

LEGISLATIVE ASSEMBLY OF MANITOBA

Tuesday, 17 February, 1981

Time — 2:00 p.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 Virden.

MR. MORRIS MCGREGOR: I'd like to present the first report of the Standing Committee on Economic Development.

MR. CLERK, Jack Reeves: The Standing Committee on Economic Development begs leave to present the following such first report:

Your committee met on Tuesday, February 17, 1981, to consider the Annual Report of the Communities Economic Development Fund.

Mr. James E. Goodman, Chairman, and Mr. Hugh J. Jones, General Manager of the Communities Economic Development Fund, and members of the staff, provided such information as was required by members of the Committee with respect to the operations of the Fund.

The report of the Communities Economic Development Fund for the year ended March 31, 1980, was adopted.

MR. SPEAKER: The Honourable Member for Virden.

MR. MCGREGOR: I move, seconded by the Honourable Member for Portage la Prairie, that the report of the committee be received.

MOTION presented and carried.

MINISTERIAL STATEMENTS AND TABLING OF REPORTS

MR. SPEAKER: The Honourable Minister of Fitness and Amateur Sport.

HON. ROBERT (Bob) BANMAN (La Verendrye): Mr. Speaker, I would like to table the Annual Report 1979-1980 of the Manitoba Lotteries Commission.

MR. SPEAKER: The Honourable Minister of Cultural Affairs.

HON. NORMA L. PRICE (Assiniboia): Mr. Speaker, I would like to table the Annual Report of the Manitoba Arts Council for the year ending March 31, 1980.

MR. SPEAKER: Notices of Motion . . . Introduction of Bills.

INTRODUCTION OF GUESTS

MR. SPEAKER: At this particular time I should like to draw the honourable members' attention to the Speaker's Gallery where we have the Honourable Walter Dinsdale, Vice-Chairman of the Special Committee on the Disabled and Handicapped, and Dr. Peter Lang, Member of Parliament for Kitchener, Ontario.

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

I should also like to draw the honourable members' attention to the gallery on my left where we have 60 students of Grade 1X standing from Pembina Crest School under the direction of Mr. Nordhiem. This school is in the constituency of the Honourable Minister of Health.

On behalf of all the honourable members we also welcome you here today.

ORAL QUESTIONS

MR. SPEAKER: The Honourable Member for Brandon East.

MR. LEONARD S. EVANS: Thank you, Mr. Speaker. I would like to address a question to the honourable, the Minister of Labour with respect to the industrial dispute at Behlen-Wickes Company in the City of Brandon. Can the Minister of Labour give us a report on the status of this particular industrial dispute which began on January 20th and which involves 67 employees?

MR. SPEAKER: The Honourable Minister of Labour.

HON. KEN MacMASTER (Thompson): Mr. Speaker, all I can tell the Member for Brandon is that a strike in fact is in place, conciliation services have been offered and been rejected.

MR. EVANS: Mr. Speaker, could the Honourable Minister advise us as to which party rejected the conciliation services that he offered?

MR. MacMASTER: Both parties to my understanding, Mr. Speaker.

MR. EVANS: Thank you, Mr. Speaker. I wonder if the Minister can advise whether he can do anything else to attempt to bring the parties together inasmuch as my information is that the union people are very anxious to get back to the bargaining table and I think would appreciate the intervention or the good offices of the Minister in this respect.

MR. MacMASTER: Mr. Speaker, I think that if the union leaders are sincere in their desires to get back to the bargaining table as the member is suggesting, they should contact our department and request assistance of a conciliation officer.

MR. SPEAKER: The Honourable Member for Inkster.

MR. SIDNEY GREEN: Mr. Speaker, I would like to direct a question to the Minister of Consumer Affairs.

Has the Minister devised any plan whereby consumers in the Province of Manitoba who are being asked by the Greater Winnipeg Gas Company to pay charges, which charges were part of normal services supplied by the gas company and which were shown as expenses when the gas company applied to the Public Utility Board for increase in rates, and which were taken into account when the gas company was given its present rate structure; has the Minister been able to devise a plan to see to it that consumers in the Province of Manitoba of the Greater Winnipeg Gas Company are protected by his department.

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

HON. GARY FILMON (River Heights): Thank you, Mr. Speaker. I have had an opportunity to discuss that matter with the representatives of the Public Utilities Board and their consultants and I'm informed, Mr. Speaker, that it is their opinion that there is no legal requirement on the part of the Greater Winnipeg Gas Company to provide that service to customers.

The service that has been provided in the past, Mr. Speaker, has formed a part of the company's customer service policy or public relations policy on behalf of its customers and it has not provided as part of a contract between the consumer and the gas company. In fact, under The Greater Winnipeg Gas Distribution Act and the authority of the Public Utilities Board, both the responsibility and the liability end at the meter; that is, it's the distribution system over which we have jurisdiction. Anything beyond that point in the individual's dwelling which includes piping or pertinences, appliances and so on, is the responsibility of the owner.

On the other hand, as the Minister responsible for consumer interests and consumer affairs in this province, I would say that I am prepared to and I intend to discuss the provision of service and the gap that is being left by virtue of the fact that the gas company is not at present in a position to provide service that it has done on a public relations basis in the past. I'm prepared to discuss that matter with the gas company senior officials in hopes that perhaps they may be persuaded to do something on behalf of their customers. They have always shown good public relation sense in the past and perhaps I can be of assistance in persuading them in the future.

MR. GREEN: Mr. Speaker, would the Minister not confirm that when the gas company approaches the Public Utility Board for rates that they demonstrate what their receipts are, they demonstrate what their expenses are, and that both the receipts and expenses are taken into account in determining the rates and that the expenses of the service department were shown to the Public Utilities Board as part of the expenses of the company which determined their rates. If the Minister will confirm that, will he not then confirm that there is an obligation on the company to continue to maintain that service for which they obtained rates on the basis of their monopoly position and if there is a defect in the law, would the Minister undertake to bring in legislation so that there is no doubt that the gas company is required to provide that service?

MR. FILMON: Mr. Speaker, I can confirm that the Public Utilities Board, in arriving at base rates and rates of return on behalf of the gas company, looks at previous financial statements, the last available previous financial statements, evaluates what the company's expenses were during that period and uses that as a basis for determining a rate, a base rate for the gas and a rate of return. I can confirm that will continue to be the case and when they come forward for their next review in April or May of this year, those costs that have been saved by perhaps not providing a service will be taken into account in arriving at the next gas rate effect and it will have the effect of lowering perhaps the rate that they will be allowed by virtue of reduced costs.

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

MR. GREEN: Mr. Speaker, will not the gas company indicate to the Public Utilities Board that the maintenance that they are in the habit of providing is a continuing cost and a partial reduction due to a strike, will be so pleaded to the Public Utilities Board? I ask the Minister a double question; first of all, will he bring in legislation to supplement existing legislation to require the gas company to provide existing services? Secondly, in using his good offices to get good public relations as he says with the Greater Winnipeg Gas Company, would the Minister remind the gas company that their franchise granted by the Province of Manitoba to run a monopoly gas distribution service in the City of Winnipeg in the Province of Manitoba expires in 1982 and that he will do something about that?

MR. FILMON: Mr. Speaker, I'm sure that I would not use such a threat in dealing either with the gas company or with consumers or anyone on matters of this nature. I'm sorry, I've forgotten the first part of the question — the second part I think I can answer.

MR. GREEN: Will he bring in legislation as Minister of Consumer Affairs if not as Minister to whom the gas company reports, to protect the consumers of the Province of Manitoba to continue to receive a service which the gas company undertook they would provide by their representations to the Public Utilities Board wherein they showed their expenses, so that the consumers of the Province of Manitoba will continue to be provided a service and that they will not, Mr. Speaker, be the ones who are forced by the gas company's actions to keep people on strike, walking on a picket line in 40 below zero weather because the gas company has no obligation to provide a service or at least admits no obligation to provide the service?

MR. FILMON: Mr. Speaker, it seems to me that what the Member for Inkster is asking is something like asking the Eaton Company when a few years ago they stopped their policy of home deliveries free of charge, to bring in legislation to force them to continue to make home deliveries free of charge to their customers and I can't see the logic in it.

MR. SPEAKER: Order please, order please. Is the honourable member rising on a point of order?

MR. GREEN: Yes I do, Mr. Speaker. The honourable member has referred to the T. Eaton

Company on a point of order. The T. Eaton Company does not have an exclusive franchise from the Province of Manitoba to sell retail merchandise to the people in the City of Winnipeg, and if they did, he would have to do something of that kind.

MR. SPEAKER: Order, order please. The honourable member did not have a point of order.
The Honourable Member for Wellington.

MR. BRIAN CORRIN: Thank you, Mr. Speaker. My question is for the Minister of Urban Affairs. We would like to ask the Honourable Minister of Urban Affairs whether he can reveal the Government's position on the City Works and Operations Committee's request to obtain a one cent a litre per gallon share of gas sales in the City of Winnipeg. Has the Government made a decision with respect to that or do they have a disposition relative to that matter, Mr. Speaker?

MR. SPEAKER: The Honourable Minister of Urban Affairs.

MR. MERCIER: Mr. Speaker, the Member for Wellington must be living in another world if he's asking if the Government has made a decision on the basis of a committee recommendation of yesterday afternoon on which I understand another committee has made an alternative recommendation, meeting this morning, Mr. Speaker. If and when the Council of the City adopts a position on what I now understand to be two conflicting motions, then we will meet as we usually do and discuss the matter with the city's official delegation and the Mayor of the City.

MR. CORRIN: Mr. Speaker, with respect to that response I would ask the Minister, since the Government has already shown itself disposed to divert a two cents per gallon of gas taxes to its own consolidated revenues, we would ask whether the Minister and his Government will be willing to show a similar disposition and be consistent in this regard and transfer the one cent share per litre requested by the City in order to encourage lower transit fares and encourage the increased conservation of that precious resource. Will they be willing to do that, Mr. Speaker, in the course of consistency and good government?

MR. MERCIER: Mr. Speaker, we are willing, as we always have been in the past and always will be, to meet with the City to discuss resolutions passed by the City Council. As I understand this resolution was passed yesterday afternoon and an alternative resolution was passed by another committee this afternoon. Once the City of Winnipeg Council have dealt with these matters and taken a position, then we will meet with them and discuss it in the usual course.

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

MR. CORRIN: Mr. Speaker, on this same general topic, will the government as an alternative to the approach suggested by the committee of the City of Winnipeg Council consider returning to the former

NDP Government's position of 50-50 deficit sharing for all transit expenditures of the City of Winnipeg? Would they be willing to do that, Mr. Speaker, in order to break this cycle, this ever increasing, never ending spiralling cycle of increasing fares which are presumably caused by greater losses, which are in turn precipitated by lack of ridership? Are they willing to take some initiative in order to save gasoline resources and to enhance public transit in the City of Winnipeg and go back to the former 50-50 cost-sharing formula of the Schreyer government?

MR. MERCIER: Mr. Speaker, as I indicated yesterday, we have given to the City of Winnipeg for this calendar year, for their fiscal year, a 16.5 percent increase in the block funding grant and in transmitting that information to the city I've specifically referred to public transit, to the possibility of the purchase of buses in this calendar year. As I understand it now, Mr. Speaker, the City Council will be dealing with a proposition to allocate UTAP moneys to the purchase of buses in this calendar year, which will indeed open up further funds that they have received from the province for use on public transit, Mr. Speaker.

So I would suggest to the member that the block funding grant increase in this calendar year is adequate combined with the funds that will now become available through UTAP funds for the purchase of buses. Mr. Speaker, I think the public transit will be well supported in this year.

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

MR. SAUL CHERNIACK: Thank you, Mr. Speaker. I'd like to address further the Minister for Urban Affairs in relation to the City of Winnipeg problems of property taxation; that since this government has accepted the New Democratic Party Government's policy of accepting growth taxes as a proper source of revenue for municipalities and has continued the program of sharing income taxes, both individual and corporate, in such a way that the municipalities participate in growth taxes, will the Minister indicate his Government's policy on the request which is apparently on the way and that is in regard to increasing sales tax by one cent, that is some 20 percent increase in sales taxation to be used for the benefit of the municipalities and in reduction of property taxation.

MR. SPEAKER: The Honourable Minister of Urban Affairs.

MR. MERCIER: Mr. Speaker, there is no request as such yet, because as the previous government did, we preferred to deal with resolutions that are discussed and debated and adopted by the full Council and not just a Committee of Council, Mr. Speaker, but with respect to my view of an increase of 1 percent in the sales tax, I can tell the Honourable Member for St. Johns that I would not support such an increase.

MR. CHERNIACK: Yes, Mr. Speaker. I'd like to address a question to the Minister of Labour in relation to a report dealing with the repayment of illegally withheld wages, to ask him whether or not it

is a policy of his government to say that public embarrassment is more effective than a fine in relation to those people who have withheld wages and have been ordered to pay back something over half-a-million dollars within the last year?

MR. SPEAKER: The Honourable Minister of Labour.

