

LEGISLATIVE ASSEMBLY OF MANITOBA
Friday, 14 March, 1980

Time: 10:00 a.m.

OPENING PRAYER by Mr. Speaker.

MR. SPEAKER, Hon. Harry E. Graham (Birtle-Russell): Presenting Petitions
. . . Reading and Receiving Petitions . . .

PRESENTING REPORTS BY STANDING AND SPECIAL COMMITTEES

MR. SPEAKER: The Honourable Member for Radisson.

MR. ABE KOVNATS: Mr. Speaker, the Committee of Supply has adopted certain resolutions, directs me to report same and asks leave to sit again.

I move, seconded by the Honourable Member for Dauphin, that report of Committee be received.

MOTION presented and carried.

MR. SPEAKER: Ministerial Statements and Tabling of Reports . . . Notices of Motion . . . Introduction of Bills . . .

INTRODUCTION OF GUESTS

At this time, I would like to draw the honourable members' attention to the gallery, where we have 34 students of Grade 4 standing from the Woodlands School. This school is located in the constituency of the Honourable Minister of Government Services.

We also have 30 students of Grade 5 standing from Varennes School under the direction of Mrs. Yanchyshyn. This school is in the constituency of the Honourable Member for St. Vital.

On behalf of all the honourable members, we welcome you here this morning.

ORAL QUESTIONS

MR. SPEAKER: The Honourable Member for Rossmere.

MR. VIC SCHROEDER: Thank you, Mr. Speaker. A question to the First Minister. In view of the speech and statements made last night by the Lieutenant-Governor at the Manitoba Association of School Trustees Convention opening, is it the intention of the First Minister to have a discussion with the Lieutenant-Governor?

MR. SPEAKER: The Honourable First Minister.

HON. STERLING R. LYON, Premier (Charleswood): Mr. Speaker, with respect to the item that the honourable member has raised, I have had only indirect reports of the remarks attributed to His Honour the Lieutenant-Governor. I will, of course, take a look at the transcript, if a transcript is available. I can tell my honourable friend that His Honour was making remarks that were of his own origination. He was not speaking on the advice of his Ministers, Mr. Speaker. I'll be happy to take a look at the transcript of those remarks.

MR. SPEAKER: The Honourable Member for Rossmere.

MR. SCHROEDER: Mr. Speaker, a question for the Minister of Education. Would he agree with the editorial in the Winnipeg Free Press of this morning, which states that the trustees of the Winnipeg School Division were elected . . .

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MR. SPEAKER: Order, order please. It is not parliamentary to ask whether a Minister agrees or disagrees with a statement in a newspaper. Would the member care to rephrase his question?

MR. SCHROEDER: I thank the Member for St. Boniface for his assistance. Would the Minister agree that the trustees of the Winnipeg School Division were elected to represent the interests of the people of Winnipeg and school management and not to do the Lyon government's dirty work for it, but that that is what they find themselves doing as they decree larger classes, a lower level of educational service and sharply higher school taxes in response to the government's refusal to provide suitable grants.

MR. SPEAKER: The Honourable Member for Ste. Rose.

MR. A.R. (Pete) ADAM: Thank you, Mr. Speaker. In view of the fact, Mr. Speaker, that cattle rustling is a continuing problem for producers and that only one charge has been laid last year, could the Minister advise what he plans to do to provide more adequate protection for producers? I thought perhaps the Minister did not want to answer. My question was directed to the Attorney-General who is in charge of law enforcement in this province.

MR. SPEAKER: The Honourable Attorney-General.

HON. GERALD W.J. MERCIER (Osborne): Mr. Speaker, as I indicated to the member last night, the police force, the RCMP, specifically are making a special effort in this regard and as the Minister of Government Services indicated while the Member for Ste. Rose was out of the committee last night, I understand that the Minister of Agriculture through the Cattle Producers' Association are taking some initiatives in the area of brand inspections which will help the situation considerably.

MR. ADAM: Yes, a further supplementary. In view of the fact that, Mr. Speaker, producers are having difficulty to have investigations made in regard to livestock rustling, what does the Minister, the Attorney-General, intend to do in this regard?

MR. MERCIER: Mr. Speaker, I disagree with the assumption made by the Member for Ste. Rose. I don't believe that there is any difficulty in having investigations made. The difficulty is in obtaining the evidence necessary in order to process charges.

MR. SPEAKER: The Honourable Member for Ste. Rose with a final supplementary.

MR. ADAM: Yes, Mr. Speaker, in view of the judgment in the civil action, Civil Action 17179, involving a one Larry William Clifford, a person who was appointed to the Cattlemen's Association by the Minister of Agriculture, will he now launch an investigation as a result of the judgment in that civil action?

MR. SPEAKER: Order, order, the Honourable Minister of Agriculture on a point of order.

HON. JAMES E. DOWNEY (Arthur): Yes, the point of order, Mr. Speaker. The individual, who is referred to by the Member for Ste. Rose, was elected by the producers of that district to that producers' association directorship.

MR. SPEAKER: The Honourable Minister of Agriculture did not have a point of order.

The Honourable Attorney-General.

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MR. MERCIER: Mr. Speaker, I would have thought that the Member for Ste. Rose would have acknowledged that he only brought this matter to the attention of my department approximately one week ago; that he spoke to my Deputy Minister with regard to this matter; and that there is a review of this matter under way. So his suggestions, Mr. Speaker, are quite premature.

MR. SPEAKER: The Honourable Member for Inkster.

MR. SIDNEY GREEN: Mr. Speaker, I'd like to direct a question to the Honourable, the Minister of Tourism.

I wonder if the Minister of Tourism can assure the people of Manitoba that the Lord Selkirk, which travels from Selkirk, Manitoba to Hecla Island and various stops on Lake Winnipeg and which has been a feature of tourism in Manitoba for many years, will again be on the lakes this year?

MR. SPEAKER: The Honourable Minister of Tourism.

HON. J. FRANK JOHNSTON (Sturgeon Creek): Mr. Speaker, I will take the question as notice on the basis that the member has asked me to assure him that it will be on the lakes this year.

I would like to look into that further but I have had absolutely no indication that it won't. I have been informed that the company that operates the Lord Selkirk at the present time has bookings that total in the amount of about \$360,000 as of the end of January, for this season. On that basis I have every belief that it will be operating. If the member has new information I'd be pleased to hear it and look into it.

MR. GREEN: Well, Mr. Speaker, in view of the fact that gross bookings do not - and the Minister should know that - make a black balance sheet or a black operating statement, would the Minister determine whether this facility is one which is economically viable in the private sector and therefore will be able to continue to serve as a tourist attraction in Manitoba without public assistance next year?

MR. JOHNSTON: There has been no request for public assistance from the people operating the Lord Selkirk, other than that they be included in the advertising of the Department of Tourism as a tourist attraction, which many people are included in.

As far as it being a viable operation, I would say that if the bookings continue to come in before the season starts, to increase what they already have, it would be a viable operation. But I haven't been examining the books of the Lord Selkirk, Mr. Speaker.

MR. SPEAKER: The Honourable Member for Inkster with a final supplementary.

MR. GREEN: Well, Mr. Speaker, I'm astonished to hear the Minister say that bookings ensure viability. But I will ask another question.

Would the Minister assure the people of the province of Manitoba that no greater public assistance will be given to the private operators of the Lord Selkirk than was expended by the public itself when that boat was on the lake as a tourist attraction for the people of Manitoba?

MR. JOHNSTON: Mr. Speaker, the member is asking me to answer a question that's almost impossible to answer. We have not been asked for any private assistance from the people operating the Lord Selkirk, other than to be included in their advertising. If they came forward because they were having business problems, our department would assist them in advice, the same as we would any other business in the province. But as far as assurance is concerned, that it will be operating in the future, I have every indication that it will be operating.

MR. SPEAKER: The Honourable Member for Elmwood.

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MR. RUSSELL DOERN: Mr. Speaker, I'd like to direct a question to the Minister of Education and ask him whether the provincial government has made any improvements in the pupil/teacher ratio, since it took power, for grant purposes?

MR. SPEAKER: The Honourable Minister of Education.

HON. KEITH A. COSENS (Gimli): That particular ratio has not been changed, Mr. Speaker.

MR. DOERN: Mr. Speaker, I asked the supplementary question based on the impression that the Minister tried to create yesterday that there were improvements in the quality of education due to provincial programs, and I ask him whether it is not true that any improvement in the pupil/teacher ratio in the Winnipeg School Division has been at the expense of Winnipeg taxpayers, not because of the programs or the funding of the . . .

MR. SPEAKER: Order please, order please. May I suggest to the honourable member that the question is argumentative, it attends towards debate. Does the Honourable Member for Elmwood care to rephrase his question?

MR. DOERN: Mr. Speaker, I asked the Minister whether it is true that any improvement in the pupil/teacher ratio in the Winnipeg School Division has been at the expense of the Winnipeg taxpayer.

MR. COSENS: Mr. Speaker, I'd repeat that we have not changed that particular formula as it applies to teachers within grant and teachers above grant. I would suggest to the Member for Elmwood that with declining enrolments if a school division chooses not to reduce the number of teachers in line with those declining enrolments that, yes, the teacher/pupil ratio will certainly be decreased.

MR. SPEAKER: The Honourable Member for Elmwood with a final supplementary.

MR. DOERN: Can I ask the Minister whether he would clarify this point? Yesterday, when he quoted figures by which he attempted to show an improvement in the pupil/teacher ratio in the Winnipeg School Division, that he was not quoting authorized provincial Department of Education figures for authorized teachers, he was quoting employed teachers, which are primarily the responsibility of the Winnipeg School Division and taxpayer - a misleading statement, I might add.

MR. SPEAKER: Order please, order please. Does the honourable member care to rephrase his question?

MR. DOERN: Mr. Speaker, I asked the Minister whether he was not in fact quoting authorized teachers vis-a-vis number of students, rather than the . . . I'm sorry, that he was quoting employed teachers, not those authorized by his department. Therefore, no credit accrues to his government.

MR. COSENS: Mr. Speaker, it's quite correct that I was quoting teachers employed but I would suggest, following the line of argument or debate that the Member for Elmwood is using, that if the School Board is able in a certain year to keep their staffing level at a certain point that will result in a lower teacher/pupil ratio, that that does say something about the particular situation at that time. And I pointed out to him that in 1976 that pupil/teacher ratio was 16.3; in 1979 it was 14.4. And I merely reiterate those figures to emphasize to the honourable member that we did not see a deterioration in those years; in fact, the very reverse, if we follow his argument that more teachers mean better quality.

MR. SPEAKER: The Honourable Member for The Pas.

MR. RONALD McBRYDE: Mr. Speaker, a question to the Minister of Education. I wonder if the Minister of Education could confirm that the Kelsey School Division at The Pas will be projecting a lay-off of five teachers and whether he

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could indicate whether this is due to declining enrolment or insufficient provincial funding.

MR. COSENS: Mr. Speaker, I would be quite prepared to go into that matter in Estimates. Most of the divisions in this province are experiencing a decline in enrolments and, as a result, we are seeing some reduction in the numbers on their teaching staffs.

MR. SPEAKER: The Honourable Member for The Pas with a supplementary.

MR. McBRYDE: Mr. Chairman, to the Minister of Education again. I wonder if the Minister could confirm that the Mystery Lake School Division at Thompson is projecting sixteen less jobs in the upcoming school year and I wonder again, Mr. Speaker, if the Minister could answer the question whether this is due to declining enrolment or whether this is due to the decline in real dollars available to that school division.

MR. COSENS: I imagine a number of factors come into play, Mr. Speaker, when school boards make these types of decisions, but I would say to the honourable member, the chief reason is declining enrolment.

MR. SPEAKER: The Honourable Member for The Pas with a final supplementary.

MR. McBRYDE: Yes, Mr. Speaker. Since the provision of funds to School Divisions has failed in the last few years to meet the rate of inflation and since the rate of inflation is higher in northern Manitoba, I wonder if the Minister could assure the House that any increase in grants will reflect a higher inflation cost in northern Manitoba, and that there won't be any deterioration in the quality of education in northern Manitoba.

MR. COSENS: Mr. Speaker, I cannot give the member those assurances at this time. I would merely remind him that there are additional grants that accrue to northern School Divisions that take into consideration some of the additional costs that are involved in providing education in the north. And of course we are carrying on with those particular grants.

MR. SPEAKER: The Honourable Member for Emerson.

MR. ALBERT DRIEDGER: Mr. Speaker, I have a question for the Minister of Agriculture. Cattle numbers have decreased in Manitoba in the last year by approximately four percent, whereas in other provinces seemingly the numbers have increased. Could the Minister indicate the reason for the decrease in Manitoba cattle numbers?

MR. SPEAKER: The Honourable Minister of Agriculture.

MR. DOWNEY: Mr. Speaker, according to Stats Canada, those figures are correct. I am concerned about it and I would say the chief reason, Mr. Speaker, is that the cattle producers of this province over the last eight years spent the majority of their time fighting state farm programs that were imposed upon them by the socialist government and were not home producing cattle as they should have been.

MR. SPEAKER: The Honourable Member for Fort Rouge.

MRS. JUNE WESTBURY: Thank you, Mr. Speaker. My question is addressed to the Minister of Community Services. I understand that the Minister has confirmed that guest homes in the province will be licensed and my question is this: Can the Minister tell the House if this inspection assessment and licensing is going to be restricted to those guest homes which look after the clients of the province and to the old and the ill?

MR. SPEAKER: The Honourable Minister of Community Services.

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HON. GEORGE MINAKER: Mr. Speaker, with regards to the question raised, the licensing of the guest homes will be handled under the regulations that will be developed and it will be open. The regulations are not finalized at this time but would give consideration to licensing those homes that were providing care, not just board and room, but would be providing some form of care to citizens of Manitoba.

MRS. WESTBURY: Mr. Speaker, would the Minister advise the House if it is true that his Deputy Minister has issued a directive within his department indicating that all guest homes in the province are to be assessed and levied a license fee, including those boarding and rooming houses which look after working people and students?

MR. MINAKER: Not to my knowledge, Mr. Speaker, and it would be improper for anybody to issue a letter prior to the regulations being adopted and approved.

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

MR. D. JAMES WALDING: Thank you, Mr. Speaker. My question is to the Honourable Minister of Education. I would like to ask the Minister if he can assure the House that the government's White Paper on Tax Credits will be made available to members before we reach the Minister's Estimates?

MR. SPEAKER: The Honourable Minister of Education.

MR. COSENS: Mr. Speaker, I cannot give the member that assurance. I would refer him to the Honourable Minister of Finance.

MR. WALDING: Mr. Speaker, perhaps then I could address my question to the Acting Minister of Finance, in the absence of the Minister of Finance, and ask him that since property taxation is an integral part of the financing of the whole of education, can the Acting Minister give us an assurance that the members of the Committee will be in a position to review the financing of education in the light of perhaps proposed changes in financing through this White Paper.

MR. SPEAKER: The Honourable First Minister.

MR. LYON: Mr. Speaker, in the absence of the Minister of Finance, I can tell my honourable friend that the statement that was made in the Throne Speech to the effect that it was the hope of the government to get the White Paper down this session still obtains; it will be coming down sometime this session.

MR. SPEAKER: The Honourable Member for Churchill.

MR. JAY COWAN: Thank you, Mr. Speaker. My question is to the Minister of the Environment. Public reports report that approximately 3,000 gallons of vinyl chloride spilled as a result of the train derailment outside MacGregor, and can the Minister further indicate what threshold limit values his department is using in deliberations as to the seriousness of this environmental accident?

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

HON. WARNER H. JORGENSON (Morris): As was indicated last night on the news, there was something like 3,000 gallons of vinyl chloride that had been spilled. The intention is to spread that spill over a fairly substantial area so that it can be readily dissipated into the atmosphere.

MR. COWAN: Thank you, Mr. Speaker. My question to the Minister, the second part was if he could indicate to the House what threshold limit values his department is using in regard to the effect of this vinyl chloride exposure. I see the Minister requires a bit more information on that. The Environmental Protection Agency or the Environment Canada recommends an exposure level of 550

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parts per million and the Occupational Health and Safety administration recommends an exposure level of 5 parts per million. In light of the discrepancies between these two levels, can the Minister indicate what threshold limit values his department is using in regard to protecting the people in the area and also in regard to protecting the workers, who must be involved in spreading this carcinogen out further into our environment and increasing the contamination risk for local residents.

MR. JORGENSEN: Mr. Speaker, there is no danger to the residents in the local area. As I have indicated, and I think has been indicated on several occasions, the effects of vinyl chloride are readily dissipated into the atmosphere, as they are exposed to the atmosphere. The real danger comes from confined and prolonged exposure over a period of time. That kind of exposure will not present itself in this particular instance.

MR. SPEAKER: The Honourable Member for Churchill with a final supplementary.

MR. COWAN: Yes, thank you, Mr. Speaker. What I am asking the Minister is, how does his department know that there are no ill effects resulting from exposure of workers working on the train derailment, of residents in the area that have been exposed to vinyl chloride contamination, of whatever levels? What threshold limit values is the Minister using to ensure that people are not being harmed by this exposure?

He must know how much they're being exposed to and then he must set a limit as to what that exposure will do. So I would ask the Minister if he can indicate what limit has been set and what limits are currently present in the area.

MR. JORGENSEN: Mr. Speaker, the threshold of exposure is 5,000 parts per million. The maximum that has been recorded in the equipment that has been put in place, and is still in place, is 5 parts per million. It is somewhat below the danger level.

MR. COWAN: Thank you, Mr. Speaker. I would ask the Minister, then, where he has arrived at a figure of 5,000 parts per million, a figure that I have not run across in any of the literature for this highly toxic carcinogen, and what references he uses to substantiate that 5,000 parts per million is indeed a safe level, when the Environment and Protection Agency of Canada recommends a level of one-tenth of that, 550 parts per million, and when the Occupational Safety and Health Administration recommends a level of one one-hundredth of that, 5 parts per million, and when certain experts in the area of carcinogenic exposure recommend that there should be no exposure at all to any carcinogen. Where is the Minister arriving at a figure of 5,000 parts per million?

MR. JORGENSEN: That is the danger level at prolong confined exposure. All I can say is that the level of 5 parts per million is far below any danger level expressed either in his terms or in terms of other people who have expressed opinions on this subject.

MR. SPEAKER: The Honourable Member for Radisson.

MR. ABE KOVNATS: Mr. Speaker, I would direct a question to the Minister of Natural Resources, and I would precede my question with the remark that I am not a hunter, but I do respect the rights of hunters. Would the Minister advise the House whether he has any legislation which will cover and protect the people in hunting areas, to protect their properties from hunters who shoot from the highways into private property?

