the hard-surfacing of that piece of road to connect up to Highway 15.

Now we had a local experience last year, Mr. Chairman with respect to the development of a new piece of highway; that is a newly paved portion of Highway 12 between Highway 204 and the village of East Selkirk. Shortly after the highway was completed, Mr. Chairman, the enforcement people, the Mounted Police, undertook to continuously set up radar checks on that particular section and subsequently penalized an awful lot of our people who were trying to avail themselves of the new highway. Perhaps they weren't watching the speed limit as they should have, but with all due respect, Mr. Chairman, I would hope the Minister would take this point under consideration. I have brought it to the attention of the department that with the improvement in the road I don't think that it is necessary to maintain a 30 mile zone in an area where there are very few homes. Indeed, there are many highways in Manitoba which have a greater density of population that have speed zones at 45 about, Mr. Chairman.

Mr. Chairman, I want to simply close on that note.

MR. CHAIRMAN: I leave the Chair until 8:00 o'clock.