MR. MacMASTER: Mr. Speaker, I didn't say that was a government policy; I said that is the effect of what has been taking place over a period of 10, 15 and 20 years in the Province of Manitoba.

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

MR. CHERNIACK: Mr. Speaker, this is only a second question to this Minister. Mr. Speaker, would the Minister elaborate on the means whereby he achieves public embarrassment as an effective way, when at the same time he has refused to reveal the names of the people who are involved? How were they publicly embarrassed?

MR. MacMASTER: Mr. Speaker, it's not a matter of me refusing; me, I as a person, it's been a standard practice of the Manitoba Government under all parties, to the best of my knowledge and the Member for St. Johns may find a variation someplace in history, but it has been a general practice of the Manitoba Government through time not to in fact post the names of companies that are involved. It certainly would be my philosophy to continue with that approach because if you're going to post the names of the companies involved then I suppose you should be posting the names of the employees involved who treated an employer in an unjust way. That in fact could be detrimental to the career of a young man or woman who may or may not be familiar with the laws of the land.

MR. CHERNIACK: Thank you, just a final supplementary, would the Minister attempt to have with him during his Estimates Debate statistical particulars of the requirements for repayment of wages so that we can get some idea as to the consistency in violation in any respect; that is, number of occasions and amounts involved, so that it could be discussed during his Estimates? Could he have that material with him?

MR. MacMASTER: Mr. Speaker, I'm not trying to be evasive. If the Member for St. Johns could tell me the type of material that he wants, because I am not going to disclose names of companies or employees during this House Question Period or through my Estimates. So if the Member for St. Johns could precisely tell me the types of mathematical information that he requires, I would do my best to supply it.

MR. CHERNIACK: Mr. Speaker, in response to the Minister's request for clarification, I would say there are apparently some close to 3,000 instances that have been discovered of this nature. It would be of interest to me and possibly other members of the Committee to know whether any one employer had two, three, four or more non-compliances, violations in the year, so that we could have some picture of

the extent to which the Minister's policy of not publicizing the names is justified, so we can debate that policy at the right time.

MR. MacMASTER: I can do my best to have that information available, Mr. Speaker, but I can't let it lie what the Member from St. Johns has suggested that it's this Minister's policy. It's been a policy . . .

MR. CHERNIACK: Three years.

MR. MacMASTER: If I can finish, if the Member for St. Johns wants to get back up after, that's fine; it's my turn on the floor. He made reference to the fact and the insinuation was that it's my policy. It's been a policy, Mr. Speaker, of all Manitoba governments to the best of my knowledge for an innumerable number of years.

MR. SPEAKER: The Honourable Member for Roblin.

MR. J. WALLY MCKENZIE: Mr. Speaker, I have a question for the Honourable Attorney-General. I wonder, can the Attorney-General advise the House the action, if any, he intends to pursue with regard to those Manitoba drivers who have been suspended under The Highway Traffic Act, particularly with reference to those mandatory requirements related to the impoundment of vehicles?

MR. SPEAKER: The Honourable Attorney-General.

MR. MERCIER: Mr. Speaker, with respect to that section of The Highway Traffic Act, under which the Crown is now proceeding on charges of Driving While Disqualified or Suspended and particularly those sections that relate to mandatory impoundment of vehicles, it is my intention to shortly introduce a bill in this Chamber which will repeal the sections relating to impoundment of a vehicle retroactive to February 3rd of this year and at the same time amend other penalty provisions of that section which will increase the penalties.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. HOWARD PAWLEY (Selkirk): Mr. Speaker, my question to the Minister of Transportation, the Minister of Transportation has indicated that the Provincial Government will not make known its position pertaining to the Crow rates until such time as the Federal Government has indicated its position. A question to the Minister of Transportation, does this mean that the position which indeed was taken by the Minister of Agriculture per press release which was dated July 6th of 1979 no longer represents the position of the Government of the Province of Manitoba, in that the Minister of Agriculture in that press release requested that the Crow rates be ended and be replaced with a system of payment to farmers?

MR. SPEAKER: The Honourable Minister of Transportation.

HON. DONALD ORCHARD (Pembina): Mr. Speaker, that does not have that implication whatsoever. What I attempted to explain in the

absence of the Leader of the Opposition last night during my Estimates was that we are into a very interesting series of negotiations with the Federal Government. The Federal Government has indicated that they would like to change the Crow rate and replace it with something other than the Crow rate. Before this Government makes any indication as to whether it will support those proposed changes, we want to have delineated by the Federal Government who is going to pay the compensatory rate to the railroads; whether it's going to be the Federal Government, the Provincial Government, the farmers; we don't know that at this time, and until such time as the Federal Government explains how they propose to change the statutory grain rate, then I'm not prepared to offer blanket support to a nebulous suggestion of change that the Federal Government might place before the people of Canada.

MR. PAWLEY: Mr. Speaker, we weren't asking whether or not the Minister was going to support any proposed change by the Federal Government. Mr. Speaker, the Minister of Agriculture outlined a position on July 6th of 1979, a position which was widely circulated in the province. I wonder, Mr. Speaker, if besides that position being circulated within the Province of Manitoba, if the Minister of Transportation can advise whether or not that position was conveyed to the Federal Government.

MR. ORCHARD: Mr. Speaker, I will allow the Minister of Agriculture to indicate to the Leader of the Opposition just what he communicated to the Federal Minister of Transportation regarding that particular press release. But, Mr. Speaker, what the honourable member has failed to recognize is that the position of this government has been consistently that should the change come to the Crow rate, freight rate structure in Western Canada, that the benefit of the Crow rate shall be maintained for our producers.

MR. PAWLEY: Mr. Speaker, the reply is the same kind of nebulous position indeed that we've hearing from across the way for the last year-and-a-half by this Government. Mr. Speaker, it's now the Minister of Transportation that has staff, has responsibility pertaining to representation on behalf of Manitobans pertaining to the Crow rate, does the Minister of Transportation intend to put together a position paper which will reflect the position taken on July 6, 1979, and present that position to his federal counterparts pertaining to a Manitoba position or is the Minister of Transportation simply going to await whatever the Federal Government should propose to him?

MR. SPEAKER: The Honourable Minister of Transportation.

MR. ORCHARD: Mr. Speaker, I would hope that at some point in time in the near future, seeing as how the Federal Government has indicated that they would like to proceed, in short order shall we say, with changes to the statutory grain rate, that they indicate to the provinces just what changes they intend to make and how they intend to compensate for the changes they would propose in compensating the railroad, an issue which I don't think even

members on that side of the House have any argument with. Mr. Speaker, until we have before us a proposal which is definitive as to what the Federal Government is prepared to do and how they far they are prepared to go in contributing financially to the resolution of the Crow rate, I think a provincial position is to be kept at the very most on the preliminary study stage and not, Mr. Speaker, to go out and offer to the Federal Government a solution to what is obviously their problem. It is their legislation, it is their statutory requirement to enact a change to the Crow rate and not the provinces. We tend to be in the provinces, Mr. Speaker, some of the victims of federal policy and I do not want Manitoba farmers to be a further victim of federal policy in adverse change to the Crow rate.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. PAWLEY: Mr. Speaker, to the Deputy Premier in place of the Premier, in view of the answers which we have received from the Minister of Transportation about Manitoba position paper being in preliminary stages of study prior to meetings with federal officials and in view of the fact that Manitobans had thought that a clearly enunciated position had been announced back on July 6, 1979, by the Minister of Agriculture, can the Deputy Premier indicate whether the position, the policy of the Provincial Government is still the position of July 6, 1979, and if so will that position be communicated to the Federal Government?

MR. SPEAKER: The Honourable Deputy Premier.

HON. DONALD W. CRAIK (Riel): Mr. Speaker, I think that the Minister of Transportation has adequately answered the questions but I want to indicate to the Leader of the Opposition that as recently as the last six months we have had indications, informally, from the Federal Government that part of the \$4 billion so-called Western Development Fund could possibly be earmarked for some solution to the Crow rate problem. Now if the member thinks that we are going to sit by and not listen to those kinds of suggestions coming from the Federal Government or not necessarily from the Federal Government but at least reported through the media as it being their intention, Mr. Speaker, then he is sadly mistaken. Our position is that we will listen and entertain any reasonable suggestions to improve the transportation system in Western Canada.

MR. SPEAKER: The Honourable Member for Fort Rouge.

MS. JUNE WESTBURY: Thank you, Mr. Speaker. My question then is to the Deputy Premier or to the Minister of Transportation. Have they or have they not please, or would they tell the Chamber whether they have in fact had a request from the Federal Government as to their views on changing the Crow rates?

MR. SPEAKER: The Honourable Minister of Transportation.

MR. ORCHARD: Mr. Speaker, as recently as the first week in January of this year I had a meeting

with the Federal Minister of Transportation in which he solicited provincial support for change in the Crow rate and in the course of that discussion I asked of him, what is the Federal Government's proposal in the change of the Crow rate and that was the answer, and until I get a better answer than that, Mr. Speaker, I'm not prepared to lay the future of Manitoba's farmers on the financial line.

MS. WESTBURY: Mr. Speaker, is the Minister indicating that his personal pride is more important than the economic future of this province?

MR. ORCHARD: Mr. Speaker, I think there has to be a distinct separation between one's personal pride and one's genuine concern to develop policies and programs that will benefit the people of Manitoba and particularly the rural constituency which I represent. Should the Member for Fort Rouge undertake in her political trailings of the Liberal Party to attempt to bring to Manitoba more benefits than what we have seen in the past year-and-a-half from the Federal Liberal Government, we would greatly appreciate those contributions from her?

MS. WESTBURY: Then I have a question, Mr. Speaker, if I may to the Deputy Premier. Is it the policy of this government not to answer questions from the Federal Ministers when they are asking for the view of this government on matters of western or national concern? When they show an interest in the opinions, erratic as they may be of this government, Mr. Speaker, is it a policy of this government not to give information or not to even express an opinion as to what is in the best interests of this province?

MR. SPEAKER: The Honourable Deputy Premier.

MR. CRAIK: Mr. Speaker, I can indicate to the Member for Fort Rouge that the Minister of Economic Development and myself spent two or three hours with the Chairman of the Economic Development sub-committee of the Federal Cabinet, Mr. Olson, during the course of which we asked for clarification from him as to what was intended by the \$4 billion Western Development Fund and whether or not part of it was to be earmarked for some solution or approach to a solution to the Crow rate impasse that is now facing Western Canada. Although we didn't get a definitive answer from him, he indicated that consideration would be given to it. Now the ball is in the Federal Government's court; if they want to come back and tell us what in fact their policy is we can take it the next step further.

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

MR. BILLIE URUSKI: Thank you, Mr. Speaker, to the Minister of Transportation. In view of his earlier statements that he would like to hear a federal position. Mr. Speaker, can the Minister indicate since he has been consulted and his colleagues would like to be consulted on this matter, has the Minister and his government changed their position from his First Minister's position going back to March of '79 that they would consider a change if a more superior system would result in transportation which was their

original position that they were willing to change, and now could he tell me whether they have changed their position or whether they have found some alternate plans which they have put forward?

MR. ORCHARD: Mr. Speaker, our position has not changed in that, in seeking a resolution to the Crow rate freight rate structure problem that is facing Western Canadian farmers and indeed Western Canada in general, we have not changed our position that we will deal with very expeditiously and very openly any federal proposal for changing the Crow rate. To date all we have heard is an indication from the Federal Government that they would prefer to move fairly quickly with a change to the Crow rate. Until such time, Mr. Speaker, as they tell us how they would propose to change it, I think further discussions are rather difficult to undertake.

MR. URUSKI: Mr. Speaker, I then ask the Minister of Transportation how he can reconcile his statements of today and those of his colleague, the Minister of Agriculture of Manitoba, who will not on one but on several occasions, talk about a Crow benefit and as late as of December of 1980 talked about an agency, to set up an agency to distribute the Crow benefit to producers making the assumption that there will be a change in the Crow rate and that someone will be paying the additional cost. How can he in light of his present position reconcile that with statements made by his colleague?

MR. ORCHARD: Mr. Speaker, with a great deal of ease I can reconcile that position. We have never deviated from the position that any change in the Crow rate must see the benefit remain with our producers in Western Canada and that is all that has been said in either position that the member would like to discuss.

MR. URUSKI: Mr. Speaker, the Minister of Agriculture in his remarks indicated that the Crow benefit should be paid to all producers in Western Canada not only grain producers, assuming that all producers would share the benefits of the Crow rate. Is the Minister now saying that no, that is not the government's position, that it should be spread about to all producers or should it be left to the grain producers of Western Canada? That is the basic difference.

MR. ORCHARD: Mr. Speaker, I believe what the Member for St. George is attempting to determine here, is whether we proceed with the adoption of one of two options that the Crow benefit is paid only to the railroads for the movement of grain or whether the Crow benefit as has been put forward by various livestock and meat producers in Western Canada as being a deemed disincentive and the payment of Crow benefit be made to them directly as well so that they take advantage of it; those are two positions that have been discussed by various farm lobbies. We certainly are open to the discussions by the farm lobby groups to see which one might very well follow the best needs of addressing the problem of the Crow rate in Western Canada. I might add, Mr. Speaker, we will even listen to the position by the National Farmers' Union on the change of the Crow rate.