MR. SPEAKER: The Honourable Minister of Natural Resources.

HON. BRIAN RANSOM (Souris-Killarney): Mr. Speaker, it is, at this time, illegal to discharge a , you might call it "high-powered", rifle from a provincial trunk highway or provincial road. The problem which the honourable member refers

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to has been brought to my attention by many groups and individuals in the province and is under consideration as we review The Wildlife Act.

MR. SPEAKER: The Honourable Member for Lac du Bonnet.

MR. SAMUEL USKIW: Yes, Mr. Speaker, I would like to ask the Minister in charge of MHRC as to whether he can inform the House as to whether the province has sold certain properties in the East Selkirk area, properties that were owned by MHRC and, if they were sold, was the actual costs to the province realized from the sale?

MR. SPEAKER: The Honourable Minister of Economic Development.

MR. JOHNSTON: I'll take the question as notice, Mr. Speaker.

MR. USKIW: While the Minister is taking the matter under advisement, I wonder if he would also determine whether or not there was a reserve bid set and whether or not that reserve bid was at least equal to the cost of the property to the Crown.

MR. JOHNSTON: I'll take that as notice also, Mr. Speaker.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. HOWARD PAWLEY (Selkirk): Mr. Speaker, in the absence of the Minister responsible for the Environment, I would like to direct my question to I believe it's the Minister of Labour, the Acting Minister responsible for the Environment.

Can he advise as to where the Minister of the Environment received the figures, which he used only a few moments ago, of 5 parts per million, from what source?

MR. SPEAKER: The Honourable Minister of Labour.

HON. KEN MacMASTER (Thompson): Well, it's rather a strange sort of a question. I can understand the confusion opposite. I suggest that the Leader of the Opposition save his question till the appropriate Minister comes back. There's no problem there, Mr. Speaker.

MR. PAWLEY: Mr. Speaker, I hope the appropriate Minister returns; we only have a few moments till the conclusion of the question period, to pursue this matter.

I wonder if the Attorney-General could assure the House that the position of Registrar of Bankruptcy, which I believe is being vacated - Gray Richardson vacating that position - whether it will be open to competition; can he assure this House that that position will be open to competition?

MR. SPEAKER: The Honourable Attorney-General.

MR. MERCIER: Mr. Speaker, there is in fact a competition under way for a second person in that position to assist Mr. Richardson and ultimately take over that position in a few years, when Mr. Richardson retires.

MR. SPEAKER: The Honourable Member for Ste. Rose.

MR. ADAM: Mr. Speaker, my question is for the Minister of Agriculture and I would ask him, in view of the fact that livestock producers are receiving very little protection at the present time from the Attorney-General's department, would the Minister consider posting a \$5,000 reward for information leading to a conviction for livestock rustling?

MR. SPEAKER: The Honourable Minister for Agriculture.

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MR. DOWNEY: Mr. Speaker, we will give consideration to that and, not only that, we are doing a fairly extensive review of the method in which we could implement brand inspection, in discussion with the cattle producers of this province, not in confrontation as they have been handled in the past eight years under the NDP.

MR. ADAM: Yes, Mr. Speaker, a supplementary. In view of the fact that several ministers on that side have said that the Manitoba Cattlemen's Association would probably solve the rustling problems in this province, can the Minister assure us that with people who are now sitting on the board who have been involved in the dispute of ownership of cattle, can he expect that that can be achieved by that Association?

MR. SPEAKER: The Honourable Member for Inkster.

MR. GREEN: Mr. Speaker, I'd like to direct a question to the Honourable, the Minister of Health. Has the Minister of Health been able to look further into the question of the release of patient information in the medical facilities at Notre Dame de Lourdes, where we understand the one doctor's material was looked at by people whom he did not believe were authorized to look at it?

MR. SPEAKER: The Honourable Minister of Health.

HON. L.R. (Bud) SHERMAN (Fort Garry): Mr. Speaker, when the honourable members asks me have I been able to look further into it, the only reassurance I can give him is that I am continuing to look into it. I have no conclusive results from those enquiries as yet but I have been in discussion, through my office, with the College of Physicians and Surgeons and with the Health Services Commission and we're in touch with the board of the hospital in question. I can respond more fully to the honourable member's question perhaps early in the week.

MR. GREEN: Yes, Mr. Speaker. I'd like to know whether there is any policy that the Minister is aware of or any guidelines which we can be advised of as to whom information belongs, that is in a hospital but is being dealt with by a doctor in a doctor/patient relationship.

MR. SHERMAN: Mr. Speaker, as a general principle, the records of patients, who are the private patients of doctors, are confidential and that is confidential information between the patient and his or her doctor. Nobody else has access to that information unless there is concurrence on the part of the patient and the doctor.

In the case of doctors who are on salary, there is a difficult question that arises. My own position is that once again that information should be entirely confidential, should not be available to anybody else without the expressed permission of the medical director and the patient, himself or herself. I cannot assure my honourable friend that that is a prevailing ethic in the field. Once again, I would assure him that I perhaps can respond more fully to that question early next week.

MR. SPEAKER: The Honourable Member for Churchill.

MR. COWAN: Yes, thank you, Mr. Speaker. In the absence of both the Minister of the Environment and the Minister of Labour, can the Acting Minister of either department indicate what threshold limit value is being used for exposure to vinyl chloride for workers in Manitoba's workplaces? What is the consistent threshold limit value that has been set by that government in regard to that exposure to that hazardous carcinogen?

MR. SPEAKER: The Honourable First Minister.

MR. LYON: Mr. Speaker, we can take that question as notice on behalf of the appropriate Minister.

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

MR. SAUL CHERNIACK: Mr. Speaker, I'd like to ask the Honourable the First Minister whether the government has commissioned any public opinion polls on any issues, as apparently has been done in Ontario.

MR. SPEAKER: The Honourable First Minister.

MR. LYON: Mr. Speaker, certainly not that I am aware of but I'll be happy to take the question as notice and see if any of the agencies of government from time to time may do that without our knowledge. But certainly not insofar as the government is aware.

MR. CHERNIACK: Mr. Speaker, now that the Minister for Consumer Affairs has returned, I'm wondering whether he can answer the question that was asked by the First Minister, and I think by the Member for Churchill, relating to the basis of the figures he gave on the environmental impact.

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

MR. JORGENSON: The people in the Environmental Department are the people who . . . Our own people, as well as the federal environmental standards. I am not able to quote the same figures that my honourable friend has because I haven't been given that information. I was simply informed by our own people that the levels that were being monitored at that site were far below anything that would be considered dangerous and the reading that I have been given said it was below 5 parts per million.

MR. SPEAKER: The Honourable Member for Churchill.

MR. COWAN: Thank you, Mr. Speaker, when we enter into this field of threshold limit values, we sometimes have contradictory figures from different experts. I'd ask the Minister if he is willing to make public the results of all figures of vinyl chloride in air readings that have been taken in the vicinity of the MacGregor derailment over the past number of days and throughout the entire process of removing that environmental contaminant from the area.

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

MR. JORGENSON: Mr. Speaker, in answer to my honourable friend's question, I posed that question last night to our own people and I was informed that at no time - at no time - did the readings exceed 5 parts per million.

MR. COWAN: Well, Mr. Speaker, as there seems to be some confusion on this and as my information says that 550 parts per million for a short-term exposure - that's less than 5 minutes - is a threshold limit value used by Environment Canada, is the Minister prepared, and in light of the fact that the Canadian Transport Commission has indicated that there shall be or there may not be any public enquiry or special enquiry into this derailment, is the Minister now prepared to clear the air by calling for a public enquiry, into the derailment at MacGregor, so that the citizens who are concerned as to the effects of this may have an opportunity to make their concerns known to the Minister and also very important, most important, given the answers of the Minister today, so that we can have expert testimony as to the effects of this carcinogen and so that we may know once and for all what sort of environmental accident we're dealing with at MacGregor?

MR. JORGENSON: That information has already been communicated to my honourable friend but whether or not he chooses to believe it is up to him. But, insofar as the enquiry is concerned, as a matter of course there are enquiries into all railway accidents, conducted by the Railway Transport Board, and there will be one in this case.

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

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MR. CHERNIACK: Thank you, Mr. Speaker. I'd like to ask the Minister of Consumer Affairs whether he is able, yet, now to report to us in relation to his investigation of the serious breaches, whether or not they were serious, relating to the finance company loan contracts and his investigation as to the refusal by his bureau director to co-operate with the newspaper if they pressed for publication.

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

MR. JORGENSON: There was no lack of co-operation on the part of the official of the Consumers' Bureau. What he was doing was simply, as a public education program, illustrating the types of work that the Consumers' Bureau are involved in. He was using examples of what could occur and indeed, in one instance, had occurred, on the part of one branch of a finance company.

The Act forbids the disclosure of companies. He was simply following the provisions of the Act. I might remind my honourable friends that that provision was placed there in 1971.

MR. CHERNIACK: Mr. Speaker, since I agree with the provision in the Act and would not want it to be changed, I would nevertheless like to know from the Honourable, the Minister, whether he believes that if there is, as reported in the newspaper quoting him, that when there are more serious breaches the company should not be identified as long as they make restitution. Is the Minister prepared to accept restitution alone even in flagrant cases or is he prepared to commence prosecutions so that whoever is involved in it is revealed in the courts?

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

MR. JORGENSON: Mr. Speaker, the Department of Consumer and Corporate Affairs does not institute prosecution. The evidence and the information is turned over to the Department of the Attorney-General and they make the decision as to whether there will be prosecution or not. What our department does is attempt to effect a settlement which is provided for in the Act, which means a reduction of the interest rate from whatever it was to five percent. That, I feel, is sufficient deterrent for any company to break the provisions of the Act and that has happened on a number of occasions and, wherever it happens and if that redounds to the benefit of the consumer, then I don't know where the concern is, and in many cases it has. The consumer has found that because of some minor infraction of the provisions he is presented with a cheque; that is a very pleasant thing for somebody to have when he thinks he's paying interest rates of 24 percent to find out that he's only had to pay 5 percent. He isn't going to be disappointed. But I repeat the determination as to whether or not prosecution will be initiated is up to the Attorney-General's Department. We simply provide them with the information and they make that decision.

MR. SPEAKER: Order, order please, the time for Question Period having expired.

INTRODUCTION OF GUESTS

MR. SPEAKER: At this time I would like to draw the honourable members' attention to the gallery where we have 40 students of Grade XI Standing from the Miles MacDonnell School under the direction of Miss Lindsay. On behalf of all the members we welcome you here this morning.

The Honourable Member for Kildonan.

MR. PETER FOX: May I kindly indicate to the House that Miles MacDonnell comes from the constituency of Kildonan, which you omitted to say.

MR. SPEAKER: I apologize to the Honourable Member for Kildonan for that omission.

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ORDERS OF THE DAY

MR. SPEAKER: The Honourable Government House Leader.

MR. MERCIER: Mr. Speaker, I move, seconded by the Minister of Health, 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.

MOTION presented and carried and the House resolved itself into a Committee of Supply with the Honourable Member for Radisson in the Chair for the Department of Labour and Manpower, and the Honourable Member for Virden in the Chair for the Department of Highways and Transportation.

CONCURRENT COMMITTEES OF SUPPLY

SUPPLY - HIGHWAYS AND TRANSPORTATION

MR. CHAIRMAN, Morris McGregor (Virden): Committee come to order.
The Honourable Minister.

HON. DON ORCHARD (Pembina): Thank you, Mr. Chairman. Members of the committee, I am extremely pleased. . .

MR. CHAIRMAN: On a point of order, the Member for Ste. Rose.

MR. ADAM: Yes, I think it's customary for the Minister to distribute copies of his statements to the Opposition so that we can follow through. . .

MR. CHAIRMAN: The Minister of Agriculture.

MR. DOWNEY: Mr. Chairman, on that point of order. He says it is customary; it may be customary but not essential that it be done. It has been done but it is not a rule that we have to follow.

MR. CHAIRMAN: The Member for Ste. Rose.

MR. ADAM: Yes, on the same point. Mr. Chairman, I think it is essential that we do have copies so that we could go through it ourselves as the Minister reads and goes by. If we can read it as he is reading, it registers much better and I suggest that it will only take a few minutes to have copies made. We can wait perhaps a minute or two and have copies. I think that it is essential that we do have them.

MR. CHAIRMAN: The Member for Lac du Bonnet.

MR. USKIW: Mr. Chairman, I was just going to raise the other question and that is, is the Minister intending to table copies of the Highways program at the time of his opening remarks, because that is the usual procedure. We seem to be proceeding with the Minister's remarks without having the program before us. I just raise that as a point.

MR. CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Thank you, Mr. Chairman. I would prefer to give a few opening remarks and then I have the road program available for distribution this morning.

MR. CHAIRMAN: Does that satisfy the Member for Ste. Rose?

MR. ADAM: Well, as far as the program is concerned, we can wait a few minutes for that. But we're dealing with the opening remarks and I'm wondering if the Minister could accommodate the Opposition and give us copies of this so that we can follow it through.

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MR. CHAIRMAN: The Minister of Agriculture on the same point of order.

MR. DOWNEY: Mr. Chairman, on that point of order, maybe the Minister would be prepared at some time later on to prepare copies of the statement, at the convenience of the Member for. . .

MR. ORCHARD: Mr. Chairman, on that point of order, the opening remarks, as I mentioned will be fairly brief and concise. They will appear in Hansard for you on Monday morning for your perusal and I think that that should suffice to allay all your concerns.

MR. CHAIRMAN: The Member for Ste. Rose on the same point of order.

MR. ADAM: Yes, Mr. Chairman. I'm trying to be as accommodating as I possibly can. Would it be possible to have copies made while the Minister is delivering his comments so that when we wish to reply to his opening statement, we can have those copies before us so that we can go through them? I don't think that that's an unreasonable request to . . .

MR. CHAIRMAN: For what guidance a Chair can give you, in all the years I don't recall a Minister forwarding his paragraph by paragraph opening statement. He certainly did follow with his program, but to my knowledge and if that's any guidance to this committee this morning I never recall it being done before.
The Member for Ste. Rose.

MR. ADAM: Mr. Chairman, I would stand to be corrected but I believe that we had copies presented to us last year by the former Minister of Highways and I believe he's here, Mr. Chairman.

MR. ORCHARD: Well, Mr. Chairman, if I might say that I'm extremely pleased to table the Estimates of the Department of Highways and Transportation for the fiscal year 1980-81. Mr. Chairman, as members of this committee are well aware, the Department of Highways and Transportation has under its jurisdiction a number of boards - the Motor Vehicles Branch and the Highways Department as it relates to the construction, maintenance and ongoing road programs on provincial roads and PTHs.

Mr. Chairman, in regard to the operations of my boards, my officials advise me that the Estimates of the proposed spending for the Motor Transport Board, the Highway Traffic Board, and the Taxicab Board are consistent with those of previous years and do not provide for any substantial change in their role or function. I would like to briefly indicate the nature of the ongoing work of these boards and elaborate on some areas of activity that may be of interest to the honourable members.

For the Motor Transport Board, Mr. Chairman, during the past licensing year, 99 hearings on 283 applications for licensing authority were held, of which 110 applications were heard as a federal government carrier board, two of which were joint hearings involving the participation of other provincial transport boards. And consistent with the growing importance of road transportation and the movement of people and goods from point to point in Manitoba and in Canada, as a whole, explained in large by truckings greater flexibility, shorter delivery time and overall efficiency of operation. The workload of the Transport Board continues to grow.

Not only are applications as numerous as ever, but also the hearings are longer and more demanding, reflecting the importance that the road transportation industry attaches to the work of the board. I am advised that the Transport Board is considering new forms and procedures to expediate its work and that modified hearing procedures will also be under consideration by the Canadian Conference on Motor Transport Administrators in which organization our board plays an important and active role.

In the past couple of years the work of that committee has contributed significantly to a greater major of uniformity in the regulation of over the road transportation in Canada. This has been in concurrence with my Minister's efforts at federal-provincial conferences to de-red tape as many of the industries as we

can. As a result, uniform bills of lading have been approved for general freight and used household goods; carriage and working groups of the Motor Carrier Committee are actively involved in consideration of the regulation of the transportation of dangerous commodities and the development of a working model for a motor carrier licensing reciprocity based on a prorating of license fees on the basis of mileage travelled in each jurisdiction.

Hearings of the Traffic Board deal primarily with applications for access to and the use of land in the control area adjacent to our major highways, as well as the designation of limited access highways, establishment, establishment of highway speeds and approval of highway signs and control devices. Hearings are held regularly in Winnipeg, Dauphin, in Brandon, and on an infrequent basis, in other centres as required.

The Highway Traffic Board is charged with the responsibility of protecting our tremendous investment in the highway system to ensure that highways are used responsibly and reasonably and in a manner, Mr. Chairman, that will preserve their integrity and utility for some years to come.

In the past year, my officials advise that the Board considered 655 applications for structures in highway control areas and access to highways, considered 142 speed zone, 7 pedestrian corridor applications during the course of 74 hearings, of which 40 were held in Winnipeg and 34 in other centres, including Dauphin and Brandon.

In regard to the Taxicab Board, Mr. Chairman, my officials advise me that in the past licence year, 10 hearings were held, including one evening hearing which considered a taxicab rate application. While the number of taxicabs has continued to be fixed at 400, the Board has authorized 64 extra taxicabs during the Christmas and New Year period and extended their operating period to the end of February.

A very high percentage of the taxi vehicles are radio equipped, some 99 percent. Taxi vehicles are regularly checked for meter accuracy, state of repair and cleanliness, and the Board is concerned to foster a better image in the industry. While as the whole, the industry may be fairly considered to be providing excellent service, the Board advises me that they are still not satisfied with some areas of concern respecting the appearance and deportment of some drivers, the condition of some vehicles, and the continuance of complaints respecting service at the airport. The Taxicab Board is addressing itself to these problems and I am confident that further initiatives may be made by the Taxicab Board to ensure an ever responsive and high calibre taxicab service to the citizens of Winnipeg and its guests.

Mr. Chairman, in regard to the operation of the Motor Vehicle Branch over the past year, as members are aware, the Motor Vehicle Branch is responsible for the administration of a wide range of programs relating to vehicle registration, licensing of drivers, the many facets of highway safety, as well as bicycle and snowmobile safety programs. 1979 has been an extremely busy year for the branch. The following will give members of this Committee some indication of the activities of the branch and the programs it administers.

In the area of vehicle registration: Vehicle registrations of all classes, but excluding commercial vehicles, increased from 705,000 to 712,000. This represents nearly a 1 percent increase, somewhat lower than the long-term average of between 3 and 4 percent per year. However, certain classes of vehicles, or registration, increased at a greater rate. For example, truck registrations increased by nearly 5 percent last year. Dealer plates increased by nearly 35 percent last year. Due to the fact that restrictions on the use of dealer plates has been greatly reduced, it is anticipated that the number of dealer plates will increase even more during the current registration year.

A very important area in vehicle registration, Mr. Chairman, has been the registration of commercial vehicles in the Province of Manitoba. Commercial vehicles of all classes increased from 16.9 thousand to 17.9 thousand, for an increase of 5.8 percent, considerably over and above the 1 percent increase for all other classes.

I'm very pleased to report to members of the committee that commercial truck registration as well increased by nearly 8 percent while PSV truck registrations increased by 2.6 percent. This, I think, Mr. Chairman, is a fair indication of the increased level of economic activity in the manufacturing sector of this province because commercial vehicles have experienced a multiple greater increase

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in registration over the last year than other vehicles, primarily passenger cars, an excellent sign and indicator for the economic activity in this province.

I am very please to report to members that this registration year was the first time that agents were permitted to handle commercial truck registrations. Based on preliminary reports, it appeared that this improved service has been implemented successfully with very few complaints or problems. Quite apart from the inconvenience previously caused to persons requiring commercial truck plates, it is expected that the improved service will result in an increase of commercial truck registration. This, Mr. Chairman, was a change instituted by my Motor Vehicle Branch to allow rural Autopac agencies to offer commercial truck registrations, rather than having the requirement of central registration from Winnipeg, and it's been a great boost to all the commercial trucking operations outside of the City of Winnipeg in rural and northern Manitoba and it's been a tremendously well received change.

There has been a significant increase in the number of seasonal taxi licences issued. This increase was 27 percent in 1979 over 1978 and I have referred to that in my comments on the Taxicab Board.

Snomobile registrations, Mr. Chairman, were down substantially, and this is as a result of this being, 1979 being the first year of a three-year registration period for snomobiles. And as a result in the second year of a three-year licencing period your registrations do drop off dramatically and this reflects the historic pattern of snomobile registrations.

The number of licenced drivers increased fromd 567,165 to 572,632 representing an increase of 1 percent. That is a reasonably significant figure, Mr. Chairman.

In terms of accidents, Mr. Chairman, preliminary figures for 1979 indicate total accidents increased from 39,080 in 1978 to 40,551. This represents an increase of 3.8 percent. However, I am pleased to report that the number of persons killed or injured during 1979 decreased rather significantly over the preceding year. In 1978 there were a total of 198 persons killed in the province compared to 182 for 1979, for a reduction of 8.1 percent. Similarly, injuries during 1979 declined from 11,832 to 11,557, for a reduction of 2.3 percent.

I am also very pleased, Mr. Chairman, to report that Manitoba's fatality rate, based on the common comparison of 100 million kilometres, was the second lowest in Canada with two deaths per 100 million vehicle kilometres. Only the Province of Ontario, with a death rate of 1.8, had a lower fatality rate. This would seem to indicate, Mr. Chairman, that the various safety programs administered by the branch are effective in reducing the number of deaths and injuries on our highways in the Province of Manitoba

In terms of convictions under The Highway Traffic Act, Mr. Chairman, and according to the Criminal Code of Canada, while the data of 1979 is preliminary, the number of convictions for all offences under The Highway Traffic Act for 1979 totalled 99,654 compared to 99,102 for 1978. This represents an increase of slightly less than 1 percent. Convictions under the Criminal Code have decreased very significantly. There are a total of 8,372 convictions in 1979, compared to 10,401 in 1978, representing a decrease of 19.5 percent. More than half of these convictions were for driving with blood alcohol levels in excess of .08 percent, representing 5,266 in 1979, compared to 6,490 in 1978, for a decrease, Mr. Chairman, of 18.9 percent, a very significant decrease.

Hopefully, this represents a trend which will continue into the future and, no doubt, accounts at least in part for the decrease in the number of fatalities and injuries experienced in 1979. The decrease in the number of such convictions could also be attributed to the increase in penalties for second offenders implicated during 1979, as all members of this committee are aware.

Mr. Chairman, under the suspension of drivers' licence, a total of 25,744 drivers had their licences suspended in 1979, as compared to 23,907 in 1978, for an increase in suspensions of 7.7 percent. The leading causes of suspension ranked in order of frequency where convictions under the Criminal Code which result in automatic suspension; two, failure to pay a fine; and three, suspension of a probation licence upon conviction; and fourthly, suspension by the Registrar on the basis of a poor driving record, the accumulation of too many demerit points.

In the Driver Control Program under the Motor Vehicle Branch, this program is aimed at those drivers who continue to be involved in accidents and/or convictions, despite driver improvement action that has been taken previously.

Such drivers are called in for a hearing to show cause whether a licence should not be suspended. During 1979, a total of 4,595 hearings were conducted compared to 4,248 in 1978, for an increase of slightly over 8 percent. More than half resulted in suspension for various periods of time. In the balance of cases, either additional probation was imposed or no action was taken.

In terms of the Driver Improvement Program as offered by my department, this program is aimed at those drivers who accumulate a worse than average driving record based on a number of demerits they accumulate. I should point out that a relatively new innovation has been the introduction of a new computer system, whereby drivers who accumulate four demerit points but less than six are sent an advisory letter urging them to take stock of their driving habits and drive with greater care in the future. Also drivers who have erased their demerit points are sent a letter of congratulations to point out that the province is, indeed, cognizant of their improved driving record and proud of the fact they've been able to achieve that.

The second step in the Driver Improvement Program is to call the driver in for an interview during which a decision is taken whether any further action should be taken, such as a road test, Mr. Chairman, or requiring the driver to attend a defensive driving or a performance driving course.

During 1979, a total of 14,646 drivers were called in for an interview, compared with 13,511 during 1978. This represents an increase of 8.4 percent. Of those called in for an interview, 852 were required to undergo further test, while 1,382 were required to attend the defensive or performance driving course in an effort by the province to improve their driving skills.

During 1979 a total of 44,995 road tests were administered, compared to 47,117 during 1978. A total of 108,344 written or oral examinations were administered during 1979 compared to 110,023 in 1978.

Dealer salesmen and record permits offered by the Motor Vehicle Branch during 1979, a total of 694 dealer permits were issued as opposed to 613 in 1978, representing an increase of 13.2 percent. In this connection I should inform members that the bond dealers are required to file and maintain has been increased from \$5,000 to \$15,000 as of 1979. The regulation was also amended by repealing the requirement that salesmen file a bond. Experience indicated that the \$1,000 bond was of little assistance to a person who suffered a loss in connection with the purchase of a motor vehicle. As a consequence, Mr. Chairman, there had been no claims against salesmen's bonds.

Motor vehicle inspection during 1979, a total of 30,647 vehicles of all classes were inspected. Of these, 1,485 were voluntary inspections and, as well, 13,073 heavy duty vehicles were inspected.

While it is always difficult to determine the cost effectiveness of a particular safety program, one particular case can indicate far more vividly than any statistic the value of such a program, and we are constantly monitoring that.

In terms of snowmobile accidents, Mr. Chairman, the number of snowmobile accidents declined from 179 in 1978 to 83 in 1979. However, injury accidents did decline, as well, from 81 to 51 in 1979 but unfortunately fatalities increased in the snowmobile accidents from 3 to 9. Snowmobile training courses were being offered as in the previous year and a total of 696 students were trained last year. Currently we have a total of 332 instructors who have been certified and who conduct these training courses throughout the province.

Each of the programs described above, Mr. Chairman, have contributed to improved safety on our highways and we would, however, be remiss if we did not recognize and express our appreciation for the efforts of others, such as the police, the courts, the traffic engineers who identify high accident locations and initiate corrective measures, the Manitoba Safety Council, the Manitoba Trucking Association, as well as, Mr. Chairman, the Manitoba Medical Association, who over the years has shown a keen interest in a variety of measures to improve safety on our highways, and quite successfully so, Mr. Chairman.

The expenditure, Mr. Chairman, that is being requested by my Estimates this year total \$149,160,200.00. Mr. Chairman, a major portion of this figure will fund the road construction program, thereby providing our heavy construction industry and many Manitobans with substantial work and job opportunities.

A major road program is scheduled for this summer. This program has in the past and will in the future represent an important segment of the government's

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effort to provide the economic infrastructure necessary for the growth and prosperity of rural Manitoba, and hence, all Manitoba.

A number of important factors make this construction program for 1980-81 fiscal year an important part of this government's public expenditure. Firstly, Mr. Chairman, we have to protect the investment of the taxpayers dollars in our present existing roads and structures. This undertaking requires construction funding on maintenance and upgrading for the existing surface of provincial trunk highways and provincial roads. Without a continuous program of yearly maintenance and periodic reconstruction, the sizeable investment that all Manitobans have in our highway system, which taxpayers of past years have paid for, Mr. Chairman, without this extensive maintenance and upgrading program on our PTH's we can, in future years, undergo costly major reconstruction. So the maintenance program is extremely important.

Secondly, Mr. Chairman, this province has fallen victim in the past ten years to the abandonment of some 670 miles of rail lines throughout rural Manitoba. This has had, needless to say, a detrimental impact on the affected rural communities. These towns and villages affected by abandonment are now without rail service and they have also lost the important function of grain delivery to their community. Apart from the many social and economic impacts, the most immediate result is the impact on the road system especially when grain formerly moved by rail must be moved over provincial roads and highways now. Some communities affected by rail abandonment are not serviced by a surfaced all weather road. This construction budget which I'm presenting today represents a direct move by this government to address that problem and to help to solve it in the communities affected.

As a result of rail line abandonment, Mr. Chairman, our provincial road system in some areas is under considerably increased use. My department has identified these areas and is moving to upgrade those provincial roads. It is readily apparent that this move represents a considerable investment, Mr. Chairman, in the future of Manitoba. The construction budget this year once again will expend over half the dollars on the provincial road system, a road system which by and large has not reconstructed since its inception in 1966.

Thirdly, Mr. Chairman, the projected needs and demands upon our highway system are best described as a moving target. We have many factors affecting road programming, not the least of which are costly energy considerations, increasing land values and the rising expectations of the citizens of this great province who are asking for an improved road system. It is certain that we are faced with providing a highway system which will accommodate both extremes of the vehicle spectrum. For example, cars are getting smaller and in that regard are much easier to accommodate on our highways. However, at the same time trucks are getting considerably larger with heavier loads. This requires better standards of highway construction and strength. Both of these extremes, the small cars and the heavier and larger trucks, will become the norms regarding our vehicle makeup for the eighties and in turn will present rather unique challenges to our planners and designers.

Fourthly, this government and my department believes that a very important key to a strong viable rural Manitoba is the provision of an efficient highway system. This provides rural Manitobans living on our farms and in our towns and villages with reliable all-weather access to their social and economic needs, many of which are a great number of miles distant. Good all-weather roads take our citizens to hospitals, to dentists, to visit relatives and friends in our personal care homes, to do their personal and business shopping and in general, Mr. Chairman, to bring them together to enjoy the social events of their areas. These roads take our children to school, to sporting and cultural events and bring some of those same children to visit us here in this building. So as well as being essential to the economic development in rural Manitoba, good roads provide the very important social links that our rural residents need, enjoy and deserve.

In the transportation services of the department, we are increasing funding in the key areas of remote airports, the ferry system, particularly the landings, community and winter roads. This is part of the ongoing effort by this government to provide northern Manitobans in remote communities with access to improved transportation facilities. Infrastructure is important, Mr. Chairman, to northern Manitobans as it is to those living in the southern part of the province.

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Mr. Chairman, in summary my department is continuing this government's commitment to improve the transportation system in all Manitoba. These intensive efforts are designed to bring to all Manitobans an efficient and cost effective transportation system. Such as system, Mr. Chairman, has been, is, and will continue to be a solid cornerstone in this government's ongoing efforts to improve the economic and social structure of this province; an effort, Mr. Chairman, which will literally pave the way to future prosperity for all Manitobans, indeed for the province as a whole.

MR. CHAIRMAN: The committee, as you are aware, will be returning to the Minister's compensation at the end and now we go on to 1.(b)(1).

The Member for Ste. Rose.

MR. ADAM: Thank you very much, Mr. Chairman. As I mentioned at the beginning of the opening remarks, it would have been preferable for us to have a copy of the opening remarks of the Minister. He indicated that it would be very brief and, as we have since found, it has been quite a lengthy brief and as a result it will not be possible for us to respond in a comprehensive way to all the items that he raised in his opening remarks. It's just a bit too much to absorb without having a text before us. I hope that an effort will be made to have copies made as soon as possible so that we comment on some of the remarks that he's made in his opening statement.

As a preliminary response to the Minister, Mr. Chairman, I want to say that I believe that transportation is going to be one of the major things affecting the province, the future of Manitoba and the economy, as well, in western Canada, not only the province of Manitoba, but it is going to have a profound effect on the development of western Canada and what is happening in the future. It's not as simplistic an approach as to say that you can just prepare a road budget for Manitoba and this is what we are going to do and that's going to solve all the problems. My belief is that it's a much larger question than just the fact of maintaining roads on a year to year basis and a program from year to year.

There are other factors that are going to affect how much money that we are going to have to spend on the construction of highways. For instance, the effect of providing compensatory rates to the rail lines is going to have a very serious affect on the Minister's department. He is going to be faced not with millions of dollars; if that comes about, he's going to have to be providing billions of dollars for road construction. This is what is going to happen.

As far back as about 1976 the Saskatchewan government has undertaken studies in this regard and they have found the figures that they were quoting for the province of Saskatchewan, the cost to the province for compensatory rates, if that was given to the railways, that would escalate the abandonment of branch rail lines therefore transferring more and more and more of the transportation costs on to the provinces. Their figures at that time were \$2.5 billion and now, with inflation having gone up probably 40 percent since then, you're talking about \$4 billion for the province of Saskatchewan and this doesn't take into account any other affects such as what would happen to communities, the cost of loss of economic viability to communities and loss of businesses, loss of a number of farmers in the province because of these higher costs. It's going to amount to millions of dollars to producing farmers, and this is one of the key factors. Now I know that the Minister had only probably three days to put his contribution in the Throne Speech, and as a result, I believe it wasn't very, very comprehensively put in, the paragraph to assure that the primary industry remains strong, and will continue to press for improvements in the grain handling system. I believe that we have an impression here that what the Minister is telling us, that in order to improve transportation, that we should be moving away from rail to roads, and I don't think that this is exactly what we're talking about. By doing this we are going to be transferring costs to the taxpayers of Manitoba.

Further down there is a mention of abandonment of branch lines and in order to help farmers to compete - I'm not sure what the Minister is referring to, who they are supposed to compete with, one another, or with American farmers - and also to accommodate freight transferred from rail to highway, there is an impression left here that this is a desirable thing that should happen. I don't believe that it is a desirable thing, that we should be moving more transfer from rail to

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highways, in view of the fact of the energy situation, in view of the fact of the high cost. I believe that as much as possible we should remove the cost of transportation from the Manitoba taxpayer and leave it at the national level, or through the railways. Of course they are highly subsidized, the railways are very highly subsidized, as are the air transportation, as is passenger transportation on the rails, and as is transportation provincially.

I see that there is approximately 8 percent or 9 percent of an increase in the budget, roughly, and with the increased cost I see that this would indicate that we're not going to have that much greater of a road program for this year, if we are to take the inflationary costs into consideration. I don't see this as being a very very big program, and as a result of this, we could be running into some difficulty insofar as movement of grain and other commodities that have to be moved by truck.

I notice that the - I have to chastise the Minister somewhat for his remarks when he spoke on the Speech from the Throne - and particularly I believe that he was very unparliamentary in responding to some of my remarks. In fact, I was mentioned quite a number of times in his response. One of the comments that he made, "the hypocrite, he doesn't understand what his own government did to rural Manitoba." I think the Minister, when he made those comments, he was speaking much below the level of a Minister of the Crown in making that kind of a comment.

I also want to point out to him that the previous administration was responsible for building many miles of road in northern Manitoba that had not been done previously, and while I know that we'll never have enough money to satisfy all the people of Manitoba and all the people who want roads, at least I think that we did do a very excellent job as far as northern Manitoba is concerned.

I also would like to, I know that my colleague, the Member for Lac du Bonnet says that we're always political, but I think, also I would point out to the Minister that in meeting with delegations - and I know that he has had a number of delegations from my area and I have some of the copies of some of the petitions that he has been presented with, and letters that he has received - the reports that are coming back to me as critic for the Highway Department, that he is using his office more for political purposes than to discuss rationally the concerns of people coming into his office with their concerns in their particular area. Of course, you know everybody is parochial, they want to get roads in their own particular areas, but many of these requests that he is receiving and delegations are going to a lot of trouble to prepare briefs to him and of course, it's his prerogative to use his office the way he wants, and if he wants to make a political office out of it, that's his privilege.

But I would only suggest to him that he will not endear himself with these delegations who are coming in if he goes on with a political tirade for 10, 15 minutes or half an hour with them, and blaming all past problems on previous administration.

So perhaps with those few comments, if some of my colleagues would like to respond to some of the comments, if we can get a copy of the opening comments we would be able to respond in a more comprehensive way.

MR. CHAIRMAN: The Member for St. Boniface.

MR. LAURENT L. DESJARDINS: Mr. Chairman, I have a question to ask and a point to cover. It shouldn't take very long and I would ask leeway and latitude from you, Mr. Chairman, and the members of the committee. I understand the way we proceed with the examination of these different Estimates, and it could be that you could rule that my question could be asked later on, but I think that you can accept that it be asked under Administration, but the reason why I would like to discuss it today is I don't think we'll reach this today and I'll be absent after that and I won't have a chance to ask the question.

So Mr. Chairman, what I would like to know from the Minister, there's a point and I see the officials of the department aren't there at this time, when you apply for renewal of your licence and that is done on each person's birthday, around that time, you are asked certain questions in the application, and one of them is, have you had heart problems? And if you answer that you had, automatically, I would imagine you have to answer the same thing, no matter how long ago that you had this problem, you have to answer yes, in the affirmative. And

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automatically, it would seem, or shortly after you are sent your licence and you are also sent a form that must be filled by your doctor. And that could be repeated and repeated every year for the rest of your life.

I would ask the Minister, with his staff, to review this. I don't think there is any need for that. First of all, it causes hardship for some of the people, because that medical examination is not covered by Medicare, but that is only one point. The most important point is that it is a nuisance at the time, it is something that is certainly not needed at all times, and it is something that sometimes is difficult to get in time.

I would suggest, if you had a heart attack, and I'm going through that because as you know, not that long ago I had a heart attack and I consider that I'm in better health now than I was before, I think I was more of a risk before. I was made aware of it, the problems, I have tried to lose weight, I was somewhat successful but not as much as I would have liked to, and I would hope that the Minister could see that fine, the first time, excuse me, I should say that since then I've seen my doctor more often than I've ever seen him in my life, because he insists that I have these periodic checkups. --(Interjection)-- Yes, every once in a while, like my friend would say.