MR. SPEAKER: The Honourable Minister of Education.

HON. KEITH A. COSENS (Gimli): Mr. Speaker, a few days ago I undertook to provide some information . . .

MR. SPEAKER: Order, order please.
The Honourable Minister of Education.

MR. COSENS: Mr. Speaker, a few days ago I undertook to provide some information to the Honourable Member for Fort Rouge in regard to the definition of deafness of school children and the incidence of deafness in school children. I can provide that information at this time.

The following definition is used by both my department and the Department of Health: A loss of 15 to 25 decibels is regarded as minimal hearing impairment; a loss of 26 to 40 decibels as mild hearing impairment; a loss of 40 to 56 decibels, moderate hearing impairment; a loss of 56 to 70 decibels, moderately severe impairment; a loss of 71 to 90 decibels, severe impairment; and a loss of 90 or over decibels, profound impairment. As to the incidence, Mr. Speaker, .1 percent of young people in our schools have severe to profound hearing impairment; .5 percent have hearing losses that require some significant changes in educational programming; and 4 percent have hearing losses that require minimal changes in educational programming.

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

MR. A.R. (Pete) ADAM: Thank you, Mr. Speaker. I want to address my question as follow-up to the Minister of Transportation. In view of the fact that there was a clear-cut policy position on the part of the government last year in relation to the Crow and I asked the Minister when he did meet with the Federal Minister of Transportation, the Honourable Luc Pepin, in which he indicated to an answer to the Member for Fort Rouge that the Minister had asked him for recommendation, can he confirm whether or not he did advance the province's position at that time which was clear-cut and had been released in the press and all over the province and as far as that matter all over Canada? Did he not advise the Federal Minister that the position of the government was to change the Crow rate?

MR. SPEAKER: The Honourable Minister of Transportation.

MR. ORCHARD: At that particular stage of discussion, Mr. Speaker, we had come to the conclusion that we would openly discuss changes to the Crow rate and that had been established some time back. What I was attempting to determine from the Federal Minister on that particular meeting was what the federal position was.

MR. SPEAKER: Order please. The time for question period having expired . . . the Honourable Member for Gladstone.

MR. JAMES R. FERGUSON: Mr. Speaker, I have a change on a committee. I'd like to substitute the name of Mr. Gourlay for Mr. Blake in Public Accounts.

MR. SPEAKER: The Honourable Minister of Cultural Affairs.

MRS. PRICE: Mr. Speaker, may I have leave of the House to make a non-political statement?

MR. SPEAKER: Has the honourable member leave? (Agreed)
The Honourable Minister.

NON-POLITICAL STATEMENT

MRS. PRICE: Mr. Speaker, during the past weekend four young curlers from the Assiniboia Curling Club in the constituency of Assiniboia won the right and honour to represent our province at the Brier in Halifax in early March. The four Manitoba winners are: Kerry Burtnyk, Mark Olson, Jim Spencer and Ron Kammerlock.

On behalf of all Manitobans I want to congratulate this fine rink and wish them every success and good luck in Halifax. I look forward to having the Canadian championship back here in Manitoba.

MR. SPEAKER: The Honourable Member for Inkster.

MATTER OF IMPORTANCE

MR. GREEN: Mr. Speaker, I am impelled to rise in my place at this time because of the answer that was given by the Minister of Consumer Affairs of all things with respect to the obligations of the Greater Winnipeg Gas Company as compared to the obligations of Eaton's. Mr. Speaker, you did at that point say to me that I did not have a point of order and on reflection, Mr. Speaker, perhaps I did not have a point of order but I did have a good point, Mr. Speaker, and the fact is that I now wish to elaborate on that point.

The Minister of Consumer Affairs who also happens to be the Minister to whom the Municipal Board reports has compared the services that are supplied by the Greater Winnipeg Gas Company to the services that are supplied by Eaton's and said, Mr. Speaker, that if Eaton's had a habit of providing deliveries or some other such service and then discontinued it, that he would be in no position to require Eaton's to continue that service.

Now, Mr. Speaker, for such a reply to come from a Minister who is both responsible for Consumer Affairs and also responsible for the Public Utilities Board is inconceivable because the basis upon which the Greater Winnipeg Gas Company has been permitted to operate a service to the people of the City of Winnipeg with respect to a vital utility has nothing to do with the basis upon which the T. Eaton Company, in competition with many many other companies supplying the service, deals with its clients. Mr. Speaker, I would submit that as Minister of Consumer Affairs, that even in the private sector and even if it was the T. Eaton Company, he could probably look to see whether there is something to

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be done about it. But with regard to Greater Winnipeg Gas Company, Mr. Speaker, which is a franchise company operating a monopoly distribution of gas within the City of Winnipeg with no competition with respect to that particular commodity — I'm not suggesting that there is not competition with oil. I'm not suggesting that there isn't competition with other heating supplies, although there used to be a central heat, which asked permission, Mr. Speaker, of the Public Utilities Board to discontinue its service and got permission and was not able to discontinue without the permission of the Public Utilities Board at that time.

I'm not going to say that I entirely recollect the facts of that issue, but I do remember they had to go to the Board and I do remember they asked permission to discontinue.

Now, Mr. Speaker, the Minister said that I was suggesting that he threaten the Gas Company. Mr. Speaker, I never suggested any threat to the Gas Company. I suggested that in his discussion with the Gas Company he remind them that their franchise granted by the people of this province to provide for a gas distribution system expires in 1982. Mr. Speaker, is that a threat? May I say that if it's a threat —(Interjection)— the Member for Radisson says it's a threat. Well, if it's a threat, that threat was imposed either by a Conservative administration or a Liberal administration — I don't know which — it was enacted in 1959, I believe, so it would be a Conservative administration, but either one has been known to the Honourable Member, or at least the Honourable Member will have to have judicial notice of it, if he doesn't have actual notice, and I wouldn't criticize him if he didn't, but that provision is contained, except for the date, in which I erred, in The Greater Winnipeg Gas Distribution Act which says, Mr. Speaker, "Subject as herein provided, every franchise under this Act and all authority, right and power of the company under any Act of the Legislature or under any municipal by-law terminate on the 31st day of December, 1983." Is that a threat or is it a provision of a statute? The Gas Company has to give the people of the province notice prior to the 1st day of January, 1982 that they wish to renew the franchise, and when they tell you that they wish to renew the franchise that brings up negotiations between a committee, that's set out in the legislation and the Gas Company, and if they cannot agree as to the conclusion that the franchise terminates, and the people are entitled to purchase the assets and if a price cannot be agreed upon as an arbitrated price

Now what the people of the Province of Manitoba were telling the Gas Company at that time, Mr. Speaker, was not a threat. They were saying that for a certain number of years, as a result of your installation of the lines, as a result of your undertaking to do this, you will be permitted to distribute gas to the residents or the people of Manitoba. But we're not giving you that franchise and that monopoly in perpetuity; we're just giving it to you for a limited period of time and in 1983 it's finished. If we don't then agree to a new system, we will buy whatever your assets are in an arbitrated price and you will not operate anymore.

Now I believe, Mr. Speaker, that it's incumbent upon a Minister of the Crown, when he sees that

something is not operating in the way it should operate, to remind the Gas Company that there is not that many years left in your franchise, and if it's not operating in a manner that is satisfactory to the citizens of Winnipeg, then I as a member of the Legislature have an obligation to tell you that this is not part of the great free enterprise system. This is a monopoly; this is a franchise which nobody else can engage in. This is something that Adam Smith says should be handled publicly, not privately, and you can read the "Wealth of Nations" and you will see it, that no public utility having an exclusive authority should be run privately. It should be run by the public. Thank you very much for the years in which you have been involved, but no thank you, we are now going to do it ourselves. Mr. Speaker, I would say this anyway. I would say it anyway, but the Honourable Member should say it when he sees what is happening at the present time.

What we have now, Mr. Speaker, is the most callous, immoral treatment of the employees of the Greater Winnipeg Gas Company, of the consumers, and of people who purchase gas, because when there is a strike, Mr. Speaker, and I've always accepted this, both sides can be heard. The employees are walking a picket line and last week they were doing it in 35-below weather and they are losing their wages; and the Gas Company at the same time is losing the power to fulfill its services. I have said, Mr. Speaker, and now even my New Democratic Party friends will have to agree with me, would anybody under present circumstances say that when the employees are on strike the company cannot hire somebody, if the gas stops flowing to the homes, to see to it that gas continues to flow? Nobody except, Mr. Speaker, some of the irrational perpetrators of a resolution, that the New Democratic Party is still hung with and wishes to live by, would take that position.

So what is said, Mr. Speaker, is that the Gas Company has to overcome this situation, and it would be less satisfactory and I have always agreed with that, that they should continue to negotiate with the employees, but they have to maintain the service in the meantime and they have to hire contractors to do it, and the contractors they hire they should pay for. So that while they, the employees, are under duress, the duress being lack of wages and their requirement to be trying to appeal for public support on a picket line under the worst of circumstances, that's their problem and they have accepted that problem and they are behaving rather admirably under the circumstances; but the Gas Company rather than saying we are going to accept our difficulties too while these negotiations are taking place, they say, no, we're not going to hire contractors, we're going to point out contractors, and we're going to tell our customers they pay while the employees are on strike.

When you phone the Gas Company, and I phoned two departments, the answer was, we're not providing the service because our employees are on strike and they attempted, Mr. Speaker, in no uncertain terms to blame the fee that you have to pay to a private contractor on the employees, and it's not the employees' fault, it's their fault. It's the gas company's fault and the Minister of Labour should be doing something about it, and with the

greatest of respect to the Minister of Consumer Affairs, he should be doing more than saying, Mr. Speaker, that he's advised that there is no legal obligation.

Now, first of all, I can't contradict his legal authorities, but I am suggesting, Mr. Speaker, that they look a little harder.

Secondly, if they can't find it, he has the power of enacting law. What do we have here? We have a company that goes to the Public Utilities Board, says that . . . the Minister responsible for the Hydro would confirm that he wouldn't act that way — the man sitting next to you, the man to whom Hydro reports would never say to the consumers, "If a hydro service which we normally provide is not available, we're going to ask you to buy it." The Minister would provide the service; I know he would. I don't happen to agree with that particular Minister all the time, as a matter of fact, I find very few opportunities on which I would agree with him. But the fact is, he would provide that service and he would not say that it is up to the consumer to buy. He has an obligation, when he set up the hydro facility to the home, and that is one of the competitors of the gas company.

There is also the electric power utility that supplies heat. He would provide it in the event of a strike; he would provide it and it would be, in the last analysis, Mr. Speaker, the rates that would apply. If the gas company was able to show that those rates were raised by virtue of the supply of this service, in the last analysis it would be all of the consumers, not the particular person who had to get his gas connected that would do it.

But the Greater Winnipeg Gas Company, Mr. Speaker, decides that it is going to tell anybody phoning, and imagine, Mr. Speaker, this is what they tell you at the Public Relations Department — you phone up Public Relations and say to them, because I have done it, "Is it correct that I now have to pay for a service which the gas company usually supplies?"

The answer is: "We have no service now; our people are on strike."

So I said, "What do I do if I want to get service?"

"You hire a contractor."

"Who pays for the contractor?"

"The customer pays for the contractor."

"Are you telling me that I have to pay a contractor to do what the gas company used to do."

The answer: "You have to phone our Public Relations Department."

"But I am talking to the Public Relations Department."

"Well, there is another name. This is marketing; it's only part of Public Relations. You have to phone that man."

I said, "Please, I want a simple answer. Do I now have to pay for a service which you used to provide?"

The answer I got from the Public Relations Department was that they hung up the telephone. That's the answer, Mr. Speaker. (Interjection)— This is the public relations, because they are not worried. You know why they are not worried; because the Minister is not going to do anything, and the Minister won't threaten them. The Minister says, "I am not going to threaten them." I am not asking

him to threaten them; I am asking him to point out to them the legislation that was enacted by a Conservative or a Liberal Government — I'm not sure which, but what difference does it make? It doesn't make any difference — which says that this franchise is terminated in 1983 and that after 1983 we are going to do what Adam Smith said. We are not going to do what Karl Marx said; we are going to go to what Adam Smith says in "The Wealth of Nations," namely that if it is not a competitive enterprise, and particularly if it is a public utility, that it should be run publicly and not by a private firm.

What this Act says, Mr. Speaker, The Greater Winnipeg Gas Company Act, just to leave no doubt about it, "The distribution system operated by the company in Greater Winnipeg is subject as hereinafter expressly otherwise provided, a public utility within the meaning of The Public Utilities Act." It's under The Public Utilities Act. It says in Section 82(1): "No owner of a public utility shall," Mr. Speaker, "discontinue service to the public without authorization of the board at least one year prior to the discontinuation, unless otherwise provided in the statutory agreement under which the public utility is operated."