I would think that the time that your doctor could rule that, fine, for intents and purposes you have no troubles, and that you would accept that that examination then would clear you and that would wipe the slate clean and you would go from there, because there is no doubt that as I say that you have to go back and your doctor follows you. Leave it to the doctor, I don't say leave it to the individual. But if there was a spot there somewhere to say that the doctor as far as he is concerned, you know, he is back to normal, after a year or two, but leave it in the hands of your doctor and then you would start again. You wouldn't automatically for the rest of your life have to have a medical examination, because you have one anyway. It might not be at the right time so you have to go back and have another one. It is a nuisance for the doctor who can't see the need, my doctor anyway, and I think it would be less of a burden on the people who have to pay for that thing.

MR. CHERNIACK: It is not covered by Medicare.

MR. DESJARDINS: No, it is not covered by Medicare. In other words, I don't think that is too controversial. I think that the Minister could see my point and maybe that could be discussed and some kind of an amendment in the policy. Or there should be room there somewhere to say, fine, you're clear, and then next year when your application comes in and says, have you been cleared by your doctor, or something. I am sure they could find a way of doing it.

Thank you, Mr. Chairman.

MR. ORCHARD: Thank you, Mr. Chairman. To the Member for St. Boniface, that question was broached in the House several days ago by the Member for Inkster. That has been, I guess, a longstanding requirement by the Motor Vehicle Branch for anyone who is applying for the privilege of driving in the province of Manitoba. --(Interjection)-- Right, no. The Member for St. Boniface indicates he never experienced it before. That's right, because he just had his medical problems very recently.

That particular regulation applies not only to people who are experiencing heart problems, it applies to diabetics, epileptics, and a number of medical problems which may, and I say may because it is always a statistical chance, a statistical probability, that may result in the driver blacking out or having difficulty that would cause him to potentially lose control of the vehicle and endanger the travelling public.

I certainly appreciate the comment you are making about people who have had a mild heart attack. Under the existing regulations, as I understand them, that person may well be required on an annual basis to have a medical checkup at his expense to certify that he is capable of having his driver's license renewed and capable of taking on the responsibility of driving a vehicle. That may well be something that we have to attempt to modify in some of the methods that you have suggested, in that if your doctor says, okay, you have got a clean bill of health for three years, okay, then in three years from now we renew it at the

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discretion. I guess the major problem is that in writing an acceptance to an existing provision in driver licensing, you lay the onus on the medical profession to make a judgment, and sometimes maybe they don't want to make that judgment and certify that in fact you, using yourself as the example, are, you know, in good physical condition to drive for up to three years without having a requirement for another medical examination at your expense.

But I do appreciate the suggestion and what you are saying, and I haven't replied to the question in the House, because we are attempting to see if there is a rational, a better workable solution to that. As I have said, that has been something that apparently has been with us since the advent of insured services, the aspect of charging the person, or not having that medical covered by Medicare when it's specifically related to the privileges of driving. We are taking a look at that.

MR. DESJARDINS: Well, Mr. Chairman, I thank the Minister for his remarks. I did mention that it wasn't covered by Medicare. This is something else, completely different. It doesn't come under this department that could be discussed later on if need be.

I am not really that concerned about that. I feel that somebody that wants to, probably those that can't, but probably those that can afford to pay for it, will find a way to call that a regular visit anyway, and I think there will be co-operation by the doctors in many instances, and you don't pay. It is something else, I don't want to burden the Minister with that, because it is not his department or his individual responsibility at this time. I am just talking about the concern that I have; this is repeated, and, of course, my suggestion was that we leave, but it not something new, it is not a change that we are leaving to the medical profession, to the doctor, to certify that you can drive. I dare say that I would be quite interested to know how many the department has where they have a note, that no, he can't pass the exam, he can't drive the car. I would be surprised if you had one. I would be surprised if you had one. You wouldn't have too many, maybe you will surprise me, but I would be very surprised. There is usually co-operation then.

But I am suggesting that, leave it. I'm not, you know, I say that there are certain areas, it might be, I'm not a medical man, I don't know if there is certain things like diabetes that you should go all the time, that is possible, but certainly in the case that I am interested in, in a heart case, I am sure that my doctor could give me a bill of health and say, well, you are not any worse than you were before, so we will start again. Now if he can't do that, and he shouldn't do it, he should say well, I can only, no, I can't say that you are clear yet, let's wait another year or so. But once that has been done then you are on the same position. If you have a heart attack, the first time you'll have a heart attack, it could happen any time; if the doctor says yes, all right, he gives me an examination for this year, what guarantee do I have that I will go that full year, because I had an examination. I could have a heart attack and it could be driving my car. So the point is that if I have another one then it is a new ball game. But I am suggesting that, for instance in my case, if the doctor could say, well, yes, you are not any worse than you were before, in fact you might be a little better. Fine, the slate would be wiped, until and if I have another, if I have more problems, well then I am back on the thing, I have to go and get a medical examination.

But I am saying, leave that to the medical profession if this is what they are saying. I don't think you will cause a single more accident by doing that, not at all, they can't, you know, anybody, you can have a heart attack tomorrow or right now. If my colleagues are too hard on you you might have one yet, so that doesn't mean that, you know, that you are marked for life and especially some of these things. So I am not suggesting that the Minister, I think he did, I was unaware that that question was asked, and I am not asking him to make a decision right away. I am sure he will want to discuss this with medical people, but I would urge him to look into the matter because I think it is something that is definitely not needed, it is not helping, it is costly to some, and it is a nuisance to all of them. In my family, it is the same thing, I was warned that this was coming, because my wife had a problem years ago, every year she had to go, and you don't know, Mr. Minister, to you through the Chairman, how close I came to lying

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on my application, because I knew this was coming, and sure enough, two or three days after I received that and now I have got to make an appointment to go and see the doctor again.

Thank you.

MR. CHAIRMAN: I hope the committee will appreciate we did go to the back page. Now we'll be returning to 1.(b)(1).

The Member for St. Johns.

MR. CHERNIACK: Mr. Chairman, I'd like to know whether negotiations have been completed in relation to the share-cost arrangement between MPIC and the Motor Vehicle Branch?

MR. ORCHARD: Mr. Chairman, would that not be better dealt with in the Motor Vehicle Branch Estimates?

MR. CHERNIACK: Mr. Chairman, the reason I raised it under this item is that my next question, or series of questions, were going to be related to who has been conducting the negotiations. I don't know whether, I imagine it should get up to the Deputy Minister level, and probably the Ministerial as well, and that's why I ask it at this point. So, if you don't know whether negotiations have been completed, I'd like to know who has been conducting negotiations?

MR. ORCHARD: Mr. Chairman, it's my understanding that my Assistant Deputy Minister for Motor Vehicle Branch, plus representatives of the Department of Finance, were undertaking the negotiations.

MR. CHERNIACK: Does that then mean that the management aspect of this department has not been involved in these negotiations, just the Motor Vehicle Branch itself? Is that what the Minister is saying?

MR. ORCHARD: The negotiations do include management; the Assistant Deputy Minister of the Motor Vehicle Branch is a part of senior management of the Department of Highways and Transportation.

MR. CHERNIACK: Mr. Chairman, we're dealing now with the Administration Branch, or Division of General Administration, which provides executive financial and other administrative services. Now, my specific question is whether there has been participation and negotiation at this level that we're dealing with now, or whether it's entirely left to the management in the Motor Vehicle Branch itself?

MR. ORCHARD: The negotiations, as the Member for St. Johns can well appreciate, the negotiations are undertaken on behalf of the department by the branch most specifically affected by that, which is the Motor Vehicles Branch, and they have been undertaking the day-to-day discussions and the meetings which have occurred between Finance and MPIC.

MR. CHERNIACK: Mr. Chairman, we seem to be dealing with about \$2.5 million out of a \$9 million portion, which is the Motor Vehicle Branch. It is such a large sum of money that I find it difficult to accept the thought that the Deputy Minister and his department, and the Minister's own staff, are not involved in negotiations dealing with, well, even much more than \$2.5 million, as far as I can read it. It must be a very large portion of the budget, of the Estimates assigned to Motor Vehicles. So I want to make sure, the Minister, as I understand it, is saying that the negotiations have been conducted in the Motor Vehicle Branch and the Department of Finance, and I want to, for the record, determine whether the Deputy Minister, and even the Minister, or the financial department under the Deputy Minister, have not been involved in those negotiations?

MR. ORCHARD: Mr. Chairman, as is not uncommon in all departments, the decisions are made for policy direction at the Ministerial level, and are undertaken by the people in senior management who are most capable and most directly affected by policy changes and changes of a nature that the Member for St. Johns

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is questioning. The Motor Vehicle Branch, under the Assistant Deputy Minister, has been undertaking, on behalf of the department, the changes in billing between MPIC and the Motor Vehicle Branch.

MR. CHERNIACK: Because I didn't get a direct reply, I want to know whether I'm correct in inferring, from what was said by the Minister, that neither the Deputy Minister nor his immediate staff, nor the Minister himself, have been involved in these negotiations.

MR. ORCHARD: Well, if I infer from what the Member for St. Johns is saying, he is attempting to say that only the Motor Vehicle Branch has been involved from Day One. That is not the case. They have been the principle negotiator on behalf of the Department of Highways and Transportation because, Mr. Chairman, the Motor Vehicle Branch and the MPIC operating agreement falls within their prime consideration, and it has been on behalf of the Department of Highways and Transportation that the Motor Vehicles Branch, under the Assistant Deputy Minister of that department, has been undertaking negotiations in conjunction with the Department of Finance, with MPIC, on a new cost-sharing formula.

MR. CHERNIACK: What policy directions were given to the negotiators by the Minister or the Deputy Minister?

MR. ORCHARD: Mr. Chairman, the directions that were given were to work out an equitable cost-sharing agreement according to the workload performed by the MPB on behalf of MPIC.

MR. CHERNIACK: That being the entire policy direction, may I ask whether the Department of Finance - would that be the Treasury Board as compared to the Department of Finance that were involved in these negotiations?

MR. ORCHARD: As I understand, it's the comptroller in the Department of Finance who has been undertaking the liaison.

MR. CHERNIACK: Thank you, Mr. Chairman. Well then, the Motor Vehicle Branch - and it's Mr. Dygala, I assume we're talking about, is that right? the assistant - Mr. Dygala, and whatever help he has within the Motor Vehicle Branch, and the Comptroller of Finance, have been negotiating with MPIC in relation to the share-costing. That apparently is what the Minister is telling us. Is that correct? Yes. Now, has that been completed?

MR. ORCHARD: Yes. By and large, that's been completed, Mr. Chairman.

MR. CHERNIACK: Mr. Chairman, since the annual report of MPIC indicates that the cost-sharing is being made retroactive to November 1, 1978, can the Minister inform us what decision was arrived at for the fiscal year which is ending at the end of this month?

MR. ORCHARD: Mr. Chairman, when we get into the technical details of the agreement, as I mentioned, the Assistant Deputy Minister has been acting on behalf of the department in his role as Assistant Deputy Minister for Motor Vehicle Branch, and the specific details that the Member for St. Johns is now requesting are far better answered when I have my assistant Deputy Minister, Mr. Dygala here in dealing with Resolution No. 88 and Motor Vehicles Branch, and those answers can be provided to him at that time.

MR. CHERNIACK: Mr. Chairman, I certainly appreciate . . .

MR. CHAIRMAN: The Member for St. Johns.

MR. CHERNIACK: I do appreciate if the Minister doesn't have the information at hand, and of course he should postpone the discussion until he has the information. But we are dealing with a very large sum of money, and I'm wondering in setting up these estimates for this program whether the estimates take into

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account the completed settlements which has been made or do not take that into account. That's why I'm asking at this stage.

MR. CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Well once again, Mr. Chairman, we can adequately respond to those types of specific questions dealing with Motor Vehicle Branch and its operation when I have my Assistant Deputy Minister here to provide those specific answers.

MR. CHAIRMAN: The Member for St. Johns.

MR. CHERNIACK: Mr. Chairman, of course we will have to wait until we can get answers to the questions. I'm just surprised to note that the administration that we are dealing with now under 1.(b) does not appear to be aware whether the settled negotiations have been taken into account in setting up the estimates that are before us, because I can't ask the general administrative questions once we move into the Motor Vehicle Branch, so I have to ask it at this stage.

MR. CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Well, Mr. Chairman, should the Member for St. Johns care to be here when we deal with Resolution No. 88, we can certainly answer his questions.

MR. CHERNIACK: Mr. Chairman, it is now clear that the Minister does not have that information and can't answer the question at this stage. I only make that point because I made a special effort to be here for the general administration, because it is responsible for the entire estimates of \$149 million, of which this is a substantial part, the point I raise. So the Minister is not able to tell us whether the item in Resolution No. 88 has or has not taken into account the negotiations which relate back to November 1978. He doesn't have that information now. Is that correct, Mr. Chairman?

MR. ORCHARD: Mr. Chairman, patience is a great virtue and, as I've mentioned before, the Member for St. Johns who is a man of infinite patience, can have his answers fully and completely explained at the time that we deal with Resolution No. 88, Motor Vehicle Branch, and the operating agreement that we have between Motor Vehicle Branch and MPIC.

MR. CHERNIACK: Mr. Chairman, I must say I don't need the Minister to comment on my capability to wait or not to wait. I'm just asking him whether it is correct or not that he does not know, nor does his general administrative department know at this stage in this hour whether or not the negotiations have been taken into account in setting up the estimates of this department, or whether he is refusing to give the information which he does have. It's one or the other. Either they have the information - and I didn't ask for numbers, I asked him whether or not the negotiations have been taken into account. I'll just expand it a little to say that all we have before us is an annual report which is dated October 31, 1979, which is about six months ago, and there the negotiations had not been finalized and yet the MPIC showed an amount in their retroactive to November 1978. Now I come back to the question, and either the Minister doesn't know the answer at this stage, which I can accept, I can understand that, or he does know the answer and won't give it to us. I wish we'd know which it is so we'll know how the Minister is dealing with his estimates.

MR. ORCHARD: Well, Mr. Chairman, I'm attempting to deal with the estimates in the order that they appear in the Estimate Book, and I have reiterated on several occasions that questions to do with the working agreement between MPIC and MVB, Motor Vehicle Branch, can be well addressed when we reach that resolution.

MR. CHERNIACK: Mr. Chairman, I may have infinite patience. I also don't believe in beating a dead horse, which seems to be the situation here. I am forced to the conclusion that since my question was so simple as to whether or not

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the negotiations have been taken into account in these estimates, if that answer will not be given now, I have to assume that it's not available, and because it's that simple and it is within the Deputy Minister's item, which is the management, which is the one that submits the final report, I am not aware that the highways and transportation department has been split so that there are different people who make up the estimates. In the end it is this office we are dealing with under 1.(b) that should have the total information available. I'm assuming it isn't available, and if the Minister wants to suggest that it is but he refuses to give the answer, then that's his privilege. It's one or the other. Either it's not available, or it is and he refuses to answer it because in his mind it is a matter that has to wait for Resolution No. 88.

MR. ORCHARD: Mr. Chairman, at the onset of the questions by the Member for St. Johns, he was mentioning figures and specific dollar amounts which are better answered, as I have indicated to him on several occasions, when we deal with Resolution No. 88, Motor Vehicle Branch. Mr. Chairman, I think it is only a natural procedure of the examination of the estimates that we proceed resolution by resolution, and when he is asking specifics which deal with dollar figures, those are much better addressed in the appropriate resolution. That is what I have referred him to, and it seems to me, Mr. Chairman, that the Member for St. Johns is not willing to be here when the Motor Vehicle Branch Resolution comes for discussion to place his questions then.

MR. CHERNIACK: Mr. Chairman, the Minister seems to forget that for at least three occasions I asked a specific question, whose answer I have not received, which did not bring into account any figures or any specifics other than whether, and I'll repeat it for him, whether or not these estimates take into account the negotiations that have been conducted over a period of time. That has nothing to do with numbers or amounts, it's just a simple question. Are the estimates based on the fact that negotiations have been completed, or are they not? Do the estimates show a figure which is in excess of what it would be if it took into account the negotiations?

Now the only other thing I've a comment on, it is not for him to say whether or not I'm willing to be here. It is for him to say whether or not I will be here, and that remains to be seen. I have no idea, nor does he, when Resolution No. 88 comes up. Specifics, I understand, come up under Resolution No. 88, but whether or not a major negotiation involving some two and a half million dollars a year, apparently, is included or not included in the estimates presented to us and confirmed under the 1.(b) which is Administration, if that answer cannot be given, then either it cannot or will not, and the Minister can not talk about details or numbers or anything else. I'm just saying is it taken into account or isn't it? And either they are, and he can tell us that, or he doesn't know, and he can tell us that. Or he refuses to tell us, and he can tell us that. It's just that simple.

MR. ORCHARD: Mr. Chairman, the Member for St. Johns once again mentions some dollars and cents figures, which I would very much prefer he brings to the estimate process when we reach Resolution 88, but in general terms, if he wants to know whether the negotiations that have been ongoing between Motor Vehicle Branch and MPIC, liaison with the Finance Department, they are included, the results of those negotiations are included in the estimates of MVB.

MR. CHERNIACK: . . . my patience did serve me well, because the fact is, it took a long time to get a simple answer from the Minister. But he has now stated that the answer to my question is yes, they are taken into account. Now that's clear, and as I say, it took a long time to get that answer, which could have been given long ago, had the Minister been prepared to co-operate in that respect. I will be waiting now to try to get this other information, and I hope that the Minister, who will be here during that Resolution, whereas I'm not sure that I will be, will be prepared to put on the table the details of the negotiations to the extent that they have been completed, and to the extent that they are still continuing, so that it's on the record regardless of who is present. I hope he'll undertake to do that.

MR. CHAIRMAN: The Member for Lac du Bonnet.

MR. USKIW: Mr. Chairman, I wish to yield the floor to the Member for The Pas.

MR. CHAIRMAN: The Member for Ste. Rose was next in line.

MR. ADAM: Mr. Chairman, I'll yield to him.

MR. CHAIRMAN: The Member for The Pas.

MR. McBRYDE: Mr. Chairperson, before I address my remarks on how this department is administered in this section, I would like to make positive sure that I understand the program that's been set out before us in the Estimates book that is before us. I want to clarify that. And I wonder if the Minister could then confirm that in new programs of construction there is zero dollars for The Pas constituency.

MR. CHAIRMAN: The Honourable Minister.

MR. ORCHARD: No, I can't confirm that, Mr. Chairman.

MR. McBRYDE: Mr. Chairman, then I'll ask the Minister, is there other places where work done under The Northlands Agreement could appear other than on the blue sheet that we were handed out? Are there some items that are not shown in front of us?

MR. ORCHARD: No, Mr. Chairman.

MR. McBRYDE: Mr. Chairman, then I will address my remarks to the administration of this department. Mr. Chairman, I think that the Minister, in the way he is conducting this new department, probably doesn't need an administration, because it doesn't look like he is following any advice from his field staff, from his engineering staff, from anyone within the department. What we have before us, Mr. Chairman, is a callous political document, which in The Pas constituency, there are zero dollars for new highway construction. Within the Flin Flon constituency there is a little bit of funds for new construction. Within the Churchill constituency there are zero dollars, or almost no money for new construction. Within the St. George constituency there are almost zero dollars for new construction. Within the Ste. Rose constituency, within the Rupertsland constituency, within the Lac du Bonnet constituency, there are almost zero dollars, there is almost nothing being done by this Minister in those constituencies. And that's why I say, Mr. Chairman, that this is a disgusting political effort by the new Minister. The Minister, as the Member for Ste. Rose indicated at the start, appears to be using his office for political purposes. The information that's presented to us this morning by the Minister shows clearly that that is all he is doing with his office.

He has talked very piously about the quality of life in southern Manitoba, and the necessity for roads, Mr. Chairman, and there's no disagreement with him on that matter. But Mr. Chairman, the people that deserve quality of life in Manitoba are not just the people living in Conservative constituencies. Mr. Chairman, this government is supposed to be the government for all the people of Manitoba, and not just for the people that live in Conservative constituencies.

Mr. Chairman, the Minister will know that there have been programs in the works, programs in preparation, for example on Highway No. 283 from The Pas to the Saskatchewan border, programs started a number of years ago to upgrade that road; a program to acquire land, Mr. Chairman, which I'm assumed, since it's been going on for three years, has been administratively bungled by this department, because they still, apparently, because there's no work to be done, do not have the land necessary, have not acquired that land from people that were unwilling to bargain and deal with the province - they do not have that land to proceed yet.

Mr. Chairman, this particular road services The Pas, it services economic and commercial interests, it services the basic needs of the people in The Pas and

Thompson, because there are lots of people in those communities that have moved from Saskatchewan and whose families still are in Saskatchewan that move back and forth over that road. And what we have now is basically a gravel road there that should be a paved road, the plans were all there, the land acquisition was under way so that the road could be widened and so that the road could be paved, and Mr. Chairman, the Minister has chosen to proceed not at all, with construction on that particular road.

Mr. Chairman, the Minister has at his disposal, in northern Manitoba, The Manitoba Northlands Agreement, and he should have between 7 and \$9 million a year, at least, under that program for northern construction. But then you look over, Mr. Chairman, this blue sheet, and where is that federal money? Sixty percent from the federal government coming in for highway construction? In one northern constituency. That money is being spent almost entirely within the Thompson constituency, which is the only Conservative constituency in northern Manitoba.

Mr. Chairman, this Minister, I accuse him of crass political maneuvering in terms of the highway program for this year, because that's all we have here, is, look after the Conservative constituencies, and neglect all the other constituencies in the province of Manitoba.

So Mr. Chairman, he doesn't need an administration, he can sit in his office and talk with a few Conservatives and figure out the highway program. We don't even need this section in this budget any more, except to deliver the purely political decisions that are being made by this government.

Mr. Chairman, we have another road, for an example, 227 is called the Easterville road. And the Deputy Minister is sitting there, he's fully aware of every detail of that particular road. Mr. Chairman, that road needs upgrading into the community of Easterville, but Mr. Chairman, that road was built under The Northlands Agreement, it was being upgraded under The Northlands Agreement, work was done last year under The Northlands Agreement for that road, and Mr. Chairman, there are zero dollars for the completion of work on that road in this year's Estimates. Zero dollars. Why, Mr. Chairman? I think that the only reason that there are zero dollars this year is because it's in an NDP constituency and not in a Conservative constituency. That's the way this Minister is operating, that's the way he is administering this department.

Mr. Chairman, there's another example, another clear example. There's a road in The Pas called the Umperville Road. And I mentioned this in the Throne Speech debate, Mr. Chairman. In the 1977 provincial election, the Conservative candidate in The Pas constituency had an ad in the paper, "When will this road be paved?" His answer, "As soon as a Conservative government is elected." Last fall, the Premier of this province in The Pas, at a closed Conservative meeting, was asked, when will this road be paved? He said, within the next Estimates, the next highway program of the department. There is nothing in here, Mr. Chairman, for that road. Why, Mr. Chairman? Because The Pas is not a Conservative constituency, and Mr. Chairman, at the rate they are going, never will be again a Conservative constituency.

Mr. Chairman, that Manitoba Northlands Agreement was set up to provide road access to people from remote communities that do not have regular highway access. That was one of the main purposes and the main goals agreed to by the federal and provincial governments. The agreement was expanded under this government and Mr. Chairman, I'm not criticizing that, to upgrade some of the existing roads. Mr. Chairman, there are existing roads that need upgrading for the development of northern Manitoba.

Mr. Chairman, there are a couple of communities that were in the process of negotiations, that we had almost reached agreement with the Federal Government to proceed with construction of those roads, and these are two communities that are shown on the map with a pale blue road or a non-designated highway. Mr. Chairman, in both of those the Federal Government was about to agree with us that the highways that were in there could not be considered highways and therefore they would qualify as areas without access. Mr. Chairman, with the changed arrangement it doesn't matter anyway, the changed arrangement is to provide improved access.

Mr. Chairman, the community of Pelican Rapids which has a windy gravel road that needs considerable work done, is very dangerous right now, has a high number of accidents, and, Mr. Chairman, the Jackhead road which was built as a Forestry access road and both of those roads were close to being included in the Northlands

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Agreement in 1977. They hadn't been conclusively agreed to, but negotiations were under way and looked very promising.

Again, Mr. Chairman, the Minister has written those roads off, written those roads off; one because it is in an NDP constituency and one because it is in a Conservative constituency that has changed boundaries, next time it will no longer be in a Conservative constituency. So, Mr. Chairman, that is why those two roads have been written off by this Minister.

Mr. Chairman, in the new highway map, there was shown here a proposed road to Cross Lake, it is shown on the map. Where is it in the Budget? Where is it in this Budget? Mr. Chairman, that community with the redistribution will no longer be in the Thompson constituency, therefore this Minister has now decided not to proceed with the road that he shows in the map, that it is going to be constructed. Mr. Chairman, there is nothing in here on the Cross Lake road.

So what we have before us is a clear example, a clear example, Mr. Chairman, of the abuse of political office by this Minister and this government, a clear abuse of their office and their responsibility to the people of Manitoba, a crass political document that says we will build new roads in Conservative constituencies and to hell with NDP constituencies, to hell with the rest of the people of Manitoba. That is this Minister's attitude and he doesn't need this Administration Section if he is going to conduct his department in that manner, Mr. Chairman.

MR. ORCHARD: Mr. Chairman, as is normal in such distraught times, the Member for The Pas is ranting and raving and not really making all that much sense, Mr. Chairman. As a specific example of how badly he does his particular research into the construction priorities of this department, I think it is far to point out that the Cross Lake road is indeed being constructed at this moment.

MR. CHAIRMAN: The Member for Lac du Bonnet I believe had the Chair, and I am not sure if he still wants the Chair, wants recognition.

MR. USKIW: Mr. Chairman, I want to respond to the Minister's initial comments by indicating to the government and to the Minister that we are somewhat concerned with respect to the quick way in which this government is capitulating on the issue of transportation policy in Canada, and that has to do in the area of switching from rail transport to truck transport. It seems to me that what I would have wanted to hear from the Minister is some explanation as to what parameters this government has established for guidelines in order that we take into account the public interest in terms of costs that are involved and in terms of efficiency energywise, because the two are very closely related.

I have yet to be convinced, Mr. Chairman, that truck transport is more efficient than rail transport costwise, energywise. There are a whole host of arguments that can be made with respect to wanting to improve the rail system as opposed to abandoning the rail system and launching into a massive highways program in order to provide the transportation services that are required throughout the province. We know that we have had this particular kind of discussion for a good number of years, as between provincial government and the Government of Canada. The latest example of absurdity in this area, Mr. Chairman, has to be the recent acceleration of long-haul trucking of grain from Manitoba points to Thunder Bay. Mr. Chairman, I would like to know whether his department has really done any work or studies to determine the economics of that kind of thing, recognizing the fact that we have a railway system already built, has been there for 100 years or more, and recognizing the fact that driving trucks requires two persons per truck, requires a highway system which consumes a tremendous amount of oil for asphalt pavement and really whether the question shouldn't be whether we should start working the other way in reducing the tonnage that is moved by truck and pushing that tonnage into the railway system. I think that is the kind of information that we would want the Minister through his Administration and Research Department to provide for us.

Can the Minister respond to the question of the economics of trucking versus rail with respect to grain? Do we have some figures where we can show that it does or doesn't make sense to transfer that product or to move that product by truck rather than to improve the railway system to make it more efficient so that it could respond to present day, modern day needs in terms of speed, facility,

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locality and so on? Surely the Minister must have had some research done in order to determine that (a) this government is going to abandon the railways along with the Government of Canada or lend support to that concept and start moving towards the idea of spending hundreds of millions of dollars on roads and bridges in order that an alternate transportation system can be put in place as the railway lines are removed.

MR. ORCHARD: Thank you, Mr. Chairman. The opposition members seem to have a certain amount of difficulty in coming to grips with what is actually being proposed and being suggested in the remarks pertinent to the Highways Department in the Throne Speech.

The Member for Ste. Rose in his Address to the Throne Speech made the accusation of the department that we were proceeding with road construction so that we could have further abandonments of rail.

The Member for Lac du Bonnet has just indicated that he likewise believes this is what we are attempting to do.

I attempted to clarify that, Mr. Chairman, in my remarks to the Throne Speech Debate. What in fact we are doing in the Capital Construction Program this year and it was started last year by my predecessor, is we are now in the process of upgrading roads in areas where the rail lines have already been abandoned because substantial abandonment has taken place in this province, Mr. Chairman, over the past ten years, and because everything is political, as the Member for Lac du Bonnet has forewarned me before we started the Estimates today, eight of those ten years, Mr. Chairman, were when the members opposite had full and complete access to the information necessary for the province of Manitoba to protect its interest in retaining rail lines. Mr. Chairman, as I pointed out in my Throne Speech Debate the very fact that many miles of rail line were abandoned during their eight-year rule in this province, or ordered to be abandoned during their eight-year rule in this province, proves concretely and unequivocally that they in fact were the failures in any attempt to save the rail lines for the grain producers and the rural constituents of this province.

Mr. Chairman, I attempted to point that out in my Throne Speech Debate and apparently it fell on deaf ears in the opposition because they insist on bringing up that we are attempting to build roads to promote the abandonment of rail lines.

Mr. Chairman, I reiterate once again, the roads that we are building in the majority, not completely, but in the majority are roads that are being upgraded to accommodate additional truck freight caused by already existing rail line abandonment that took place during the, the majority of the abandonment took place during the NDP administration in this province. They made, seemingly, no attempt to address themselves to the reconstruction of the provincial road system in those affected areas during their reign, and we have just heard, Mr. Chairman, the Member for The Pas and the Member for Ste. Rose accuse me of crass politics in not building roads in their particular constituency. Well, Mr. Chairman, if they are going to lay that accusation upon me in this road budget, then where were they, where was the Member for Ste. Rose and where was their Minister of Highways in the eight budgets that they brought down in accommodating road reconstruction in areas that through which the rail lines were abandoned during their time. They, Mr. Chairman, made no efforts on behalf of the citizens of rural Manitoba in many of these areas to reconstruct the roads affected by rail line abandonment, not proposed, not future rail line abandonment, but existing rail line abandonment that occurred during their administration when they were the government responsible for fighting for the retention of those rail lines and by and large were unsuccessful in that fight and as a result we saw rail lines abandoned.

What I am doing in this department, what my predecessor, the Honourable Mr. Enns, attempted to do as well, is to reconstruct roads in areas which are already effected by rail line abandonment, Mr. Chairman, and if that is crass politics, as the Member for The Pas has so callously laid that accusation upon my shoulders, then goodness gracious, Mr. Chairman, how crass a political regime did we have in this province for eight years under the NDP when they saw the rail lines, number one, being abandoned in rural Manitoba, where coincidentally they didn't have any seats, they weren't NDP seats so their fight and their effort was much less aggressive, I would assume, if we follow the crass politics they have accused me of. Much less aggressive then they would have been had they been NDP seats, if

that is what we follow by everything is politic, as the Member for Lac du Bonnet tell us.

Then, Mr. Chairman, the crass politics has already taken place in this province by the fact that the previous administration in eight years made very little effort to retain the rail lines and furthermore to augment the problem, once the rail lines were gone did nothing to upgrade the roads in the areas affected.

Now, Mr. Chairman, if I am accused of crass politics, I am accused of crass politics by people with crocodile tears, because they promoted the greatest era of crass politics in the road system of Manitoba that we have ever seen. We are picking up the pieces of that kind of crass politics under NDP administration for eight years in Manitoba, and we are attempting to build upon a road system that now is needed because of existing rail line abandonment.

MR. CHAIRMAN: The Member for Lac du Bonnet.

MR. USKIW: Mr. Chairman, the Minister knows not what he speaks of. He has obviously not researched his argument or his presentation, or his choice of presentation before he gave it to this Committee, because I am sure that if he had at all even asked his Deputy Minister to whisper in his ear or his staff that he would know other than what he has just stated.

The fact of the matter is that the whole question of rail line abandonment and grain transportation in Western Canada was focused on at the Western Premiers Conference and for the benefit of the Minister of Highways, who hasn't taken the time to find out what has transpired up to this point in time, I want to advise him, Mr. Chairman, that it was the Manitoba position paper that was adopted at the Western Premiers Conference on the idea of the public taking over the responsibility for the road beds in Western Canada and subsequently lease those road beds to the railway companies in order that the public would decide which roads, which rail beds would remain and which would not remain, and that position was adopted unanimously by the four western Premiers.

MR. ORCHARD: When?

MR. USKIW: Some time four or five years back, Mr. Chairman, when that position was adopted by the four western Premiers of Canada, which included by the way the province of Alberta and the province of British Columbia, and so the Minister of Highways ought to make some enquiries from his own departments to know what has transpired with regard to the question of where we are going policy-wise on grain transportation in western Canada and rail line abandonment.

Now unfortunately, the government of Canada was not prepared to yield to that position, and that's where it stopped, Mr. Chairman. And neither did the Conservative government that was elected in May for a short period of time, did they consider that as an option, Mr. Chairman. All of them have continued to wear the blinkers, Mr. Chairman, refusing to accept the fact that there are options that might be considered that might be prudent for the people of western Canada in terms of grain handling and transportation.

The member would also be advised to acquaint himself, Mr. Chairman - the Minister that is - with the fact that notwithstanding our lack of success in convincing the government of Canada on these issues, that it was during the term of our government that the first agreement was struck between the federal government and the provincial governments with regard to strengthening highways in order to carry larger loads on the present highway system, and that's, as I understand, still an ongoing process, or perhaps it has been completed, I'm not certain, but in any event, I believe there were certain sums of money allocated every year for that specific purpose, in order to facilitate the movement of grain with larger vehicles.

I recall the discussions with the engineers, with the Highways Department, with the Deputy Minister, the question of upgrading the bridge capacity in order that larger trucks can move across roads that they could not, at that point in time. So Mr. Chairman, let not this Minister indicate that a great deal of work had not been done to address ourselves to this problem in Manitoba, as well as right across western Canada.

Now, the question of the Minister's rationalization of why he is not spending any money - and if I am incorrect, I would hope he would correct me, Mr. Chairman - but he rationalizes his reason for not spending any new dollars in areas not represented by the party of his political stripe is that we have to do something about the abandoned railway lines in southern Manitoba, and therefore that's where our priority is. And that is because of the previous government's neglect in this area and so on. That was his statement. I would hope that if that is not correct, Mr. Chairman, that the Minister would take an opportunity, in the course of the debate, to correct that statement. That that is not why he has decided not to spend any money on roads in constituencies not represented by the Conservative Party in Manitoba. Or, if that assumption is incorrect, perhaps the Minister might want to enumerate for us, in miles or dollar terms, the roads that he is planning to build in those constituencies, which don't appear to be listed, or if they are listed and we have not perhaps had ample time to peruse his Estimates, Mr. Chairman. But on quick perusal it would look as if there is almost a total abandonment of a good part of Manitoba with respect to new dollars for road improvement and road construction, other than the carry-over programs that are listed from previous years.

In terms of new allocations of money - and I have to admit that we have only had a few minutes to look at the document that was tabled - but I have to suggest that, on the basis of a quick look at that document, that the Minister perhaps would want to take his opportunity to clarify. If we haven't properly researched that document in the few minutes that we've had so far, perhaps the Minister can give us some idea as to what is contained in those areas that were alluded to by the Member for The Pas, the Member for Ste. Rose, and others.

MR. ORCHARD: Mr. Chairman, the Member for Lac du Bonnet has indicated two rather pertinent things which are somewhat contradictory. First of all he indicates that his government, some five years ago, presented a position paper on the public ownership of all railbeds, which was adopted by the western provinces.

Mr. Chairman, I might point out that whilst the members were in power and expousing their public ownership thesis, what was happening in rural Manitoba was rail lines were being abandoned. They had great philosophical input to provincial conferences, and at the same time in their backyards steel was being pulled up and communities were being abandoned. The proof is in the pudding, Mr. Chairman. The rail lines are gone. And whilst the members opposite, during their brief term in government, were expousing long-run rhetoric and solutions to the whole rail line situation, the fact of life existed that rail lines were being abandoned wholesale under their administration, with a seeming lack of concern for the impact upon the rural communities so affected.

The second thing that the Member for Lac du Bonnet has mentioned is under the highway strengthening program. Their administration, if I can read what his remarks were, was instrumental in getting that. That's not the case, Mr. Chairman. That was a proposal put forth by the then Prime Minister and now Prime Minister, Right Honourable Pierre Trudeau, to attempt to upgrade the main arterial highway system throughout Canada.

Now if that is the fact, Mr. Chairman, and it obviously is because the Member for Lac du Bonnet has agreed, then how can he agree that that was a good program and disagree with the use of that highway strengthened system for trucking grain to Thunder Bay. Because he said in his remarks that here was this great program of highway strengthening that his government put forward to strengthen highways for grain movement and not five minutes prior to that, Mr. Chairman, he's condemning me and asking me what is my policy on grain movement by truck, a program which he endorsed not five minutes later, in the second breath, as a big rationale, as their great accomplishment to the highway strengthening system of the province. Somewhat a controversial and converted position, Mr. Chairman.