Now, you say that the lawyers say that doesn't mean that you can require them to continue the service. I believe, Mr. Speaker, that I will find you a lawyer who will say with all integrity that when it says, "No owner of a public utility shall discontinue service to the public without authorization of the board," that means that no owner of a public utility shall discontinue public service without the authorization of the board. I believe I will find you a lawyer who will say that. I mean, Swift in "Gulliver's Travels" says that you can find a lawyer to say that black is white and white is black, and I believe that you can find a lawyer to say that. I also believe, and maybe this is naive, that you can find a lawyer who will say black is black and white is white. There may be such a lawyer, Mr. Speaker, and I suggest that my friend go and ask, when it says, "No owner of a public utility shall discontinue service to the public without authorization of the board," that it means just that and that you cannot discontinue a service, and the service includes what the customer has normally been given to understand is the service, Mr. Speaker, that you can not define — at least I don't think you can and maybe there is a definition section in the Board Act — but that it is impossible to clearly define "service" and that what the service is is what the service was. The service that the Greater Winnipeg Gas Company provided included some things, Mr. Speaker, I am not saying everything, some of the things a customer applied for were previously paid for. But some of the things that he used to get as part of the normal service, he is no longer getting and they have indicated that.

I suggest to the Minister, Mr. Speaker, that this is playing a cruel joke on the consumers of the Province of Manitoba who are in the City of Winnipeg and who are entitled to gas company service. It is furthermore playing the cruelest of jokes to the long-time employees of the Greater Winnipeg Gas Company. I am not saying, Mr. Speaker, you have never heard me say that the company has to settle on their terms, but at least the company, in a normal industrial relations situation, has to be in

some way adversely affected by the existence of the strike — I'm not saying has to be — but in this case, Mr. Speaker, they have to assume their obligations. If the government sees that they are not assuming their obligations and causing these people to suffer at the expense of the company performing their normal services, then something should be done about it and the Minister should not come to us with an answer which is totally unacceptable, Mr. Speaker, that if Eaton's stopped delivering, I couldn't go to Eaton's and tell them to do so because Eaton's is engaged in active competition and does not have a franchise from the Government of Manitoba that they will be the exclusive distributors of retail merchandise in the City of Winnipeg. If they did have such a franchise, then, Mr. Speaker, darn rights the Minister would have to go to them and say since you have an exclusive franchise and delivery of merchandise as one of the services upon which this exclusive franchise was implied to continue, because you have always done it, you should continue that service.

Mr. Speaker, I believe that this is a matter of considerable importance to consumers of the gas company in the City of Winnipeg and it is of considerable importance to the strikers because what the government in the Province of Manitoba is doing if the acquiescence in this conduct is making the consumers of the Province of Manitoba the ones who are being used as unwitting accomplices of the Gas Company in making it very difficult for a settlement to be arrived at.

MR. SPEAKER: The Government House Leader.

MR. MERCIER: Mr. Speaker, I move, seconded by the Minister of Highways and Transportation 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 Committees of Supply with the Honourable Member for Radisson in the Chair for the Department of Highways; and the Honourable Member for Virden in the Chair for the Department of Co-Operative Development.

CONCURRENT COMMITTEES OF SUPPLY

SUPPLY — CO-OPERATIVE DEVELOPMENT

MR. CHAIRMAN, Morris McGregor (Virden): I call the Committee to order. 1.(a) — the Honourable Minister.

HON. ROBERT (Bob) BANMAN (La Verendrye): I have a brief opening statement, Mr. Chairman. It is my pleasure to introduce to the honourable members the Estimates of the Department of Co-operative Development for the year 1981-82.

Some of the members will perhaps recall my presentation of the department's Estimates last year in which I emphasized the importance of the co-operative sector to the Province of Manitoba. This importance, Mr. Chairman, was expressed numerically in terms of the number of members and the number of co-operatives and credit unions

related to the total number of population in Manitoba.

Of equal importance and significance, Mr. Chairman, is the general stability of the co-operative activity in Manitoba. This stability is evidenced by the ongoing and planned expansion of consumer co-operatives, the improved position of the housing co-operatives and co-operatives engaged in commercial fishing activities. These, Mr. Chairman, are a few examples. Added to that are the number of prospective new developments in such areas as recreation facilities, consumer service, additional fishing and agricultural co-operatives. These are at varying stages of development and the staff and the department is providing support as required by these different organizations.

In the Credit Union and Caisse Populaires sector, the central societies which relate to them have been devoutly considering the different problems that they are faced with and are at present in an effort trying to consolidate and rationalize their operations.

The role of the department, Mr. Chairman, is to administer legislation as it relates to the co-operative enterprise and to assist in the development of that enterprise to the point of self-sufficiency and self-reliance. In meeting these objectives the department in its regulatory role and with the participation of the credit union centrals and stabilization funds is presently reviewing The Credit Union Caisse Populaires Act to recommend some legislative changes in respect to the needs of the system to reflect the changes of the times. In this development role the department is, in addition to its ongoing development roles, looking forward to expanding activities particularly as it relates to Northern Manitoba and the Canada Manitoba Northern Development Agreement which is currently under negotiation.

The department is constantly monitoring activity with regards to all facets of co-op development in the Province of Manitoba and, Mr. Chairman, I would like to say in conclusion that I want to express my appreciation to the staff of the department, to their work and dedication and support over the last year. Thank you.

MR. CHAIRMAN: The Member for Lac du Bonnet.

MR. SAMUEL USKIW: Mr. Chairman, that indeed is a very brief opening statement, as the Minister indicated it would be, and I suppose, Mr. Chairman, it has no choice but being brief in that we are in the third year of no growth, in fact retraction of a department that had some idea of where it was heading a few years ago. We're in a situation where the government's attitude as shown in the Estimates is that we are merely going to provide some administrative and technical services pursuant to legislation and regulation, rather than to play a role of economic stimulation through the co-operative option.

The Minister was quite correct in saying that his statement would be brief because of those reasons, that there is nothing to say if you are doing nothing, Mr. Chairman. The Minister went on to contradict himself however by pointing out that in his mind he thought the co-op sector was important to Manitoba in its development and indeed in its stability. If that were so, then of course it seems to me that we

would have more than a brief opening remark and we would have more substance in the Estimates of the department, but obviously the Minister has to rely on sheer window dressing, co-operative department in name only but not in fact, and that in essence the statement that I made a few years ago would still be accurate today and that is that this department could easily be a branch of any other department given the fact of its low profile and lack of involvement in the Manitoba scene.

The Minister has not outlined anything new with respect to co-operative development in Manitoba that has taken place in the last year, nor has he outlined other than in a very sketchy way what lies ahead with respect to expansion and co-operative enterprise in Manitoba. The only reference made by the Minister was of course reference to the new development agreement for Northern Manitoba where he thought the co-operative might play a role. In that connection, Mr. Chairman, I think we've had sufficient experience over the years in that area that would lead us to the conclusion that whatever development takes place, that is new development, that it ought to be based on that experience and that we don't make the mistakes that were made in the past by not properly setting up a co-operative structure with the idea that the members of the co-op truly knew in fact what it was that they were doing and what their aims and objectives were.

Co-operatives are not going to function unless the people involved in them understand the nature of co-operation and the idea of that kind of enterprise, just to set them up structurally doesn't mean that they are going to be successful. So I caution the Minister with respect to the northern aspect of it unless the Minister has staff that is capable and sufficient numbers and financing to properly instruct and educate potential co-operators into the co-operative enterprise part of our economy. I think that is the basic step which has to be taken if we are going to involve people that have not to date been involved in enterprise of any kind and that they are simply interested because of a need for some economic activity to take place in that part of Manitoba and perhaps this is the easy way into economic enterprise; I don't know, but I would caution the Minister, that I would hope that his resources are adequate enough to do it the proper way so that we don't end up with a number of bad situations or fiascos, if you like, with respect to new enterprises that are being set up.

The Minister, I would hope, would be able to tell us, Mr. Chairman, in elaboration of his opening statement, as to what actually has taken place in the last year with respect to new co-operative enterprise in Manitoba. I would be interested to know.

I would like to have an overview, Mr. Chairman, of the size of his department in terms of his staff, and a breakdown of the staff as to the respective roles. We have a total of 33 staff man years. Could the Minister give us some elaboration as to each sector of the department in terms of its staffing and its role, so that we can get a fairly good description of what the department is all about. Thank you, Mr. Chairman.

MR. CHAIRMAN: We will go on to 1.(b)(1) and we will return to the Minister's Salary later.

1.(b)(1) — pass; 1.(b)(2) — the Member for Lac du Bonnet.

MR. USKIW: I am just wondering when the Minister intends to respond to the series of questions that I put to him. I was hoping to get an overview of each section and as we go through them if the Minister would give us that overview, can then discuss that item then.

MR. CHAIRMAN: The problem being that our rules do not really allow any one but the Minister's statement, then we leave the Minister's Salary.

1.(b)(1) — the Honourable Minister.

MR. BANMAN: First, to deal briefly with the comments that the Member for Lac du Bonnet made, I think the last part of his statement is something that we have all taken note of in the last number of years and hopefully won't repeat some of the mistakes that history has showed us we shouldn't be involved in. Some of the northern fishing co-ops — we are just trying to straighten out the whole system as it applies to some of the facilities that have been handed back to us because of the closures of some of the facilities.

Also, the department has been wrestling with the problems involved with the housing co-operatives, with the sweat equity programs and these others, and I think a lot of this stuff falls into the category that the member was speaking about, namely — I would almost call them force-fed co-ops where co-ops were set up sort of as shell companies and we didn't have the people in the area who were dedicated to the co-op movement. We didn't have proper management in place and we didn't have a good board of directors in place and as a result, a lot of these enterprises failed. This is the one area that we are looking very carefully at.

I am happy to report that the fishing co-ops this year had an excellent year again, showed surpluses and also returned good dividends to the members and are starting to show fairly healthy reserves and are coming along very well with the guidance, I might add, and quite a bit of assistance from our development officers who go out and visit them from time to time, helping them develop their financial reporting structures and helping them with accounting and other things.

This particular department here provides for overall policy direction. There are two SMYs provided for the Deputy Minister, the secretary to the Deputy, and also it deals with the credit unions and the whole co-op system.

MR. USKIW: Mr. Chairman, I'm just not sure at what stage in these estimates that I should be pursuing these questions; perhaps it's not until we get to Resolution 43 so the Minister can advise, but I would like to have some status report on all of the co-operatives which we are still involved with in a very intensive way in terms of overseeing their operations, rather than just the sort of standard service that we have carrying on for many years, but the intensive service that is still being provided to a number of the co-operatives.

MR. BANMAN: We can get you, I believe, the overview of the fishing co-ops and some of the other things involved and we'll try and get that for Section 43 when we're there. I'll have the staff dig it up for us.

MR. CHAIRMAN: The Member for Logan, I think; no the Member for Kildonan then. There is two or three hands, you're down the track. The Member for St. John's then, all right.

MR. CHERNIACK: Thanks, Mr. Chairman, I could not find the report on this department. Does the department not provide any reports? I couldn't find one.

MR. BANMAN: We are in the process, I believe, now of having it printed. There is no legislative requirement for these, but we will be providing one.

MR. CHERNIACK: I know there's no requirement for it. I checked on that, but since you are in the process of having it printed, is there any way that you could get a preliminary copy or a draft copy distributed to at least enough members of the Committee so we could deal with that and help the Minister along with his estimates much more readily?

MR. BANMAN: I'll try and get some photostatic copies of a rough draft of it.

MR. CHERNIACK: Well, that's helpful, I had that in mind. It might be helpful, Mr. Chairman. I'd like to know, I gathered from the Minister that this item we're now dealing with, deals with staff which is involved in all the items of this department, that is the Lotteries and the Co-op Development. I'd like to know and I know I missed it, I came just a few moments late, I missed the Minister's opening statement and any description he had for staff man years. Is there any increase in staff man years for this section, and if so, what is the nature of their expertise or involvement?

MR. BANMAN: There is an increase of 1.26 SMYs. I think I handed out a sheet to the Member for Lac du Bonnet and that has to do with .26 on the lottery side. Under the new Act, which was passed by the Legislature last year, the responsibilities for the licensing of lotteries, which was traditionally held by the Attorney-General's Department, was transferred over to my jurisdiction. There was an individual that was employed in the lotteries as well as doing some other work and .26 of a staff man year was transferred over here from there, and the other one has to do with the Credit Union and Co-operative Regulation Branch, we've added another person in that particular field. So we had 33 SMY's last year, we've now got 34.26.

MR. CHERNIACK: Mr. Chairman, I don't see in that SMY picture any increased thrust of this department in the development of interest in co-operative movements and the formation of co-operative organizations or credit unions. Is it fair to say that whatever was acceptable last year is good enough for this year in terms of extent of program?

MR. BANMAN: No, I think the department has been very busy in trying to tighten up and get the co-operatives that we have in the system in a good financial position. A case in point is the housing co-operatives that a year or two ago were really floundering and were having great difficulty. The last figures I saw were that the vacancy rates in them, I

think, are below 5 percent in some of them. We have managed to try and put them on a good financial footing.

Other programs like the Sweat Equity Program have been dealt with and certain problems within the credit union system itself, and in some of the credit unions that were facing substantial losses like the one, the Member might recall, up in Thompson and The Pas, and in Lynn Lake there's a consolidation taking place. Some have to be closed because they've been a big drain on the STAB fund. There is a concentration within the system right now. Rather than to put a real drive on to see a big expansion, there is a time right now where we are going to have to make sure that the ones we have, whether it be CCIL or whatever, get their feet solidly planted on the ground before we get involved in all kinds of other enterprises.

MR. CHERNIACK: Mr. Chairman, I don't think they are mutually exclusive. I think it's very good and important that the regulation of co-operatives, the tightening up, the assistance provided of a technical nature, all is very good, but meanwhile, Mr. Chairman, I ask the Minister in view of the fact that his Government has challenged private enterprise to take hold and make the economy move, and in view of the fact, and this is my opinion, it has not accepted the challenge and has not indeed made any move in this province in an economic way, why is the government not involving itself in attempting through the co-operative movement, which is not the free enterprise system, to do something about helping the economy develop?

We don't have to repeat all the speeches and statistics we know of people moving out of the province, of bankruptcies, of foreclosures, of all the indications and symptoms of a bad or ill economic system, to satisfy ourselves that we have to look at various avenues. It seems to me that no one challenges the need for the private sector to become involved more than it has been in the development of the Manitoba's economy. Here is a specific area where the Minister can become involved in attempting to get people to work together in a co-operative fashion. I'd like to know whether the Minister can indicate any efforts or development or thrust in his department towards attempting to stimulate this area of the economy as compared with the work that is presumably being done by the Minister of Economic Development?

MR. BANMAN: Mr. Chairman, we have nine development officers who are in the field providing technical assistance, as well as providing information to people who are looking at the possible formation of co-ops or strengthening their co-ops. One of the problems that we have had in the last little while is to look at what has happened in the past. If the co-op movement, if you do not have the dedication of the members with regard to the development and to the establishment of the credit unions, the Government cannot force-feed them. The Member for Lac du Bonnet pointed out something which has become very evident. We have tried, the previous administration tried, to use this vehicle to develop a lot of the new northern fishing co-ops. In many instances it was a disaster because we had things like Leaf Rapids, where we lost close to \$1 million on

one small plant. We have seen that happen and I think that one of the things that we have to do, is if we're moving into that field of actively promoting it, and especially when we're dealing with people who have not been involved in any commercial enterprises before, like many of our people in Northern Manitoba, there is a lot of, if you want to call it, handholding that has to go on to try and make that enterprise viable. Therefore, I'm happy to report that the northern fishing co-ops, the ones that we have right now, are in a fairly good position and I've got some figures here which I can give to the member, but the equity as well as the payouts to the members has steadily increased and they are starting to be a good viable enterprise in Northern Manitoba. I think that's very important. I think before we move into all kinds of other areas, we've got to strengthen the ones we've got.

The other thing I want to briefly touch on is the system is as good as the people that are going to be involved. You don't become a good co-op member by buying a \$5.00 membership in a co-op housing facility. You have to have the conviction that you are part of the system and that you want to see it work. You've got to have a good Board of Directors and a strong membership. It has to be the participation, whether it be a consumer co-op or a housing co-op. One of the things that we're very concerned about is that we don't just set up paper co-ops which later on causes some trouble, and the staff is monitoring these very closely, helping the people in the different areas and as I've mentioned I have nine development officers out in the field, but we are not just creating paper companies to that I can come back to the Committee and say this is all the things we've done. I think we're moving in the right direction to strengthen some of the existing consumer co-ops so that they will be able to get a good base and expand and I think you'll see the benefits of this, maybe not immediately, but in the years to come.

MR. CHERNIACK: I am not intending to debate what the department is doing for existing co-ops. I assume it was doing a good job in helping them along. I am looking for the actively-promoting aspect of the department and I don't see it. There's no increase in staff for these officers, he said he has nine officers out working, and I believe that they're working with existing co-ops and I'm sure they're doing a good job. I want to know what new areas are being investigated. His description of a good co-operator is a good description, is a proper description; people who are dedicated, people who believe and I believe that a person who is really involved in wanting to promote something in the co-op is more of a social animal and is more concerned with the community and the concerns of many people than is any private enterpriser who has one profit motive ahead of him and that's legitimate in this day and age. But what I'm saying to the Minister is, I do not see any evidence of active promotion. For example, is there education? Are you going out to the schools? Are you talking to youngsters about the values of co-operation? Or are you waiting to react to either paper organizations being unhealthy or existing organizations which need strengthening and I'm challenging the Minister to tell us what is being done on the promotional side to educate, to encourage, to assist people who do have that spirit of co-operation and want to develop it.

I have to tell him that the co-op movement is older than he and maybe even I am — I'm not sure about that — but it is one which grew from the people; there is no question about that. In western Canada, we have had a tremendous development in the co-op movement and I don't know that this government and this Minister is helping it to grow in any sense to the extent that other years have shown.

One other point, and that is the fact that there have been failures amongst co-ops, just as there have been failures in the private sector; of course, they have to be watched. But what are you doing to go out to the schools, to go out to the communities, to seek those areas where there ought to be some response? For example, the consumer people of Manitoba who are buying groceries and buying all their normal needs, are not very much involved in the co-op movement in my opinion. I think producers are much more so involved than the household consumer. We have some very successful development within Winnipeg.

Is the department attempting to assist people and induce people, or educate people, to get going on this aspect where the cost of living is a great hardship to them now?

MR. BANMAN: Mr. Chairman, with regard to the latter comments, there has been a growth in consumer co-operative activity. You have got the one that opened just a little while ago in St. Norbert; there is one opening on McPhillips, I believe. Federated Co-ops, which is a consumer co-operative, a retail food co-operative, is doing fairly well in this city and is planning expansions in the neighbourhood in the next five years of something like \$20 million in the retail co-op business.

You have other co-operatives like the one in Leaf Rapids, which took over a failing grocery store in that particular area. I was up there two or three months ago and they indicated they were going to be expanding.

So there is activity in the service industry in the retail co-op movement, also in the consumer co-operatives.

We are dealing with several new fishing groups that are looking at possibly opening fishing co-ops in the different areas and the expansion of some of the existing ones. We are dealing with some of the agricultural co-operatives and even some specialty co-ops, for instance, kidney patients who want to purchase certain dietary things that they need in bulk, together are looking at forming co-ops. These people all come to us.

We have a board which is known as the Co-op Promotion Board, which has been in the process this year of circulating brochures and involved in the promoting of the co-op movement. That particular board is comprised of a board of directors that works closely with the different co-operatives, whether it be Pool or UGG and all the different co-ops in the province.

So there are a number of areas which have been quite aggressive in development. Again, I don't say that I wouldn't like to see more of them happen, but given the expansion program that some of them have done, and an orderly expansion without causing pretty big problems for themselves or for the Co-op Loans and Loans Guarantee Board or even for the Co-op Department, is something that I think has

strengthened the co-op movement in the province over the last number of years.

MR. CHAIRMAN: The Member for St. Johns.

MR. CHERNIACK: Mr. Chairman, I would like to ask the Minister the extent to which Manitoba is making use of this project, Co-operation and Community Life, that I hold in my hand with which the Minister should be familiar with; we've debated in the past years. Is that being used in Manitoba?

MR. BANMAN: The Co-op Curriculum Program which is now being handled by the Co-op College of Canada, has been updated, rewritten, and they are now in the process of — they will be going to the different co-operative agencies, the different schools. The Minister of Education has indicated to them that the Department of Education will allow this particular program to be used as additional curriculum if the school board so wish and I am informed by the Co-op College that they will be aggressively now going ahead and promoting the particular program with the new material that they have developed.

MR. CHERNIACK: Will the Minister and his department aggressively promote this material for distribution and use in the schools?

MR. BANMAN: Mr. Chairman, we have that understanding with the Co-op College and to the extent that we have a certain number of books which will be made available to us because of the deal that we worked out with them, which can be distributed by the Government of Manitoba through the Department of Co-operative Development at only the cost of printing them and we will be offering that to the different co-operatives and this will become part of our program of promotion.

MR. CHERNIACK: Mr. Chairman, from what the Minister said, I believe I am correct in assuming that the Minister has a commitment to the benefits of this program and is attempting to make wider use of it. Is that a fair statement?

MR. BANMAN: With the one exception, that it's the revised program, an updated program, and it's completed in some areas. For instance, we have developed a resource library with the films that are being developed and everything which we will be making available to the whole co-op system for when they have annual meetings or when they want to have their own promotional things and we will be using these books and the material that has been produced for precisely that promotional activity.

MR. CHERNIACK: I would like to take advantage of the opportunity given to me to ask whether our caucus which is very much interested in the development of the co-op movement, could be blessed with a copy of the revised curriculum for our library and having said that I want to move on to point out that the Minister for Economic Development has a very substantial and I think excessive budget for advertising the great things that can be done in Manitoba, advertising in Manitoba for Manitobans about how great life is here. Why doesn't this Minister have some sort of budget, I haven't

seen it, to provide advertising to try to encourage the attitude towards co-operatives and to try and encourage the development of co-operatives?

MR. BANMAN: We have a co-op promotion board which has a limited amount of money available to it which I think is about \$25,000, which is used just strictly for the promotion of co-ops. We have had discussions with the credit union movement and other movements and the movement itself has indicated to me that they themselves would like to provide some additional promotional funds which they will be spending on promoting, in particular the Credit Union Caisse Populaire movement in the coming years, so there is something afoot which will hopefully make the public more aware of the role that co-ops are playing within the society of Manitoba.

MR. CHERNIACK: Mr. Chairman, the Minister led me into my very next question. This Co-op Development Board receives its moneys from funds which were set aside in a statutory way. It is not an expense to the Government or the people of Manitoba. It is a fund that sits there and produces something like \$25,000 a year. I think that's correct. Unfortunately, I didn't bring the last year's report with me and I don't think the Minister filed this year's, I may be wrong, but the last report I looked at showed an expenditure, I think, of less than \$5,000 out of the \$25,000 and an increase in surplus. How does that jibe with the Minister's statement that they're using that money for promotion? Now, I would like to have the up-to-date figures since I may have overlooked finding them.

MR. BANMAN: This was precisely when I became Minister I looked at it and I think for the last six or seven years, really what's been happening is the fund has been building and the board was very inactive. I instructed the board, along with meeting with them, to make sure that they fulfilled their role, which was one of promoting co-ops. I understand from the Deputy that the expenditures for this last year were roughly in the neighborhood of \$26,000.00.

MR. CHERNIACK: If that's equivalent with the income, I'd point out that there is still a surplus backlog. I believe that, I may be wrong, I believe that the former government spent much more money out of current revenues in the development of the co-op movement and I'd like to know from the Minister if he can give us a breakdown, not right now if he doesn't have it, of the expenditure of this \$26,000 in this year, a breakdown of how it was used. I think that would be helpful to us and it would be useful if we could have it as soon as we can, but also to learn what has happened to the surplus. These funds keep on growing and there is no reason at times of economic stress, and I think we're in to them right now, that a little more money could be spent to develop the economy of Manitoba than might normally be the case. I'm wondering whether the Minister couldn't take to do even more, assuming that something of a significant nature has been done.

MR. BANMAN: Maybe rightly or wrongly, I have taken the attitude, I think there's about \$150,000 in

the fund right now and the sort of guidelines that the group has been operating under is to roughly spend the interest on the money that is accruing on an annual basis and that's more or less the sort of pattern that they have been following.

If I can just briefly run down some of the moneys. There was a \$10,000 grant awarded to the Institute of Urban Studies to look at the future of directions of co-op housing in Manitoba and this particular project is a joint venture with the Central Mortgage and Housing providing some additional funding for the project. There was a \$5,000 grant given to the Co-op Development Foundation which promotes co-op development and co-operative enterprises in Canada. There was a \$1,000 given to the French side of the credit union towards the promotion and development of a co-operative society within the Francophone community. There was approximately \$10,000 given to the Wasagaming Foundation, which is a youth and leadership development program which co-op development has taught. There was some smaller awards given to some individuals for a further housing study dealing with the co-op housing and the long-term effects of co-op housing within the community.

MR. CHERNIAK: Just firstly, to come back to the principle of spending the interest, could the Minister quickly tell me what was the original amount deposited and what is the accumulated surplus? I can just visualize the financial statement where it says that, but I picked up the wrong document.

MR. BANMAN: The original amount that was set aside was \$128,000.00.

MR. CHERNIAK: And now there is one-hundred and fifty-odd thousand dollars.

MR. BANMAN: I think it was up at close to \$175,000 and there was about \$26,000 or \$27,000 spent this year.