MR. CHAIRMAN: The hour of 12:30 having arrived, I am leaving the Chair to return at 2:30 p.m. Committee rise.

SUPPLY - LABOUR AND MANPOWER

MR. CHAIRMAN, Abe Kovnats (Radisson): This committee will come to order. I would direct the honourable members' attention to Page 69 of the Main Estimates, Department Labour and Manpower, Resolution No. 91, Item 3, Manpower Division. We are on (d) Training and Development, (1) Apprenticeship--pass - the Honourable Minister.

MR. MacMASTER: Mr. Chairman, the Training and Development branch undertakes the responsibility for delivery of services in six primary areas. These areas are Apprenticeship, Employment Support and Counselling Services, the Selkirk Training Plant, New Careers, the Manitoba Private Sector Youth Employment Program, and a Career Counselling Centre which we intend to establish this year in Thompson. As we enter into this phase of the Estimates I would like to briefly introduce these program areas.

The Apprenticeship Program is a program which enables the training of individuals to the level of fully qualified trade persons with designated trade areas. It also allows for the examination of experienced trade persons seeking certification of their qualifications; licensing within the barbering and hairdressing trades is also conducted in this branch. The next year will experience revitalized activity with the Apprenticeship Board and the Trade Advisory Committees allowing for greater industrial input into apprenticeship. Additionally, public relations activities will be escalated to present apprenticeship trades as increasingly important career alternatives for the youth of Manitoba.

Our Employment Counselling and Support services offer assistance in enabling special needs individuals and northerners to take advantage of employment opportunities. This includes relocation programs to assist persons in moving to job locations in the north, as well as providing counselling and support services in the early stages of their employment. Co-operation with northern employers contributes to the success of this program. The northern youth employment program set out to provide summer jobs for northern youth and estimates the creation of 310 jobs this year, which is an increase of 30 jobs over the last year.

The Selkirk Training Plant continues to facilitate the development of special needs individuals, enabling them to enter the workforce or to pursue further training. As well as receiving job training, a counsellor is available to assist the trainee in securing employment. In addition to meeting training objectives, a wide variety of wood and metal products are produced for Manitoba Parks.

New Careers provides a comprehensive on-the-job and classroom training program to increase job skills and employability of adults confronted with special barriers to employment. The results of this program include increased numbers of trained personnel in occupations where shortages exist and other training resources are non-existent. Needs of special geographic areas for trained personnel to deliver necessary service can be addressed via this program, which is designed to train in both public and private sector.

The Private Sector Youth Employment Program stimulates the creation of new jobs for youth in the private sector. Not only are practical work experiences increased, but the overall level of seasonal youth unemployment is reduced. The program offers youth a chance to increase their income during the summer. This enables them to return to school if they choose and also provides an opportunity for youth to demonstrate their working abilities and enthusiasm to employers.

The Career Counselling Centre in Thompson will provide employed and unemployed people with informational material on careers and career counselling and testing services to enable them to make more informed career decisions. Advisory Committees representing Labour, Management, Education and parents will provide advice and direction to the centre.

MR. CHAIRMAN: The Honourable Member for Logan.

MR. WILLIAM JENKINS: Thank you, Mr. Chairman. This was the item I asked the . . .

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MR. MacMASTER: I wonder if I could just say last year there was 21.16 SMYs; this year there is 21 SMYs. And we would ask the members if they could look at their Estimates Books, because we have to change a program that is - if you could move the Private Sector Youth Employment Program, (e)(3) is what it is - you know, for the sake of leaving it in the book, it could be there but we will be discussing it under New Careers and that is where the money will be, Mr. Chairman. After New Careers it will be discussed, so it is not under Employment and Youth Services; it is really under Training and Development. It is just a movement up so you know that when that comes up . . . In fact, I will explain it again when we get to that section.

MR. CHAIRMAN: The Honourable Member for Logan.

MR. JENKINS: Yes, thank you, Mr. Chairman. I just missed the figure for the SMYs; I believe it was 21. I wonder if the Minister could just . . . --(Interjection)-- 21.6 or 21.5?

MR. MacMASTER: 21.

MR. JENKINS: 21. The other question I have dealing with that, since this is an increase of 1 from last year when we had 20, could the Minister advise the House what this new position entails within this Administrative Staff?

MR. MacMASTER: Maybe my tongue was stuck when I was garbling those numbers and I apologize to the member. It was 21.16 last year; it is 21 this year. That .16 has been moved out of that department into another area. It was 21 last year; it is 21 this year, not 20.

MR. JENKINS: I thank the Minister for that information.

The other day when we were dealing with . . . Oh, before I deal with that, then the staff that is there is exactly the same as what we had last year. I thank the Minister for that information.

The other day when we were discussing the Women's Bureau I was asking the Minister under what item we could discuss female apprentices within the labour force for Manitoba, and he assured me that this would be the place. He also said that he would try to have Miss Bradshaw here because this deals with how the Women's Bureau is coping with a problem that I feel that we are having here in Manitoba, that is in the Apprenticeship Program, especially for the members of the female sex, of becoming indentured, especially in the fields of construction. I know I have had a couple of my constituents who have attempted to become indentured after having taken provincial apprenticeship training and have been unable to become indentured with an employer, a registered employer, under the Apprenticeship Program. Some of the excuses given that there are not proper facilities for women on job sites, and I want to know if we have been able to in some way overcome this problem. Because it is all well and good to start people in an Apprenticeship Program but if we are not able to indenture them and have them receive the on-the-job training, which is part and parcel of their course of apprenticeship, their indenture term, then how can we graduate and examine and issue certificates for these people.

When we are on this, I want to go through some of the figures that the Minister has dealing with apprenticeship registrations, the number of apprentices attending trades school, and the examinations and certificates that have been issued. But if we are not able to place these people in industry to get the on-the-job training and skill that is required to make them eligible even to write the tests, because I imagine, I think the Minister gave us the figures last year, the number of hours on-the-job training a person must have to be able to qualify, to be able to write certificates.

On page 58 of your Labour Report, the prime function of the Apprenticeship Program is the administering of The Apprenticeship and Tradesman Qualification Act, which involves registering agreements of apprenticeship. What percentage of the agreements of apprenticeship that have been signed in the past year . . . In fact, maybe even better still would be what actual numbers have we been able to set up for women in the workforce to become apprenticed to an employer? Because I

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know we have that program, and I will sit down at this time, and if the Minister can tell me how many have been actually indentured to employers in the year 1979?

MR. MacMASTER: Well, I have the number and I am not proud of it, as I am sure the Member for Logan won't be either, the number this last year, 1979, was only 11. We are not satisfied with that in any way, shape or form, and as I have mentioned, we are doing several things. We are going to be meeting with people from the Women's Employment and Counselling Service of Canada Employment. It is a Federal Agency. They are going to have a representative in this city, which we expect will be spending approximately two weeks. We are going to be dealing with them. There is a lot of areas that you have to "attack", I guess is the only word.

Our Apprenticeship Division this year is going to put a little more emphasis, substantially more emphasis, as a division itself in discussing the possibilities and the value of employers having women break into the apprenticeship field.

And in addition to that, in the New Careers area, which will be coming to but because it's so interwoven I should tell you about it, we have earmarked specifically \$150,000 to assist, through a mechanism to get women into the trades field, through the New Careers Area, in addition to the emphasis that our Apprenticeship Division is going to put on. The number 11 is not satisfactory and we plan on doing something about that during the course of the year.

MR. JENKINS: I thank the Minister for that information. I wonder if the Minister could give us the figure for 1978. While 11, I agree with the Minister is pretty abysmal, but is it up from the previous year or is it down, or are we just standing still? Is 11 an improvement over 1978 or is it a falling back?

MR. MacMASTER: I haven't got that specific number. I can get that number for the member. I don't think it's dramatically up or down. It certainly couldn't be dramatically up unless there was absolutely none, and 11 isn't a dramatic increase under these particular sets of circumstances. But I can assure him it's not traumatically down. I can see the number last year and I can't tell him what it was. It wasn't a very big number.

MR. JENKINS: I thank the Honourable Minister for that. I imagine that sometime before we finish his Estimates he'll have that figure and I would appreciate it very much.

Of the 11 that are presently indentured in 1979, what number of these have been indentured in the construction trades and in the other trades? In construction trades we're dealing mainly with bricklaying, carpentry, construction, electricians, drywall mechanics, these fields of the apprenticeship program. Are any of these 11 at the present time indentured in the construction trades industry or are they in other industries such as where the job site is usually in a factory or something of that nature? Of the 11 that are indentured at the present time, are any of these on construction sites?

MR. MacMASTER: Just for the member's information, there are five carpenters, one painter, one decorator, one industrial welder, one machinist, one industrial electrician, one heavy duty mechanic, and one motor vehicle mechanic.

MR. JENKINS: I thank the Minister for that information. A few years ago, Mr. Chairman, the Manitoba government decided that it was going to have within its maintenance staff . . . Perhaps it's an unfair question, but I feel that since the Minister is the one that is directly dealing with apprenticeships, maybe the question would be better to the Minister of Government Service, but again, as I state, the present Minister is the one that deals with apprenticeships. How many apprentices do we have in Government Services? Because that was a program that was instituted while we were in government, that we were going to have, where it was possible, to have apprentices indentured to Government Services, working with journeymen with the hope of graduating these people as fully qualified journeymen. Have we any apprentices at the present time under the Apprenticeship Program? If we do, what percentage of these or what number of these are females?

You know it is all well and good for us to say that we must see that the women in the work force are given an equal opportunity and government must by itself set

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that example. And I hope that when the Minister gets up to reply that he is going to state that we have so many apprentices and so many of these are women apprentices apprenticed to the Government of Manitoba. If that program is still in effect, I would be appreciative if the Minister could give us the number of apprentices and the number that are female.

MR. MacMASTER: I'll get the precise numbers but I certainly recall the conversation; I recall the principle that the Member for Logan is talking about and I agree with it.

There was some difficulties within government, and I'll explain what part of the problems were. You're right that consideration was given to going this way under the previous administration. I can't tell you exactly how far that went. I don't think it went too far, and I'll give you the reasons. I happen to be in a reasonably good position for a variety of reasons - and I'll let you use your imagination; I'm also the Minister responsible for the Civil Service Commission - so we found there were some difficulties within departments where trades historically should have been established, where the departments would have 200 SMYs. And I suspect it started in the last - I'm guessing - last year or two of the NDP government in Manitoba where the thought, at least, was being generated that they wanted apprenticeships to be established within government.

The departments were a little hesitant to start putting in for 201 SMY and having one as an apprentice for a variety of reasons. We have apprentices now on staff and I'll get the numbers for you. I don't know whether there are any women that are part of it or not, but we have said to the departments, yes, in fact, it's pretty difficult for us to go out there and preach to industry that you should be looking at apprenticeship programs if in fact we're not doing it ourselves. That's a fairly constant philosophy that I certainly try to project. And yes, in fact, departments, when you do have an apprentice which you should be involved in the program then you actually in fact budget for the extra SMY.

The next difficulty was the same problem that we're having with some industries, where a young man or woman will have to be away for an extensive period of time. I think we have got over that particular hurdle too, because they have to go in for part of their training into schools.

We think we have bridged those gaps. I was talking to my Civil Service people today; they assure me that those problems are behind us now, and I don't have the number of apprentices that are presently within the government, but I'll get that number for you.

MR. JENKINS: I thank the Honourable Minister for his assurance that we'll get those figures. Of the registrations and completions that we have on Table I of Page 62 of his Annual Report, apprentices active as of October 31, 1979, was 2,817, and I agree that the Minister may not have these figures readily available. This is apprenticeships of both sexes. But what I'm interested in, Mr. Chairman, through you to the Minister, is what percentage or what number of this 2,817 as of October 31st were of the female sex, operating either starting their registrations, cancellations, or have completed. I would be appreciative if the Minister and his staff, and I realize that you're not going to perhaps be able to get that --(Interjection)-- That's fine, I would be very appreciative if the Minister could give us those figures, of this item.

MR. MacMASTER: Of that 2,817, that's where the 11 fit in, Mr. Chairman.

MR. JENKINS: Mr. Chairman, I'm astounded. I'm absolutely astounded. Does the Minister mean to say that of the registrations, cancellations and completions, as of October 31, 1979, we only have 11 apprentices that are . . . How many of these, then, have been registered as apprentices, taken their trades training at Red River Community College, have been unable to become indentured? And I imagine they would show up in the cancellations. Surely there must be some people that have got into the system of getting their basic trades training that they receive in the classroom at Red River Community College and then, because of the reluctance for people to sign indenture papers . . . Of the cancellations of this 2,817 that we have here, of the cancellations, how many of those were women that cancelled out because they were unable to become indentured with an employer?

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MR. MacMASTER: I don't know if I can get that particular type of number.

One of the other things that we're doing, though, there are 12-week courses at Red River College, Assiniboine and Keewatin; it's called the pre-trades training. It's sort of an introduction to people to familiarize themselves with trades and to familiarize themselves with what they would be doing if they were to take apprenticeships. We are increasing those courses, Mr. Chairman; increasing one more course at Red River, one more course at Assiniboine, and one more course at Keewatin. This is another area that we're trying to get at the overall problem.

MR. JENKINS: Yes, I realize there is a pre-apprenticeship training course that has been held, and I'm glad to see that they're being increased. The Minister can correct me if I'm wrong, or his staff can correct me if I'm wrong, but I think the main object of the pre-apprenticeship training course was to find out what adaptability and what native skills that a person possessed in a certain field, because if he was all thumbs and what-not on a very delicate type of machine course, certainly that would be found out in pre-apprenticeship training.

But once the person gets through that, he then also goes for specialized training in whatever field of endeavour, in the jobs skills that are available under the Apprenticeship Training Program here in Manitoba. Once they complete that course, be it a two-month course with a refresher course once every winter during the time of their indentureship in the apprenticeship system, but if after the completion of that initial course, they are unable to become indentured, then the whole program has fallen down. There are cases even where males are not able to become indentured, but I think that the strikes against females becoming indentured - and as the Minister has said, there is only 11 at the present time here in Manitoba that are actually indentured to employers - of this 314 cancellations in 1979, how many of these were women that had to cancel out because there was simply no job future for them because they were not able to become indentured to an employer?

Surely when a person cancels out of the Apprenticeship Training scheme that we have here in Manitoba, they must be giving some reasons. Of this 314 that cancelled out last year, how many were women? And how many were cancelling out mainly because they could not become indentured to an employer?

MR. MacMASTER: I'll try and get a breakdown of that 314. We appreciate fairly precisely what the Member for Logan is saying. We have upped the pre-trades training courses; we're going to have three more of them in three different centres. We also appreciate that there's a bit of a barrier, even after you get out there, after you have finished that. And that's the barrier that we're trying to break down, on a new sort of a formula with the \$150,000 in New Careers specifically ear-marked to help women in the trades.

Now, I understand exactly what the member is saying, that in fact there is no question that men have problems, but he's absolutely correct when he says that women have more problems. And that's why we're trying a new approach this year, to make a brand new initiative to try and assist women to get into industry through the New Careers type of programming, not a two year total pay. We haven't worked out that formula, but we have specifically, as I mentioned, earmarked \$150,000 for that precise type of thing, exactly what the Member for Logan is talking about. He's known the problem, I don't know how many years; we have all been reasonably aware of it and we have wrestled with it. I'm not sure whether we're taking the right approach, but we certainly think, under the circumstances, it just has to help.

And we're going to be looking at the graduates of those pre-training classes, and helping them get themselves into industry with the assistance of this \$150,000.00.

MR. JENKINS: Thank you, Mr. Chairman. I thank the Minister, and I think I have to agree, I do share the concern that the Minister has expressed; it's one that has concerned me for some time.

I, myself, Mr. Chairman, I might speak personally, was an indentured apprentice under the Manitoba Apprenticeship Program here in Manitoba, and I must say that at that time, years ago, it was a good program and I'm sure that the program has improved over the years. I can remember after the War when we went to our trade

school, which was in the old Macdonald Aircraft Plant out at the airport here, that's where we started our trades training, and I think that the Apprenticeship Program over the years here in Manitoba has proven itself to be a worthy endeavour, and I think that the government of that day, who instituted that program, deserves a lot of credit. I think that governments since have carried on this program. I think it's an excellent program. I think it's a program that, unfortunately, maybe hasn't grown as fast as it should have grown, because when we look at the European countries and the development of their work forces, with their apprenticeship system they have been able to turn out over the years, excellent tradesmen. True, that in some cases their indenture system is much longer ours. Ours on the average is four or five years; theirs in some cases is up to seven years. They also bring into a program which is one that I'd just throw out to the Minister when he has discussions with his advisory councils, one that they use in Europe and the United Kingdom, especially in the fields of construction, that two of the seven years of the apprenticeship that they serve at that time, if they were in carpentry and joinery they would serve two of the years in the allied fields of trade that are allied with it, electrical, plumbing, drywalling and vice versa for those in other trades, so that they become conversant with each others job skills and know how they fit and mesh together in the construction trade.

The whole field of apprenticeship has been, I think, fairly well carried out here in Manitoba. I look for more improvement under this Minister and when we return to that side of the House I hope that we'll do even a better job, but the field of apprenticeship is an important one and I wish the Minister well with his \$150,000 in New Careers. I hope the \$150,000 will break down the prejudices that seem to be out there in the workforce for the women in our society who are joining the labour force in larger and larger numbers every year.

And we talk about equal opportunity and equal pay for work of equal value but if we can't get the women into the workforce, because some of these jobs in the trades are some of the most lucrative, you know, job wise and not only financial but in the source of enjoyment that you get from working at that trade and I think that should be opened to members of the opposite sex. I certainly must say that 11 out of 2,817 is a start, maybe, but when we look at the actual labour force across this country, I'm not aware of the latest figures, but I think it's almost 50 - 50, but when we look at our people that we are getting into the apprenticeship program here in Manitoba, we have a long long way to go, somewhere upwards from 11 to about 1,400. That's the goal that the Minister and his department have got to be striving for. And I want to know exactly of these 11 that were assisted to get an indenture program with an employer here in Manitoba, how many of those 11 were assisted by the Women's Bureau, that they worked in conjunction with the Apprenticeship Training Board and the Apprenticeship Training director? Just of the 11, how many did the Women's Bureau - because I think the Women's Bureau has to be very very concerned. If I was a director of the Women's Bureau and I saw these figures I would be pulling my hair out because I think it is something - I haven't that much of it left; I think the Clerk of the House said he and I are getting to that stage of life where we're having a busy street up top.