MR. CHERNIAK: Mr. Chairman, it's peanuts isn't it? I don't know whether we're not wasting time to even discuss this. The \$26,000 that was spent, \$15,000, \$16,000 approximately was spent on studies on housing and then there was the Francophone \$1,000 and the \$10,000 Wasagaming Youth Study, which I assume is educational along the lines, but the studies I don't even know why they should be charged here, but that's the Minister's decision. I want to suggest he has more money available, there is nothing that says that \$125,000 is \$128,000 is sacrosanct, and I'd like to suggest that it would be incumbent on the government, which recognizes the concerns that the economy has, to see whether they cannot develop.

I am now going back to the earlier statement I made that there should be a much greater trust in this department if indeed, and I make it if indeed the government is really serious in promoting the development of co-operatives. The fact that money has been lost is in itself not a terrible disaster, that's the word used by the Minister. Part of the educational process that many businessmen go through is to embark on an enterprise and have it fail and learn from that, and the main thing is that under the co-op development you could do a lot

more work with the people. I think you should be trying harder and I don't see that thrust as a result of the questions I was asking, Mr. Chairman.

The program itself, this — I keep forgetting the name of it — Co-op Promotion Board, I would guess that they have to meet for 15 minutes three or four times a year and decide where to parcel out the money, and that in itself, it is not a program of government, it is a granting authority which receives requests, grants or rejects the requests and moves on to something else. It's not a program of this government. If the government wants to take credit for it let the government get involved, not just to make grants to other organizations, but to really get involved in the education and development of co-ops.

Thank you, Mr. Chairman.

MR. CHAIRMAN: 1.(b)(1) — the Member for Lac du Bonnet.

MR. USKIW: Mr. Chairman, I'm somewhat concerned about the Minister's response on the question of the revised curriculum for the promotion of co-operatives in Manitoba. The Minister used the words that the Department of Education is prepared to allow the curriculum program to be used in the school system. Now allowing it is one way of putting it and encouraging it is quite another way of putting it, Mr. Chairman. I would hope the Minister can clarify that for us, because if it is merely permissive, then we are not at all serious about making that information available to the school system. If it's something that is being promoted so that the student body in the schools would have not only access to it but would become knowledgeable that the information is available to them, and where the teaching profession is made fully knowledgeable and are acquainted with the contents of the program, that there would be a serious effort in the school system to balance off what I consider to be a gap in the education system to date on studies involving economics and alternatives in developing the economy in Manitoba.

Is the Minister saying, Mr. Chairman, that it's permissive or is he saying that his department will be doing something that will also give instruction, encouragement, and lead the school system into ways and means of using the material that is now available from the Co-op College.

MR. BANMAN: Mr. Chairman, that is precisely the role that the Co-op College will be playing with regard to the promotion of this particular material. I should add that the previous administration, as well as I believe the Minister before me, in discussions with the Department of Education, were trying to get it added to the curriculum. The Department of Education, both under the previous administration and this one, has resisted that. They have indicated to me that they have many requests, whether it be from the Canadian Federation of Labour, whether it be from the Chamber of Commerce, whether it be from planned parents groups and everybody, to include certain things in the curriculum. They have taken the approach that should the school division or a particular school want to add this to their curriculum, they have the freedom to do so, and it now will be part of the job of the department as well

as mainly the Co-op College to promote that particular material to them.

MR. USKIW: Mr. Chairman, could the Minister then give us some idea as to whose responsibility it is in the department, direct responsibility, for the dissemination of this information to the school system and related activities of introducing the subject matter to the school program? Who in the department is responsible?

MR. BANMAN: We have the Development Officers, the Deputy Ministers; everybody's involved. We're all involved in the co-op system. The Deputy has had meetings with the Co-op College with regard to the introduction of the material, and we will be co-operating with the Co-op College with regard to that.

MR. USKIW: Mr. Chairman, is the Minister saying that Development Officers are going to be travelling from one school to another and will be involved in the introduction of the curriculum project or material to the school system, or to each school division, or to each high school? What are the mechanics of distribution and promotion and so on?

MR. BANMAN: The distribution and promotion is, as I mentioned before, basically will be carried on by the Co-op College, which is one of the stipulations of the agreement that we made with them.

MR. CHAIRMAN: Perhaps the Minister then can enlighten us as to just how the Co-op College is proceeding to make this information available to all the schools in Manitoba.

MR. BANMAN: I understand that they will very shortly be embarking on a promotional program in which they will be contacting schools and as soon as they have the total package put together they will be contacting the different co-operatives as well as the school system. I think the member will appreciate that if the Co-op College, along with its related members like the credit union movement, the different co-operatives out of the field, start announcing to the membership what is available to them, there is a fairly substantial membership in the Province of Manitoba who I think will be the best ambassadors for the co-op movement in the final analysis and will be the best promoters of the system.

MR. USKIW: Perhaps the Minister could then tell us what role his department will be playing with respect to that aspect of the program.

MR. BANMAN: We're going to be liaising with them.

MR. USKIW: Just to follow that through then, I'm trying to understand how the Winnipeg School Division would go about setting up a program to introduce the . . . how would they go about it if they wanted to introduce this program? Who would they contact and how will they know who to contact?

MR. BANMAN: They are in the different publications that go out to the different schools, in the teachers' magazines and that, they've had different news items, have run different advertisements, indicating that the information will

be available and that they should be contacting them for any information that they require with regard to the program.

MR. USKIW: Could the Minister indicate whether the Co-op College is going to have staff available that would visit with each school and present the program to the administration and the teaching staff so that they would be fully acquainted with what is being offered and how that might apply to their school program?

MR. BANMAN: That I understand is in the development stage and I understand is the intent of the Co-op College.

MR. USKIW: Mr. Chairman, the Minister is indicating that he believes that the Co-op College will be doing certain things, again indicating to me that his role is one of a passive role, almost one of disinterest, Mr. Chairman. It seems to me that if the Co-op College is going to be pursuing such a program with the school system of Manitoba, that it ought to be in tandem with the Department of Co-operative Development, that certainly the department should be very much involved in determining just how much promotion is going to be undertaken, what role they will play in tandem with that role of the Co-op College, so that we know at least where we're going with an educational thrust with respect to Co-operative Development.

MR. BANMAN: I understand, Mr. Chairman. I repeat what I said before, that the co-op membership throughout Manitoba is a fairly substantial one, and it is my understanding in the development and in the promotion of this particular material that some 18 boards throughout the province will be helping in the promotion of this particular curriculum program, as well as the promotion of co-ops. The member will appreciate that if you can get a large membership of some of the co-ops like the Credit Union, the Pools and Federated, if you can solicit the support and the help of all these people, that is the way to really penetrate and get the biggest penetration and the biggest promotion with regard so that. That I understand is what is envisioned in the whole program and this is what they are looking at.

MR. USKIW: Mr. Chairman, if a school district, if a certain school, wishes to draw on the expertise, from whatever source, will there be staff man years, manpower, womanpower, whatever you want to call it, available to introduce the curriculum, to the school in question, the school making the request, assuming that they are all going to have fairly adequate information as to the availability of the curriculum, is there going to be some one that will be able to respond to a request for an introduction to the program?

MR. BANMAN: That, I understand, is the intent of the Co-op College.

MR. USKIW: Mr. Chairman, could the Minister then, if he is not certain, commit himself to this committee that he will make that determination and advise the members of this committee, or the House, if you like, as to the arrangement with respect to the provision

of manpower, if you like, towards the promotion of this project?

MR. BANMAN: There is no problem; I can do that.

MR. USKIW: Could the Minister also advise this committee as to how the school districts are to support any program that is undertaken financially. What is the mechanism for paying for the books and related items that go with a program of instruction in the classroom?

MR. BANMAN: As I understand, again I repeat that the policies are being formulated but the understanding that the co-op council, which will play a very active role in the promotion of it, could possibly be picking up some of the costs with regard to that. Now the instructional time with regard to right in the schools, of course, becomes the responsibility of the school that's involved. But as far as the materials are concerned I understand there is a system trying to be worked out so that the costs will be prohibitive so that if the school division wants to pick it up it won't be for lack of funding for the material.

MR. USKIW: Could the Minister assure the committee that the schools that wish to undertake such a program, that they would be able to receive the necessary books and documents and brochures and whatever is available from the Co-op College, at no greater a cost than any of their other school curricula program; that is not an added financial burden but rather an option for them and if they have the financial means, very much along the same grant structure as they use for all their other acquisitions of books and learning material.

MR. BANMAN: I can't see exactly what the costs are with regard to other materials but the way I understand it is that the cost of the material should not be a deterrent for the school division or somebody becoming involved. So, until the final proposals are worked out, with all the agencies involved, I cannot make any definite commitment because I don't know exactly what the other costs are; but the intent is that the books will be provided, not as a real large expense to the school boards that it might act as a deterrent.

MR. USKIW: Mr. Chairman, I don't think the Minister is giving us any helpful information here. I simply want to be assured that the schools that wish to use this program and wish to have these books applied to them, that they will be able to receive them at the same costs as they are entitled to receive other books that are used in the school system and that there is not going to be an added cost or a differential between the supply of these books and learning devices as compared with others in the school program and it becomes part of the normal operations of the school.

MR. BANMAN: As I mentioned before, I understand from different discussions that it would be the preference of the co-operative movement to see these books supplied at almost no cost to the school divisions for the promotion of co-ops. I should point out that in the agreement one of the terms were that

Manitoba could buy these books at the cost of printing, which is something that of course we'll be looking at, but printing costs are pretty high these days too, never mind many other royalties charged to it, but I understand it is the intent to try and provide these books at a very very minimal cost to the schools.

MR. USKIW: Yes, Mr. Chairman, the Minister is indicating that Manitoba can purchase the books at cost of printing. That doesn't mean that they will be so purchased though, on who is the onus of acquisition and distribution of these documents, Mr. Chairman; where does the responsibility lie in terms of the acquisition of necessary books and materials for distribution to Manitoba schools; who is the responsible authority to make it happen, in other words?

MR. BANMAN: That is precisely what the co-op movement is dealing with right now.

MR. USKIW: Mr. Chairman, the member is saying that the Co-op College is dealing with that but he is not telling me how this is done for the purpose of the school system in Manitoba.

MR. BANMAN: The member will understand that if the co-op system in Canada says this is a program that we want to promote and therefore we are going to put money into this particular program, we're going to buy 100,000 copies of this particular promotional material and distribute it to these schools free of charge, that is the type of thing that is going on in discussions right now which would mean that the purchase of the material becomes an academic question because it will be provided to people who want it. So, all I am saying to the member is that this is what's being worked on right now and there isn't a policy right now that I can say this is what's going to happen because I don't know what's going to happen quite yet.

MR. USKIW: Mr. Chairman, can the Minister tell us whether or not there is going to be a differential between what Manitobans have to pay for any service from the Co-op College, vis-a-vis the province of Ontario or British Columbia; is there going to be a difference between the obligations of Manitoba to the Co-op College, with respect to any service that is provided for our benefit from the college, as compared to other provinces.

MR. BANMAN: There shouldn't be any but if they would sell the books to Ontario and charge them a development cost and a number of other things, those costs would not be paid in Manitoba because we have an agreement with them that we can buy for cost of printing.

MR. USKIW: Mr. Chairman, my point is I want to know whether the province of Ontario will be entitled to purchase books from the Co-op College, the same books that Manitoba would be purchasing, at a different price, or is it going to be all equal across the country.

MR. BANMAN: I can't speak for Co-op College what they are going to do. As I pointed out to the

member, just the development of the material, I think there was something like \$94,000 that was given to the Co-op College by the co-operatives of Canada to help in the development costs of that. Now, what kind of promotional money will be coming into the hands of the Co-op College I cannot answer at this time.

MR. USKIW: Could the Minister then spell out for us the agreement that has been entered into with the Co-op College? First of all, the amount of dollars that was paid for the work that was done by the Province of the Manitoba and in exchange, also the obligations on their part to the Province of Manitoba, given the fact that they had acquired all of the curriculum programs for virtually nothing. What is the benefit to Manitoba for having given such a vast amount of research and development work to the Co-op College? What is the benefit to Manitoba for having given up the program to the Co-op College?

MR. BANMAN: New developed updated programs which can be used in the school system.

MR. USKIW: Mr. Chairman, can the Minister tell us how much was received from the Co-op College for all of the work that was put into the project by the Province of Manitoba?

MR. BANMAN: Mr. Chairman, I can get the member that answer, but it has been discussed two times already; it is in Hansard last year and the year before I can get that for you; I haven't got it with me right now but it's in Hansard for the last two years; we have discussed it two years in a row.

MR. USKIW: Then let me pursue the other point. If, in fact, the Province of Manitoba does not enjoy any advantage over any other province in using the services of the Co-op College, with respect to this project, then what is the purpose of Manitoba having made an agreement with the Co-op College in the first place? What is the objective?

MR. BANMAN: It's to be used in the school system. There was development work which had to be created; the books had to be finished and if we can get the new updated material distributed through our school system we have accomplished exactly what was set out to do in the first place; and if, Mr. Chairman, the co-op system feels that this is a way that they want to promote the co-op movement, then who knows they might provide the books at no cost to the schools system which is of a benefit to Manitoba. If they don't we are assured, by the agreement, that the only thing we have to pay for is the cost of printing which we would have had to pay for regardless if we kept the books or not.