But of the 11, how many did the Women's Bureau, the director and the personnel in that section of the Minister's department, assist the Apprenticeship Training Board and the director to get an indenture?

MR. MacMASTER: Well, I'll have to get that precise number too. We are doing another thing that might be of interest. It's rather difficult to tie down this portion of the Estimates because we are doing what we think is a large number of things in the apprenticeship area, industrial training area.

We have been dealing with the Department of Education to see if we can't get a co-operative sort of a vocational education system going in some particular areas. Such a program could possibly permit a student to enter into this vocational educational system at - and it's not firmed down; you'll just have to listen to what some of our philosophies on it are - could possibly enter into that type of program in Grade XI, and could quite possibly work two days, three days a week within the trade and go to school the other one day or two days, whatever the system may be. This of course would permit the young man or girl, whatever the case may be, to get a good feel for what the trades are about. It would, at the same time, permit the student to carry on getting their appropriate credits. It

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would assist certainly industry in getting young people interested in trades in a variety of industry areas and such a system would certainly compliment other approaches in increasing the supply of skilled labour in Manitoba and hopefully decrease our dependency on a lot of the immigration programs that we have had to follow in our country over the year for the requirement of skilled trades getting into certain industries.

I said it last night in Immigration and I've said it all the way through labour and I say it again now and I'll keep saying it, that our priority - and it's been spelled out pretty clearly for those that were listening and looking at the numbers and the efforts - our priority is upgrading Manitobans industrial-wise within the workplace, putting a lot of emphasis on the apprenticeship programs. We've outlined several different approaches that we are going to be taking in 1980, this morning. There's others as we go through the Estimates that you'll find that we really feel that there's a tremendous job to be done in that area where attacking it in half a dozen different ways that we've outlined this morning. And I appreciate really what the member is saying.

We also have to - and it's not together yet; I have mentioned this on a couple of occasions - we have to go on a PR sort of an approach to the citizens of Manitoba, and I think quite probably across our country, to emphasize to people that it isn't necessarily the thing that you have to tell your children that they must go to university. That is what we hear constantly as I walk through the province, and I'm sure you do, where parents are consistently saying my little Johnny is going to go to university. There seems to be a little bit of a stigma someplace in some people's minds that it's not the right thing to say that my son is going to be a plumber. You don't hear that said very often. I don't happen to feel that there is a damn thing wrong with people being able to say that their children are going to be tradesmen. I think they should be very proud of it.

We're aware that in some of the European countries that tradesmen appear to hold a higher position in society, I guess is the only way I can see it, than they do possibly in our country and I don't think that's right. I've said many times that tradesmen are professionals in my eyesight. I think they are, by and large, the professionals in the eyesight of all of us certainly here in this Chamber. But I think we have an educational job to do, not on people but with people throughout our province to convince them that it is a pretty admirable sort of a way of life if you want to go into the trades.

My young lad today is presently convinced that to be a conservation officer is the greatest thing on earth and I wish him all the best. The last thing I am going to do is impose on him that he must be a doctor or, with all respect to the Member for Inkster, a lawyer. He's made his choice. I think it's an admirable choice and that's where he's at today anyway; it may change tomorrow.

MR. CHAIRMAN: The Honourable Member for Inkster.

MR. GREEN: Yes, Mr. Speaker, I certainly welcome the Minister's most recent remarks with respect to the upgrading in stature of people who are engaged in various forms of trades. And I can tell the honourable member that I agree with him entirely and, furthermore, that one who is acquainted with any of the trades, whether it be carpentry, electrician, plumbing, or bricklaying, would know that the level of sophistication and skill that is achieved by the people doing it is of a comparable nature to the level of a skilled surgeon. And if the surgeons don't like to hear what I'm saying then let them go into cabinetry and see whether or not the kind of skills that are involved are not comparable.

And it's certainly, Mr. Chairman, been the position of members of this side of the House, as long as I can remember, that we should raise the level of people's attitudes vis-a-vis certain professions as against others. And it has been, not only in terms of cultural development but in terms of monetary recognition, that they - and I say this with respect - that the traditional parties have felt that doctors, lawyers, accountants, are entitled to the kind of remuneration and high status that they are given financially and that people in, and I put this in quotation marks, "lesser categories" are entitled to that. And that's one of the reasons, Mr. Chairman, that we have adverse attitudes and, on the part of honourable members, quite the negative statements with regard to the fact that when there is a construction worker's strike that somehow the construction workers are

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doing a terrible thing, but when the doctors are going to strike, society has not treated them properly.

Now the fact is that the Minister has indicated that the reverse is true and I would agree with him. With his respect to people becoming plumbers, I'll tell the honourable member a story and the members of the House, at the risk that they've possibly heard it before, that things have changed somewhat and professional people, in particular, like hearing this story about how a doctor called a plumber down to his office to install some work and the plumber walked out and handed the doctor a bill for \$120 for labour only and the doctor said, excuse me, the lawyer said, "My God, \$120; that's a tremendous bill." The plumber said, "That's it. You can read; it's correct." He said, "But that's \$60 an hour." The plumber said, "You can calculate; that's also correct." And the lawyer said, and that is some years ago, Mr. Chairman, "My God" he says, "I'm a lawyer and I can't charge my clients \$60 an hour." And the plumber says, "That's right. When I was a lawyer I couldn't charge them \$60 an hour either."

Now, Mr. Chairman, I do think that the story has some merit in terms of closing the financial gap and, more properly and probably hand in hand, the cultural attitude of society to other than the academic professions. I want the Minister of Education to know that when he did what he did with regard to the post-secondary schools which teach crafts, he made it more difficult for the Minister to accomplish his objectives and those post-secondary schools in the areas of crafts had their fees multiplied by something like seven times or . . . Well okay, if I'm wrong about the actual seven, I'm not wrong about the fact that they were many times multiplied and that if there is ever a time when we should be making the post-secondary schools universally accessible on the basis of aptitude to do the work and not be putting a deterrent fee on their interests, this is the time. Mr. Chairman, this is the new thrust that has to be made in universal programming. It has to be in the area of post-secondary education and certainly the area of the crafts is one where the government has moved backward rather than forward.

And, after hearing the Minister of Labour, I thought maybe I and other members who have expressed this position, it is not mine alone, on this side of the House, have found an ally. Talk to your buddies, talk to your colleagues and put the society's interest in dealing with craftsmen or professions, which don't happen to be the academic professions, into their proper due respect, Mr. Chairman, - and I would follow that that doesn't only apply to craftsmen, it applies to employees who are engaged in unskilled trades and are sometimes looked even more down upon - but I think that we can only move practically. A practical move for the Minister to make would be to get to the Minister of Education and tell him that post-secondary education in this area is one that should be encouraged and incentives given rather than deterrent fees to keep the people out of it.

MR. CHAIRMAN: The Honourable Minister.

MR. MacMASTER: I appreciate the comments that the member has made. Another area, again we are jumping ahead, but it is all so interwoven, is the career counselling systems that we are hoping, on an experimental basis, to establish one. We are also going to be working with the federal government here in the City who have one such a centre, but are specifically at the moment dealing with high school children. We are going to work with them and help them further develop that program. It will be available to adults so that they can look at real career choices. We will just keep it very simple, and if a young fellow feels that he is a bit mechanically inclined - the average young lad would think of a garage with a set of tools, you know, he might think of a pipe fitter or a plumber, but my goodness, there is just dozens of mechanically inclined areas that that person could get into, the technology and engineering areas, and all kinds of trades that are mechanically inclined.

So that is another area that we are exploring to help young people, and those that aren't so young, to have a look at the kind of job opportunities that are available.

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INTRODUCTION OF GUESTS

MR. CHAIRMAN: Order please. If I could just take a couple of minutes of the honourable members' time and direct the honourable members to the gallery on the right, where we have 12 students from Humboldt, Minnesota, United States, under the direction of Mr. Johnson. These are Grade 8 and 9 students and are visiting our Legislature here this morning. I would ask the honourable members to join with me in welcoming them here this morning.

SUPPLY - LABOUR Cont'd

MR. CHAIRMAN: The Honourable Member for Logan.

MR. JENKINS: Thank you, Mr. Chairman, and I thank the Minister and the Member for Inkster for the comments that they have made.

I want to say to the Minister, that prior to my coming in this House in 1969 I was a member of the Winnipeg School Board for approximately seven years, and while I was on the Board of Education of the Winnipeg School Division No. 1, the field of vocational and technical education was one of my pet projects. As the result of a study that five members of the Board at that time, in 1962, we visited schools in Ontario, the State of New York, Michigan, Wisconsin, Illinois, Minnesota, not unfortunately, the state that our visitors are here from today, looking at vocational and technical education. And at that time in Manitoba it was a sad state of affairs, because really the only technical vocational school that we had of any consequence in the province of Manitoba was the Winnipeg Technical Vocational High School on Notre Dame Avenue.

As a result of that tour and representations that we made to the then government, we persuaded them that they should go into the field of vocational training, and R.B. Russell School was built in north Winnipeg. But I agree with the Minister that, yes, there is a sort of a stigma that is attached to vocational and technical education as it applies here in Canada. Every parent that we used to talk to try and, as trustees, persuade them to send Johnny or Jill to a technical or a vocational school, especially Tec Voc, it was always a stigma that these people were just not quite with it academically if they had to go to places like Tec Voc. I can assure you that both my sons went to Tec Voc. They went there on the four-year program, where they kept up their academic, they got their Grade 11 plus their background in the technical training. They went on to Daniel Mac and completed their senior matriculation. Both of them went on to courses at Red River Community College, one in the field of electronic technology, the other one in electrical technology.

I say with some modesty, that my oldest son when he graduated, was the first graduate of Red River Community College to be accepted in the province of Manitoba to serve with CUSO, and he served with CUSO for two years in Zambia. I say it with quite a bit of pride.

I feel that the Department of Education - and I am sorry that the Minister is not here - in some respects is making it more difficult, as the Minister has said, for people to get into the community colleges of Manitoba, because I think we are turning out some excellent products from these schools, excellent people. I think that we have found an ally now perhaps in the Minister of Labour, hopefully he will be putting some pressure on the Treasury Bench to see if we cannot get more people into this skills' training. I understand, I have heard the figure somewhere, that we imported, immigrated or migrated in, but I say imported somewhere around 2,000 - and I know that we are going back to immigration, and I want to assure you, Mr. Chairman, that I am not going back, I'm only using it in passing reference - that we imported 2,000 job skilled trade people into this province last year. When we have the amount of people that are unskilled in job skills in this province, I agree with the Minister whole-heartedly, and I think there is no one on this side that will deny it, that we agree with the Minister whole-heartedly that we should be upgrading the job skills and the availability for these people to enter the workforce and gain gainful employment.

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I think the Member for Inkster put it perhaps better than I did, that we should be putting the emphasis on getting these people in. I know the Minister has New Careers, and this is one of the difficulties when we get into Estimates, where we have an overlapping of the various trades and skills - it makes it very difficult. I realize that we may stray sometimes into New Careers and others and I hope the Minister and, Mr. Chairman, you will bear with me. But I think that while there is some progress, it is not satisfactory, it was not satisfactory when we were government, in my estimation perhaps it will never be satisfactory. But you know, Mr. Chairman, the Member for Inkster told us a little story about the plumber. Well, there is another little story dealing with the two professional groups and a tradesman, and the story goes something like this. The lawyer sends his mistakes to Stony Mountain, the doctor sends his mistakes out to the cemetery, but the tradesman's mistakes stands up there for prosperity to stare at and say what a stupid fellow he was.

So when we get down to the basics of it, these people do have skills. All that one has to do is look at some of the fine work, delicate nature, with job skills and hand skills that are equal to any surgeon, especially in the inlays and others that are done in the field of cabinetry. We just have to look around this building and see some of the marvellous work of tradespeople. Architects designed it, they had the idea in their head, but the actual manipulative manual, and a lot of grey matter between your two ears, enabled to put this beautiful building together that we have here. All one has to do is go and look at some of the doors here and see the mitre joints that are there on the casings that are around the doors. They are perfect, even to this day, and this building is what? 50 some odd years old, going on 60 years old, 70, 62 years old. When we see the actual beautiful building we have here, that was built by skilled trademen, not with the tools that we have at our disposal today, but these were skills, and in many cases are not even being passed on to our future generations.

I remember when I worked in the construction trade, the difficulty that we had in getting stone masons. We had to import them, two from Scotland, I remember, when I worked for Peter Leech Construction. We had to import two from Scotland, both over the age of 70, but these men were marvellous, marvellous, marvellous craftsmen - and they were craftsmen, they were not tradesmen.

So I would say to the Minister that I wish him the very best in his Apprenticeship Program. I hope that the Program is going to succeed, especially for the women in our workforce. I hope that when we appear here next year that the Minister is going to come in with a tremendous improvement over the 11 that we see here at the present time out of some 2,800. I don't expect him to reach 1,400, that would be pie-in-the-sky dreaming, I guess, but I certainly hope to see that it is much higher than this. I hope that his New Careers Program, I believe that is what he stated it was, career counselling, will certainly bear fruit and that we will be able to have more women in our Apprenticeship Programs. I wish the Minister well, I hope that he will be able to get up next year and say, look, I've got it up 300 or 400 percent higher than it was last year. Even that is not going to be very much when you look at the figure that we are starting with. I wish him very well in that program and I think all members on this side do the same.

MR. MACMASTER: A couple of quick comments. The member, I am not sure verbally if he meant exactly the word that came out, but he said that he understood that I was having some difficulty with the Minister of Education. I think that we are having some pretty excellent cooperation with the Department of Education in establishing a manpower strategy for the the province of Manitoba, which, if you put all this together, that is what we are really doing, and for the member opposite to say, and I don't know which one it was, that their party now has an ally, that is really not the exercise that I am going through. What I am trying to do, Mr. Chairman, is really serve the needs of the people of this province I think more adequately, and I should follow that up emphatically to say, whether those citizens happen to be of the NDP belief or PC or Liberal, or whatever.

MR. CHAIRMAN: The Honourable Member of Kildonan.

MR. FOX: Mr. Chairman, I'd like to get a few comments in on this too, although I do have some specific questions and I'll get to those in a minute. I

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would just like to say that I appreciated the comments of the Member for Inkster, as well as the Member for Logan, and, more specifically, the Minister of Labour. He and I get along very well, even though we do debate and argue over points.

I should just like to say that, bringing the issue that we are discussing at the moment into the present, is probably something that the government can show leadership in, because this is where the problem arises. We have become a very complex society in a number of ways, and someone has to take the role of leadership of explaining and communicating to us what it's all about. Some of us are aware to a degree, but we are not aware of all of it. I should just like to say that my own particular field is power engineering, and I can assure you that even with the effort that I make, and it's a considerable effort, I cannot keep up with the new technology that is coming out daily. And so therefore there's a wide communications gap developing.

Because people are creatures of habit to a great extent, we find ourselves accepting things without realizing their values and the other things that go with it. I'd just like to indicate that we accept the refrigerator, and the only time we miss it is when it doesn't work, and we do not appreciate the fact that we have to pay a bill when it has to be repaired. But it takes a tremendous amount of learning technology in order to be conversant, to be able to fix that thing. Sometimes it only takes a minute, or sometimes you just have to shake it up if it's one of these portables, other times you have to take it apart and really find out what's making it tick.

As a consequence, we have not come to realize that we are interdependent upon each other, and this is something that we should be communicating to the public, and probably that would create an awareness of the value of various trades that we have been discussing that are in this training program. For instance, a power engineer, if he presses the wrong button and there are 1,000 people operating in that plant, the whole place stops. One man presses the wrong button, if he doesn't know what he's doing, the whole place stops. A lot of money goes down the drain, a lot of people are annoyed, and much discomfort is created.

We accept hydro and we have no worries about it, we just click a switch and it comes on. But we have some very tremendously qualified people operating that service for us on a daily basis, 24 hours around the clock, 7 days a week, 365 days of the year, and we really don't appreciate the fact that those people have put in a lot of time and effort to service we, the public. We appreciate a doctor or a lawyer because that's on a person-to-person basis, but those other people in those qualified professions and trades are just as important to us, and we do not place enough emphasis on it, and I think we should. I'm glad that we have this discussion so that possibly the Minister will take a much firmer stand. I think \$150,000 for New Careers is a very, very minimal amount when you consider the kind of new technology that is developing continually in this day and age.

At one time we had just a little bit of electricity. Today, I would venture to say there are about 100 different kinds of industry springing up from this particular area alone. The same thing applies to many of the other fields of technology.

As I said, I could probably go on on this particular vein for a long time, but I'd really like to get down to is some of the areas in respect to training, which is the specifics.

First of all, I'd like to ask the Minister - and I don't know whether he wants to answer all of these in one lump sum; I'll elucidate them and he can take note, if he wants, I'll go slowly - but my first question is, is there reciprocity in respect to the training and the apprenticeships between the provinces? Can apprentices start in Manitoba and go on to Saskatchewan, will their grades be forwarded, and the same thing going east or west in the provinces? Do we have any kind of agreement on that? Let me also ask the Minister whether, in respect to some of the specific skills which are at the present time at a premium, or even short, what is the Minister's department doing specifically to negotiate with the federal government to get those jobs trained as expeditiously as possible.

In respect to power engineering, I realize that we only have a third and a fourth class certificate course at Red River. Is there going to be any effort, because we're not short of thirds and fourths, we're short of seconds; firsts aren't a critical problem, but seconds we are short of. Is there going to be any kind of a training program to help those people, because at the present time, as I

understand it, there is only the correspondence courses available, and the material has to come from the Southern Alberta Institute of Technology as far as I am aware, and also some from Ontario.

I think if we are short in this particular area, it would behoove us to try to create courses that would give people the chance to get involved. I know it's a little difficult, because once a person is aspiring for a second-class ticket, he's probably on shift and it would have to be a very flexible program so that they could participate maybe once or twice a week on a structure training program and the remainder of the time they would have to be doing their own work. It's very difficult in some instances for a person to do it all by himself, and I think that this is an area that we should look at.

Let me also ask, which I did when we were discussing the women's section, is there going to be any effort to involve women in the power engineering field? I think with today's technology it is no longer a very difficult physical proposition to be a power engineer; I can see no reason why women shouldn't be informed that this is available, and maybe some of them would make very good power engineers.

Also I would like to know if there are any women involved, that the Minister is aware of, in the third and fourth classes at Red River, if he has any figures on that.

My other question is in respect to apprenticeship. Can the Minister inform us the kind of meetings that have taken place between the advisory committees on apprenticeship in respect to revision of the qualifying time? Also, whether there is going to be any change in the structure of the apprenticeship courses since, as we have all noted, most of the trades are now becoming more and more technologically aware and there is less and less need for particular skills, but more and more need for a variety of information in respect to some of the trades.

Let me also ask the Minister what new apprenticeship courses are being contemplated and what new apprenticeship courses have been set up in the last three, four years so that we can appreciate whether there is a thrust towards getting people involved in the new technologies that are appearing in our society now.

I should also like to ask the Minister whether he has any description of some new technology in respect to job descriptions. Or let me put it in reverse, whether there are new job descriptions in respect to the technology that is evolving at the present time, and if there is any contemplations of apprenticeships in that, such as what the Honourable Member for Logan just mentioned, electronics, technicians and so on. Should there be apprenticeship courses there besides the fact that you can take that course at Red River?

One further question, Mr. Chairman, and that is in respect to the fact that we are seeing some of the vocational schools sending their young students out on job-orientation programs of about two weeks, I understand. I should like to know whether that is going to be brought in, first of all; secondly, whether there is any monitoring, that these people are not just utilized as cheap labour for two weeks and not really given a job orientation. What kind of monitoring is being done, if that is under the Minister's purview? Or it may be under the Minister of Education, I'm not certain. And of course, whether it shouldn't be also done to an extent with apprenticeships. What I'm thinking of, is the fact that apprentices are often utilized, and the Minister is aware of it, as cheap labour for a long, long time, and the apprentices do get training when they go in on a structured basis for five or six weeks a year, but could there not be some exchange so that students or apprentices would get an opportunity to get a variety of places of work? Could the Minister look into having employers who are wanting to have apprentices, enter into an agreement that they will keep an apprentice for a year or two, and then another employer who has a larger plant or a different form of operation, would exchange his apprentices with the ones from another, so that they would get a wider and a broader view of the kind of work that they are going to be involved in?

I think that should be sufficient for awhile, Mr. Chairman.

MR. DEPUTY CHAIRMAN: The Member for Inkster.

MR. GREEN: Mr. Chairman, just before the Minister answers the specific questions that were put by the Member for Kildonan, and I am not going to hold him

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up very long in that regard, but I do want to go on the record, Mr. Chairman, as withdrawing, as the Minister wished me to withdraw, the suggestion that he was an ally of the position that there should be much more respect paid to and attention paid to the training of people in the skilled crafts' trades. The Minister has disowned that position, says that he and the Minister of Education are on all fours with respect to this position, then I do have to indicate to the Minister that on that basis, it is something that I, and I believe other members on this side, would condemn on his part, that the attitude that has been taken within the educational system with regard to post-secondary education in the area of the crafts and the trades is a regressive, reactionary attitude, and one which, Mr. Chairman, does not fit the needs of society, and one which the Minister should be advocating a change in.

We have a Minister from Ottawa coming into the province of Manitoba, and I appreciate that we shouldn't take it too seriously, given the source, who says that the main problem in developing western Canada is the need for tradesmen, craftsmen, and the immigration of 300,000 such people. --(Interjection)-- Pardon me? Well, if there is a germ of truth - and we are being charitable in making that suggestion - but if there is a germ of truth in that suggestion, it would seem to me that it would make far more sense to employ our energies towards the education of people in the province of Manitoba to get them to do this job.

Mr. Chairman, I am not with Mr. Pickersgill, I am not to say that a Canadian baby is better than any foreign baby. As far as I am concerned, I am here in Canada as a product of foreign immigration, and I certainly believe that if the western world or Canada thinks that it can have 25 million people occupying a sixth of the globe with our resources, and that we cannot share it with our fellow man, that we've got another think coming. That if it's not done decently and in a civilized manner, it will be done with bloodshed. So I am not opposed to immigration, but I also feel that, consistent with such a policy, the immigrants will have children. The children will have to be educated. The needs of society will have to be met. Why are we not being much more concerned with encouraging, not deterring, the post-secondary training of people in skills which we say we have to obtain through wholesale immigration? And if the Minister says that I am wrong to expect that he is an ally in this regard, then I tell the Minister that if he is an enemy he will be so treated, and we will attack him on that basis.

MR. MacMASTER: Well I think if the Member for Inkster had been listening to what I said this morning, he can take that position for whatever it is. I said that I've outlined that the Department of Education and ourselves are in full co-operation on the types of programming and the types of approaches to industrial training, apprenticeship training, co-operative education in the school system, that we have outlined this morning. If he wants to read into that something else, that's fine.

The words of the federal Minister that X number of hundreds of thousands of people, 300,000 should be brought to western Canada to solve our problems is certainly contrary to everything I've been saying since 10:30 this morning in this House. Specifically, I said that our government's emphasis is to upgrade our own people, to give our people the opportunity and to give them the assistance required to make choices and to recognize the value of people in trades, or whatever profession they are, to our society. Those words can be repeated over and over and over. And the federal Minister certainly, as I said last night and I'll say again today, I respect the fact and will be kind at the moment and say that he hasn't, whether he's just pronouncing some thoughts off the top of his head, maybe that's permissible, but the facts of the matter are the federal legislation says that, when it comes to immigration, the federal government is to consult with provincial governments. And I don't think that particular philosophy of his will reach with very much agreement certainly from this Minister, and I know some of the other western Ministers who I'm sure won't agree with that philosophy. If his philosophy is that you solve the lack of trades peoples' problem by importing thousands of people from other countries, that isn't the approach to solving the problems in this country.

I'll attempt to answer the questions from the Member for Kildonan, and he can sort of check them off as I go through. I just might have missed some of them. He made reference - and I guess he must have missed the point - he made reference

to the \$150,000 in New Careers that he said he didn't think would help the, and I forget the exact words, but it seemed to me that he was saying that wasn't going to help the situation, and certainly at that time he was talking about power engineers. He said it wasn't enough. I should repeat what that \$150,000 is for. That is specifically earmarked to help women who are graduating from that pre-training program to get themselves into the apprenticeship field. That's precisely, narrowly, what that particular money is for.

The power engineering situation, if the member is interested, in 1979-80, this past year, there were 40 people involved in Manitoba in the Red River Community College taking Class 3 and 4, and I know the member is concerned that particular area was the only one that were touched. We project in 1980, the year we're coming into, the Estimates we're dealing with, that there will be 40 people involved in the same Class 3, Class 4; that there'll be 15 people studying their Class 2. In the critical trades area that we are presently negotiating with the federal government, we hope to have 20 positions for Class 1 and 2; and just recently through a special Order-in-Council, our department is assisting four young people in the town of Churchill in the power engineering trade. A totally different approach because of the considerations given to the problems of the people in the north. It was a difficult, awkward situation to handle, and I went about it the only way that I felt that I could under the circumstances.

The Member for Kildonan asked about the trades being recognized across our country. By and large, the majority of them are - it's called a red seal situation, and I can get a the list of the trades that are - but the majority of trades recognized in Manitoba's apprenticeship trades are, in fact, recognized across the country.

The couple that come to mind that aren't yet - and we've been working on that - are industrial mechanic and industrial electrician. I was involved years ago, when I was at the steelworkers union in Thompson, in trying to get that industrial program going. It isn't as yet recognized precisely, but I'll tell you how well it's recognized. If you get an industrial mechanical trade in Thompson, or Flin Flon, or one of the mining industries, that trade is that good that you can go to the oil fields and work in the chemical plants, or you can go out to B.C. and work in the pulp and paper mills. That tradesman is a pretty highly-qualified individual that's being trained in our industries and through our systems here in Manitoba, but that is one particular area that isn't being recognized precisely. I would think that the people are certainly getting the money for it once they get into the plants out there, but that is one area that's not been dealt with.

In the critical trades area we have a multitude of ones that have been identified, and I mentioned yesterday - and it bears repeating - that we're presently negotiating with the federal government for \$5 million for that particular area. There's a great deal of attention that has to be paid to that.

I agree that the power engineer situation has to be upgraded. The numbers of people - we have to get more of them. We're increasing it one short of 100 percent this year which, I'm sure the member can say, that still isn't enough. But where last year there were 40, this year we're projecting 79 people involved in those areas. And the places of concern - and I share it with the member - are the firsts and seconds, certainly the fourths and thirds. I don't want to go on record as saying I don't care about them, but there certainly is a high demand within our industries for those firsts and seconds. So we've got to keep moving those people through. We've got to keep encouraging people to get into that trade. And again I agree with the Member for Kildonan that there's just absolutely no reason why women couldn't get involved in that particular trade, though there are none presently. And we have admitted openly the problems that we've had in some of the areas that we are hoping, some of the things that we're thinking we're going to be able to do about it.

MR. FOX: . . . are there any in the third and fourth class involved at the present time?

MR. MacMASTER: Women?

MR. FOX: Yes.

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MR. MacMASTER: No, not to my knowledge, there are no women involved in that trade, but it's certainly a trade that, for no reason that I can think of, that women couldn't be involved in.

As far as the apprenticeship, the entire situation goes, during the course of the year I have said many times, I said it in the estimates last year, that we were going to look at the advisory council and the apprenticeship board and the whole thing in Manitoba. We found over the course of years, no party to blame; that the advisory councils, as they related to the various trades, there had not been enough attention paid to them. Our government is as guilty as the Member for Kildonan's government is. In fact, we found people who had appointments on there, and I don't think anybody had reviewed it because some of them had left the province years ago. We found one particular case where an appointment to an advisory council had passed away years ago, there just hadn't been attention paid to it.

We have been in touch with the Chambers of Commerce, and we've been in touch with the various industries. We have had a series of meetings with the Manitoba Federation of Labour, and we've talked to the trade unions and their executive. And very basically and simply what we've said to them, and they have reacted very positively, that I want them to look in all their respective areas at the people that they have on those councils. Now, I can't tell the electrical union who to put on there. But I can certainly suggest to them - and we've done it very strongly, and to the chambers and industries, just as strong - I've said that if you want the apprenticeship system to work, and our government is very insistent that it's going to work, then don't pick some popular individual and say, well, it's your turn.

I've just been involved in too many organizations in my life to know that certainly happens. I've sat around at a variety of organizations and societies, and they have said, well, we need an appointment to this. Well, so-and-so's a nice guy, or she's been pretty dedicated. Or, worse still, it's sort of a reward because he or she has served well over the years, and we'll kind of give them the job. I've got that message through, that's not what I am interested in. I'm interested in putting people on that are totally, absolutely dedicated to promoting the particular trade, be they from industry or from the unions, and we're getting very favourable responses on that.

The member asked about changing employment within the trades. A little difficult, but not impossible, and we're working at that right now for exactly the reason that the Member for Kildonan said, that you can get locked into sometimes an apprenticeship area where you are learning maybe more of a precise portion of a trade than you might if you were to be moved around a little bit. The co-op education program that we're working on with the department of education, that may be able to be a good starting point too, for the young people in Grade XI and XII may be able to move around to a variety of different places for their training.

Some of the new areas that we're going into as far as trades, certainly the power electrician, steel fabricating, mould and pattern workers, tool and die workers, that's just four that we've thought of just while we were sitting here.

MR. CHAIRMAN: The Honourable Member for Kildonan.

MR. FOX: Yes, I appreciate the Minister's answers. I'd just like to get back to the, I think he called it a co-op training program in respect to Grades XI and XII. May I ask what kind of monitoring is done, and what follow-up is done after the students get back to indicate whether they have really received an orientation, or whether they've just been utilized as gophers, as we refer to them in the trade, and not really learned anything about the total picture of the plant?

Is there a structured training form provided that the employer has to fill out, or that those who are guiding the young person in the industry, so that there'll be some specifics come out of the fact that young person has been on job orientation, or is it just left up to the schools to give the student a series of questions that he has to answer, and find things out on his own, and there is no direction? I don't want to refer to any particular industry, but I am aware that in a number of areas they have been sent there; and from a critical point of view I would say they have not been oriented, they have been utilized. And I think that is not good enough, and I think that it's also a loss, because it means two or three weeks, whatever the time period is, that that student could be doing

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something more fruitful than just having a good time, and fetching this and fetching that, and not really getting to know what the industry is like.

MR. MacMASTER: Well, the program that we are proposing and working with the Department of Education to establish is not one that's in place at the moment in the province. I am vaguely familiar with what the member is talking about, the two to three-week excursion. We're talking about two, possibly three, possibly four days a week, for the entire year, of orientation of young people working in a trade within their community. And the monitoring aspect of it will be well adhered to. It's a new thing. We haven't got it together, but it will be in place before the end of this year. And we are working closely with the Department of Education, and absolutely, there is no question, that we will be monitoring it. It's part of what we consider to be an overall manpower strategy that we are attempting to establish in Manitoba. And again, I criticize nobody in the past for doing it. But, in talking to other Ministers across the country, I think we are all becoming aware of the fact, as the Member for Inkster said, that we have to get on with developing our people within our province, so that we don't have to fall along the line of the thinking of the Federal Minister, that the only answer is to bring in hundreds of thousands of people. We think we have an awful lot of people in our country that internally can be developed.

So, the monitoring aspect will be done, a system will be in place, and the Manpower Division will be involved in that particular program. It won't be set up by us and given to somebody else to do. I don't intend to be part of a manpower strategy; and being the Minister responsible, I don't intend to be part of establishing something and turning over in total to somebody else. I guess I just am not built that way, I want to make sure that it is working. If I am going to take the criticism or the credit, I damn well want to be involved in it. And our people will be, and we see no problems with that.

MR. FOX: I appreciate the thrust of the Minister's remarks. I would just like to get back for one moment to the issue of the people who are now going into this job orientation. Who is responsible? If the Minister is not aware of it, then he must be aware who is responsible. Is it the Education . . .
--(Interjection)-- Fine, the Minister indicates that it is the Education Department.

Further to this co-operative plan that his is suggesting, can he indicate whether that will be a . . . how will the people be put onstream for this? Will they be in training through the provincial government, or will they have to find jobs and then make application for this particular area? And to what degree will the province subsidize it? What kind of areas of wages are we looking at, if they are going to be working four days a week?

MR. MacMASTER: It is part of our job to get out within the communities and locate employers. That will be part of our job. Now I lost the last, I am sorry, I lost the last part of that question. I don't know how I could have; I caught his first ten a few minutes ago, and he poses two to me and I lose the second one.

MR. FOX: It is alright, we all get that way occasionally. No, my other question was, how is it going to be paid? Is industry going to pay for their share, or is government going to pay for a share of it? Will the Minister explain?

MR. MacMASTER: Industry will pay, Mr. Chairman.

MR. CHAIRMAN: (1)--pass. The Honourable Member for Fort Rouge.

MRS. WESTBURY: Thank you, Mr. Chairman. I tried to speak to this last week and I have learned a lesson in patience, finding out when we finally do get to this subject that I was trying to talk about, I think it was last Friday. I have been taking a quick study of some of the problems of women in trades in the past few months, Mr. Chairman, and I still have a lot to learn from the honourable members, I think, on both sides of this House. But I do have some questions that I would like to address after some opening remarks to the Minister.

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The Minister was sent, a couple of months ago, a letter - and I know how much mail Ministers receive and I am afraid that they don't always see all of their letters - but reference was made to a paper that was prepared for a Sub-Committee of Cabinet in 1975 by Mr. George Sayers Bain, and there was an excerpt from his report in the letter and I would just like to read this for the edification, reminding the people on this side of the House, and perhaps for the members on the other side for their information.

Mr. Bain, in his report said, "The Apprenticeship Division of the Department of Labour should be instructed to develop an apprenticeship outreach program for southern Manitoba, and in particular for Winnipeg and Brandon."

He goes on to say, "Workers of native origin are likely to make up a significant proportion of the clientele of an apprenticeship outreach program, but it should not be confined to them alone. It should also cover female workers, for they clearly are disadvantaged within the context of the apprenticeship system. This lack of female participation is largely explained by social attitudes which discourage women from applying for apprenticeship, and which discriminate against them if they do apply. If these attitudes are to be overcome and women are to be given an equal opportunity to participate in the province's apprenticeship system, then the Department of Labour must make women a primary target of any apprenticeship outreach program which it designs. Indeed, it should ensure that at least one of the officials administering this program is a woman. There are a number of other specific steps which need to be taken in designing and administering an apprenticeship outreach program for women."

While this was prepared for another government, at another time, Mr. Chairman, I think that the facts still pertain and should be kept before us at all times.

The Women in Trades Association have requested, on more than one occasion, I believe, supported by the Provincial Council of Women, that women should be represented on either the Apprenticeship and Tradesmen's Qualification Board or on the Trade Advisory Committee. When I asked the Minister a question about this, I rather thought he was replying to me that he didn't feel that it was his responsibility to make these nominations. But the opinion that the Women in Trades Association have is that it is his prerogative to call for nominations regarding appointments on these committees, and they have asked him to consider research and recommendations made in the two papers that were originally presented before re-appointing an all-male board or committee. They are supported, as I have already said, by the Provincial Council of Women.

Mr. Chairman, I wonder if I may just present to the Department of Labour some of the recommendations that came from the Council of Women, and then perhaps he can reply to me, if he wishes to do so, what, if anything, he has done or is prepared to do in these matters.

The first request I have referred to actively seek out qualified women to represent interest groups as possible appointees to the Apprenticeship Board and Tradesmen's Qualification Board, and Trade Advisory Committees, and encourage management and labour to do the same.

Secondly - and this is what he has been talking about today - continue, I will say, to actively promote female entrance to trades at the base level, create an outreach position, an outreach officer, who should be a woman experienced in trades, perhaps, within the Womens' Bureau for the purpose of liaison between employers and potential apprentices, for public education programs, as a support function for interested female applicants, and promotion duties within schools and other interested institutions.

And, (b), reviewing promotional materials for any kind of sex bias, even by implication. We all are aware that this still exists. The Council of Women has suggested that a more aggressive type of campaign should be launched to upgrade the status of apprenticeship generally.

I asked the Minister the other day if he is prepared to provide for an Ombudsman within the division, and he has stated that he has not been giving that his consideration - I believe that is what he stated. I am suggesting that the women in trades, and the women who are interested in equal opportunities for women at all levels would, I think, feel more secure in the acceptance that their approaches to the Minister are being recognized if he was to appoint such a person who, I think, could be appointed from within the Civil Service.

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I have already referred to the Trade Advisory Committee. Perhaps I should sit down and let the Minister respond.

MR. MacMASTER: Well, in recognition of the letter that I received, and the interest displayed by the Womens in Trades, we have followed that up. We have talked to the CMA, and we have talked to others, we have talked to the Trade Unions, and we have asked them to give consideration to putting a woman on their Advisory Committee.

MR. CHAIRMAN: There is only five seconds left if the Minister would care to respond.

MR. MacMASTER: We have asked them to give consideration to appointing people to the Advisory Council.

MR. CHAIRMAN: The hour is now 12:30. I am now leaving the Chair, and will return at 2:30 p.m.