MR. USKIW: Mr. Chairman, if all of Canada is going to receive some advantage out of the fact that the Province of Manitoba pioneered in this area and developed the program, and given the fact that the Province of Manitoba virtually gave away this asset to the Co-op College of Saskatchewan, doesn't it make sense then that there should be some differential as between what Manitobans must pay in return for servicing from the Co-op College as compared with the rest of Canada. Otherwise, the

taxpayers of Manitoba are indeed subsidizing the program for all the other nine provinces

MR. BANMAN: Mr. Chairman, we pay nothing for the updates, we pay for the printing. If we would have kept it here; done all the development ourselves, put in some extra money, we would have no better system and we'd still have to print it. So if we can't now use this facility, through the Co-op College who would be doing some of the promoting through the larger scope of the co-op movement in Canada, and we are sure that we don't have to pay more than the cost of printing, which we have to pay regardless whether we produce or don't produce it, then I think it's a pretty good deal. The other thing I should point out, maybe this is what the co-operation is all about; we are co-operating with our neighbors to the east and the west in the promotion of co-ops in this country and hopefully that will strengthen the whole movement nationally. I think under the circumstances it was a pretty good deal for the Province of Manitoba.

MR. CHAIRMAN: I wonder if I could just have the attention of the committee. I did miss a member that had my eye earlier and I would like to have a break. —(Interjection)— You don't want your spot? I missed the Member for Inkster, I'm having a struggling day today everywhere, so if you allow I'd call the Member of Inkster —(Interjection)— All right the Member of Lac du Bonnet.

MR. USKIW: It seems to me that if the Province of Manitoba feels that the Co-op College can best handle this program for the people of Manitoba and, given the fact that the province virtually gave away this asset to the Co-op College, it seems to me that a deal could have been struck with the Co-op College that, to the extent that other provinces derive a benefit from the program, that there be a financial recovery feature that would be paid back to the Province of Manitoba, dependent on the use that is made of this program by the other provinces. Why should Manitoba subsidize an educational curriculum project all across Canada; why should we subsidize nine other provinces? It seems to me it would have been logical to have a stipulation in such an agreement to the extent that if any of this product is used outside of the Co-op College in Saskatchewan, if it is going to be sold to other jurisdictions in Canada, that they pay their share of the development costs so that Manitoba is then left paying for only its share of the development costs of that program.

MR. BANMAN: Well, I guess we could argue that, and I guess we have for the last three years, this is sort of round three and if I'm Minister next year we'll talk about it again, but the thing that should be pointed out, this is not like selling an asset that was finished, ready to go to the printer and ready to be distributed. There had been substantial money spent in upgrading. Now if the Member is saying that we should have continued to work on this system and continued to upgrade it and finish it off and spend those additional moneys from the Manitoba taxpayers, that's something we can argue about and we have argued about that for the last couple of years. But I think that, given the determination that I had to make with the resources I had available, I

think this is a good situation. We are going to get the new updated books; we are going to not have to pay anything more than cost of printing; if the co-op movement comes through with a promotional system maybe we will have to pay very little for them. I think it's going to be a good system for everybody involved.

MR. CHAIRMAN: The Member of Inkster.

MR. GREEN: Mr. Chairman, I wish to move to a different subject and I want to make the record clear that I am involved in this particular subject in a professional capacity, but nothing that I am doing here, of course, will be part of that professional capacity. It is not dissimilar to when I often acted for trade unions but dealt very extensively with general principles, and indeed particular cases as they did injustice to some of my clients, so I want to make that stipulation so that there be no misunderstanding, and it deals with fishing co-ops.

My understanding is, and I wish to see whether my understanding is on . . . with the knowledge of the department, that for at least the last ten years, and probably before then, the fishing co-operatives which are on Lake Winnipeg, and are not connected to a road system, have had their transportation needs taken care of by some type of water transportation; and that notably that water transportation has been provided by a well-known, distinguished and long-operating Manitoban, native citizen of this province. It's interesting, Mr. Chairman, that I am using the word native citizen not referring to a man of Indian origin, because he is a native citizen Manitoban who worked many years in various projects in Northern Manitoba and has provided a very desirable water transportation system to those fishing co-operatives that are not connected with the road system; and that form of transportation was either by water to Selkirk, and from Selkirk, by truck to the Freshwater Fish Marketing Corporation if that was the location, or in more recent years with the development of the Norway House road, by water to Norway House and then from Norway House to Jenpeg, Jenpeg to Highway No. 373, then back 391, 6 back to Winnipeg. This service has been extremely satisfactory, desirable, well-performed and indeed a representative of the co-op services branch, appeared in proceedings which were then under way to indicate to the Motor Transport Board that the desirability of this service is something which was very important to the co-operatives who were operating on Lake Winnipeg. Now, if I have said something which is incorrect I wish to be corrected at that point, but I would think that the Minister is aware of what I have said and that I have not misstated the position.

MR. CHAIRMAN: (1)(b) — Oh, all right.

MR. GREEN: The Minister, if by his silence he is indicating that I have not said anything incorrect then I will proceed.

MR. BANMAN: There are a number of fishing co-ops, I believe two, that are using that service at the present time.

MR. GREEN: My question to the Minister, without adopting every word, have I generally stated what the situation was for the last ten years?

MR. BANMAN: Yes, I would say so.

MR. GREEN: It is also then a fact, Mr. Chairman, which I'm sure the Minister is aware of, that the reason that the Manitoba entrepreneur was able to provide water service — and even then it is rather shaky — is because it was part of an integrated transportation system that water carried the goods to Selkirk; then trucks carried it from Selkirk to the Freshwater Fish Marketing Corporation; or, in more recent years, water carried the goods to Norway House and from there it was carried by truck through the new roads back to Winnipeg. That water transportation, in the absence of interlining with truck transportation, would not appear to be, to the knowledge of the department, a viable situation and that, if the Manitoba entrepreneur is not permitted to use the roads, then there very likely will have to be a substitute for the water transportation and that, indeed again, what I am saying was given as a statement of fact via witness representing the co-ops to the Motor Transport Board. Is that also not correct?

MR. BANMAN: I understand that the two co-ops involved have supported the application.

MR. GREEN: Mr. Chairman, I think that it is my question, because although I believe the Minister is correct that the support was given and is indeed needed by the Province of Manitoba for a continuation of this service, does the Minister now see that the service is in jeopardy and that, if the existing transporter doesn't continue to provide water transportation, that there is no alternative to other transportation but from the two particular co-ops to points from which the fish could be picked up and taken by road transportation; that there has to be some form of water transportation from those co-operatives to a place where road transportation is in existence and that, therefore, a discontinuance of the water transportation would constitute a problem for the particular co-operative.

MR. BANMAN: The alternative if there isn't any commercial carrier, there are two co-operatives affected, one at Norway House and one at Big Black. The one at Norway House there is some road construction going on, they could be adversely affected this year by a shutdown, maybe not next year. That would leave the government with the position of trying to find an alternate way of transporting the stuff from Big Black. The only way you could really do that is by boat. So either the co-op would have to buy their own boat or there would have to be other arrangements made, but there are two co-operatives this summer that are depending on that water service.

MR. GREEN: I gather that it is the position of the Department of Co-operative Affairs and the position of those representing the co-operatives, that they would like to be able to obtain the service that they have traditionally received from the water transport company in the area and would not like to see him driven out of business so that they would have to make their own arrangements.

MR. BANMAN: I think, and the Member knows more than I do because he's close to the case, that

the co-ops have supported that service, not only verbally but I understand in some of the submissions that have been made at the different hearings or the different appeal procedures.

MR. GREEN: It's almost 4:30 but I think it's interesting that a government department, and I certainly respect this, should find that an administrative tribunal, such as the Motor Transport Board — and these things have all been the subject of lengthy proceedings, Mr. Chairman, and I will go into more detail with them when we come to the Motor Transport Board — but that despite the fact that, in effect, the government department, the Department of Co-Op Services, should say that they want the service and a government tribunal, namely the Motor Transport Board, should say it's not in the public interest that the service should continue; and that the courts would say that they have no power to reverse the government tribunal. And that being the case, Mr. Chairman, wouldn't this fall directly into the category of those things that we say that the government should become involved in and should be the ultimate arbitrator of and not leave it in the hands of the courts. I see that the Chairman is holding the gavel over my head like a sort of . . .

MR. CHAIRMAN: The hour of 4:30 having arrived, Committee rise for Private Members' Hour.
Committee rise.

SUPPLY HIGHWAYS AND TRANSPORTATION

MR. CHAIRMAN, Abe Kovnats (Radisson): This Committee will come to order. I would direct the honourable members' attention to page 79 of the Main Estimates, Department of Highways and Transportation. Resolution No. 82, Clause 4. Maintenance — Highways and Airports, (a) Maintenance Program pass — the Honourable Member for Ste. Rose.

MR. A.R. (Pete) ADAM: Thank you very much, Mr. Chairman. Last night we brought to the Minister's attention the one particular problem that was brought to our attention on PR 260 in regard to whether it was maintenance or new construction, I'm not sure, but I believe that is was maintenance at that particular time. It had to do, as I mentioned last night, with the fact that gravelling had been done on a certain portion of PR 260 and I would ask the Minister if he's had an opportunity or his staff to look into why a mile and one-half of road was gravel and shortly thereafter was reconstructed or upgraded?

I would ask the Minister as well to give us an overview and outline of what is happening in the Maintenance Department, whether there is more emphasis being placed on maintenance; if there's any changes in the programs; insofar as grading is concerned what is the policy on maintenance and dragging of highways throughout the province. Has there been any changes in that direction?

MR. CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Well, Mr. Chairman, I hope to have that answer to that first question for the Honourable Member when the staff arrives.

There are very few changes in the actual Maintenance Program with the exception that, of course, last year the Department undertook a significantly less amount of mowing along our rights-of-ways, because as the member may recall during the drought situation in the startup of the spring and early summer, I directed the district offices to delay all mowing in the event that anyone who may want to take hay from the rights-of-ways would have that opportunity to do that, and we had our mowing dropped substantially by about 25,000 acres to be exact, that we didn't have to mow last year because of hay making activities by farmers and other people needing the fodder.

The maintenance standards are the same as they were. We are undertaking, of course, the patching of our existing AST's and other surfaced roads. We are undertaking our dragging basically to the same standards that we have always kept. The only time that the dragging standard would change is if the classification of the highway went up because of increased usage and we would increase the frequency of dragging operations.

We undertook dust control last year and I have to admit that earlier on our Dust Control Program just plain wasn't that effective because of the extreme dry conditions, where there was no moisture available to make the calcium work, and our traffic gravel applications were applied to the same standards as other years. Mr. Chairman.

MR. ADAM: I would ask the Minister if there in fact was a reduction in dragging of roads last year because of the fact that there was no precipitation, and I would like to know how the order goes out when a particular road has to be maintained or dragged. Where does the information come from and how does it get through the system in order to have . . . if somebody calls and says I wish you'd come and drag these roads here, they're getting rough or something, how does this take place? How does it work through the system before the maintainer will go down the road and fill in the holes, the potholes or what have you?

I would ask the Minister also to let us know whether or not there was in fact a substantial reduction in the dragging last year because of the fact it was a dry year and you don't get the most for your dollars. I presume that you don't get benefits, as much benefits from your dragging expenditures than you would if there's some moisture and it's damp, under damp conditions. I would presume there was a reduction and I would ask the Minister if he could confirm this?

MR. ORCHARD: No, Mr. Chairman, as a matter of fact there was a slight increase in the amount of dragging undertaken last year. The difference would be that during the extreme dry conditions we were finding the dragging operations to be ineffectual and delayed for that extremely dry period of time in some areas the dragging operations until sufficient moisture arrived to make the dragging operation worthwhile. The dragging operations are ordered and requested by our road inspection staff, who make regular tours of the PR system to assure that their condition is good.

MR. ADAM: Well, is there any records kept of mileage that is dragged during the year or is that

just ad hoc whenever it's required we go out, we keep no record of that, there must be a record somewhere of how much, how much is done. There must be a global figure, I suppose, of how many dollars were actually spent on that particular aspect, the dollars of dragging roads. Am I correct?

MR. ORCHARD: You're correct to a certain extent. The information I have available indicates some 300,000 miles of dragging, but there's no specific breakdown as to the dollar cost of that.

MR. CHAIRMAN: (a) pass; (b) — The Honourable Member for Fort Rouge.

MS. JUNE WESTBURY: Yes, thank you Mr. Chair. I wanted to ask a question about the, and I hope this is the right department, Poplar River Airport. I understand that there was consideration or a request from the Indian band for a change in the location. This was discussed with the department last July and August. Is this the right place to . . .

MR. CHAIRMAN: To the Honourable Member for Fort Rouge, might I suggest the item under this particular clause, under (d) Airports and Roads, might be the best place to discuss it.

MS. WESTBURY: All right. Thank you.

MR. CHAIRMAN: (a) pass; (b) Mechanical Division (1) Salaries and Wages pass — the Honourable Member for Ste. Rose.

MR. ADAM: Just before we leave that section, I would ask Minister if he could advise us on PR260 in regards to maintenance, whether or not there were some problems last year, I understand, with a local farmer having gone out and did some work on the road on his own and subsequently had been charged with mischief, and this was dismissed by the courts and subsequently I understand that there was some letters coming out from the department. I have a couple of copies here. One is dated July and the other one is dated November and the first one in July is demanding an amount of \$1,919.63, and the second letter of November is demanding \$1,976.50 in damages. I wonder if the Minister could tell us what has happened to this particular situation. Has that been resolved or is it still pending and also I would ask him why there is a difference in the amounts? Is that because there is interest being added or something?

MR. ORCHARD: Coincidental, Mr. Chairman, that those two items, that mile and a half of additional gravelling and work prior to reconstruction are the same mile and a half that underwent the surface renovations last spring, and the bill, as the member has there totalled some almost \$2,000.00. That matter, Mr. Chairman, is still in abeyance. The gentleman has not agreed as far as we know to date — has not agreed to reimburse the department for the costs incurred to bring the grade, that mile and a half of grade back to good driving conditions.

MR. ADAM: Then I understand — I believe he had been given a deadline of 14 days to pay up or else charges would be brought against him by the

department. Is the Minister saying now that he is dropping this or is he saying that the maintenance to the roads, that the gravel that was put there appeared to be a waste of money because subsequently we put the gravel and then we went along and buried the gravel with dirt and upgraded the road. So in actual fact there was no necessity to put that gravel because — I would like the Minister to tell me just how long after the gravel was laid down that the work was started on to upgrade this piece of road. I believe there was 11 miles of road that was done. It was not a mile and a half, it was 11 some . . . I'm just quoting from memory now but it seems to me there was 11.2 miles. Is the government now prepared to forgive and forget what happened or is he still intending to proceed with court actions or not?

MR. ORCHARD: Mr. Chairman, as I have mentioned, we did send a billing out for the repair costs, not all of which by any means were for strictly gravel, to the gentleman referred to. To date, the gentleman has come back offering to reimburse us partially for the funds and we don't consider that partial reimbursement to be sufficient, and we are in the process of having him reconsider his position on the amount of reimbursement.

MR. CHAIRMAN: (a) — pass. The Honourable Member for St. George.

MR. URUSKI: Thank you, Mr. Chairman. Could the Minister indicate, I gather we are still on the Maintenance section and then came back. Dealing with the northern ferry service, whether all the — I'm sorry we can go on to marine or . . .

MR. CHAIRMAN: (a) — pass; (b)(1) Salaries and Wages, Mechanical Division — pass; (2) — pass; (3) — The Honourable Member for Ste. Rose.

MR. ADAM: On the left hand side we see a deficit there, or I'm not sure what it is. We have \$28,400 in brackets, and on the other side we have \$146,800 Mechanical Division. Then we have Salaries, \$1 million salaries increase. I think the Minister should give us a breakdown on all this here so that we can — particularly on the Other Expenditures.

MR. ORCHARD: Mr. Chairman, the reason for the bracketed figure on the left hand side, is the unallocated general salary increase from last year. In other words our recoveries from the Mechanical Division for work performed on behalf of the Maintenance Program did not equal the total charges to that appropriation for the maintenance and provision of service of that equipment. \$146,000 does indicate a full recovery, plus \$146,000 of our total expenses in that appropriation. Salaries and wages are substantially increased, Mr. Chairman, but once again it only provides for the general salary increase of this year's two year agreement plus the unallocated general salary increase from last year's budget.

Other Expenditures in item (2), include the repair parts, fuels, and lubrication materials, all of which have gone up substantially or we anticipate to go up substantially this year. Item (3), Equipment and Tools, of course is for the normal replacement of

wrenches, hammers, and what-not that get broken during the course of servicing all the equipment in the Mechanical Division, and number (4), Mr. Chairman, Highway Buildings and Storage Yards, involve the installation of washroom facilities at our maintenance yards throughout the province.

MR. ADAM: Could the Minister give us a breakdown of the salary increases. Is he saying that there's a recapture from over last year and next year? Is this a two year contract? It seems to me if we are talking about next year that it shouldn't be in this appropriation. Perhaps he could clarify that a little better for us. Perhaps I am just not understanding the meaning of what he is saying, but if he could clarify it a little better . . .

MR. ORCHARD: I will attempt to clarify it, Mr. Chairman. The two year agreement that we have signed tells us exactly what our wage increase is going to be, and it is in the neighbourhood of 10 percent for this fiscal year, which is reflected in the increase from \$4,422,000 to \$5,421,000. As well included in there is the unallocated portion of the wages from last year, because at budget time last year we did not know what the level of the MGEA settlement would be, therefore in budgeting we budgeted a figure of something like 4 or 5 percent as a salary increase. The balance of that increase which we actually had to pay them is reflected in the increase of 998,000. So the increase is two components; the unallocated portion from last fiscal year's wage settlement which was not known at the time the Estimates were drawn up and the budget struck, and the total amount of this year's settlement because we do know what it is because we have a two year agreement with the MGEA, and that, Mr. Chairman, is the same in every salary appropriation, and the only time where there is a significant difference is where we have added SMYs and I'll point those out as those particular appropriations come up.

MR. ADAM: I thank the Minister for clarifying that for us, Mr. Chairman. On the matter of the SMYs, and there are SMYs here, and last night the Minister said there had been no change, but we find that there's an increase of 37. By the figures he has just given me, it doesn't seem to coincide with what he mentioned last night.

MR. ORCHARD: Mr. Chairman, every appropriation in which — if the member follows from the sheet there, every appropriation where there was not an increase indicated in the far right hand column, I indicated that to him. In the areas where there was an increase in SMY, last night I indicated that to him. I did not give him any figures that he does not see in front of him here now. I indicated to him last night that there was no change in the total appropriation of number 2.(a)(b)(c)(d)(e)(f) and (g). Those take in the total divisions of Operations and Contracts through to the Highway Traffic Inspection Division. There are no SMY increases in any of the salaries and any of the SMY complement for those six sub-appropriations, and that's the information I indicated.

In Planning and Design last evening I indicated that there was an increase of one SMY which appears as a one at the far right. In Highway

Maintenance there is no increase in SMY's and that is what I have indicated to the gentleman. In Mechanical Division likewise there is no increase in SMY's for this year.

MR. ADAM: Mr. Chairman, I guess the difference is that we are talking about staff in place and the Minister is talking about SMYs. The vacancies will be all filled, I presume, those that are vacant.

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

MR. URUSKI: Mr. Chairman, if the Minister could indicate, in his sheet that he presented to the Member for Ste. Rose, he gave a tabulation of approved SMYs from last year, vacancies up until the end of the year, and SMYs provided for 1981-82. Would my calculations be wrong if I deducted the number of vacancies from the SMYs provided? Would that result in the number of actual staff in place at that point in time?

MR. ORCHARD: Yes it would, Mr. Chairman, with the exception of our hourly, where ever you see hourly in place, because we can three men hired for four months each, but otherwise it's directly correlated.

MR. URUSKI: Mr. Chairman, from those numbers that I gave him, there are no hourly staff in any event given on that sheet. There are no hourly personnel shown on that sheet, I believe.

MR. ORCHARD: Yes there are.

MR. URUSKI: There are?

MR. ORCHARD: If you go down to vacancies, you'll see Highway Maintenance has hourly staff.

MR. URUSKI: But it has no vacancies, it just says hourly. There are no numbers in terms of staff. It shows the complement as approved and as provided but no vacancies. I am assuming that that amount is still there. The reason I ask that, and if you compare those figures that you've provided for 1981-82 as compared to 1980-81 and you look at the SMYs provided, minus the vacancies there is a difference between the two years of 37 staff in terms of bodies in place. When you subtract the vacancies from the SMYs provided to the vacancies and SMYs provided between the two years, would those figures be accurate?

MR. ORCHARD: I assume the member has — do you have last year's staffing complement in front of you?

MR. URUSKI: Yes.

MR. ORCHARD: That would be a fair assessment.

MR. URUSKI: Mr. Chairman, then the comments made by the Member for Ste. Rose, that there is actually a increase of 37 staff in place over last year in terms of the department, would that be a fair comment?

MR. ORCHARD: Yes, that may well be, all of which was budgeted for in the past fiscal year.

MR. URUSKI: Thank you, Mr. Chairman. Could the Minister indicate, in the Mechanical Division, the amount of Other Expenditures dealing with the \$9 million figure. Is there a breakout in terms of major expenditures that are proposed by the branch for that division?

MR. ORCHARD: If I can pick out three major items, that might help, because there are about 25 items in here.

Parts total \$1.856 million; depreciation, \$1.7 million; gasoline and lubricants is budgeted for \$1.4 million.

Fuel for the trucks is budgeted at \$700,000.00. Another major item is material for the traffic signs as \$547,000; repairs for our trucks, \$494,000.00.

The balance of the appropriation is such items as utilities, heating fuel for the various offices, other supplies, office space, furniture rentals, and the normal day-to-day office expenses.

MR. URUSKI: Thank you, Mr. Chairman. Could the Minister indicate under what appropriation the department does its capital purchasing of replacement of graders, heavy trucks and equipment? Is that under this or under Acquisition and Construction of Physical Assets?

MR. ORCHARD: Yes.

MR. URUSKI: Okay.

MR. CHAIRMAN: (1) — pass; (2) — pass; (3) — pass; (4) — pass; (5) — pass; (b) — pass.

(c) Warehouse Stores, (1) Salaries and Wages — pass; (2) — pass; (3) — pass — the Honourable Member for Ste. Rose.

MR. ADAM: I wonder if the Minister could give us a breakdown of that figure. Could he tell us the major components of that \$4.110 million, which is an increase of about 1.3 million, or 1.2 million, or something — 1.3 million, I guess it is.

MR. ORCHARD: The Warehouse Stores issue is where we inventory our parts, our asphalt and our patching material, so that that \$4 million involves quite a number of the items that are used in the maintenance of our equipment, etc.

MR. CHAIRMAN: (1) — pass; (2) — pass; (3) — the Honourable Member for St. George.

MR. URUSKI: Mr. Chairman, the Minister indicated it inventories asphalt and the equipment. Does it include parts as well for road building equipment or the AST?

MR. ORCHARD: Every piece.

MR. URUSKI: Every piece. How does this differ from the parts that would be included in the Mechanical Division?

MR. ORCHARD: Mr. Chairman, it's the same parts. There's just an in/out in this particular one; you will noticeable a Recoverable from Other Appropriations, \$3.9 million.

MR. CHAIRMAN: (2) — pass; (3) — pass; (4) — pass; (c) — pass.

(d) Airports and Roads, (1) Salaries — pass — the Honourable Member for Ste. Rose.

MR. ADAM: Could the Minister tell us what is happening as far as the airports and roads are concerned; what has happened last year; how many airports do we have; have there been any additional airports? Also, we would like to know whether there are any that had to be closed down because of safety standards and Transport regulation standards.

MR. ORCHARD: There are no changes in the basic operations. We opened Lac Brochet as an additional airstrip last year and with the completion of construction on that one, we don't have any additional airstrips coming onstream this summer.

This appropriation provides for operation of the airports, the staffing of them, at our various airports throughout northern and remote Manitoba, and provides for the maintenance function of maintaining those airports.

I might point out, in the SMY complement, that we do have an increase of four SMYs this year and that is to provide a staffing complement for Lac Brochet, Pikwitonei, and Thicket Portage airstrips, which are new staff from last year.

MR. CHAIRMAN: (1) — pass — the Honourable Member for Ste. Rose.

MR. ADAM: Could the Minister advise if the additional staff is hired from local staff or is it from outside staff? Could we ask the Minister if we have any aircraft stationed out in the north anywhere, outside of Thompson? Should there not be another aircraft stationed in the north for emergency patient transportation? I believe this was raised in the House during the debates up to this point in time and perhaps in the Question Period and I am just wondering if the Minister is considering having an additional aircraft in the north to provide service for northerners?

MR. ORCHARD: There are aircraft in Thompson only; there is no other aircraft other than at Thompson, Winnipeg, and out at Lac du Bonnet, and The Pas in the summer time as well.

The issue of locating a Medivac aircraft, that's what the aircraft in Thompson is designed for. It's one of the Aztecs which backs up the Medivac.

As the member is well aware, we no longer have in service the MU-2. It was found from past experience that the MU-2, when called on Medivac, could reach the area where it was needed from Winnipeg or, for instance, if it was enroute to The Pas, it would divert from that flight to the Medivac location and would get there, as I have indicated before, generally before the patient has arrived at the airport. I know that from personal experience because we had a rather serious accident — well, it was serious from the standpoint of a mine worker almost losing his thumb and we had to get him down to perform the surgery on that thumb and the MU-2 was dispatched from Winnipeg very rapidly and arrived at the airport before the patient was there. That is normally the case. You will find that aircraft such as an MU-2 or anything of that speed and efficiency, that kind of a high-performance aircraft, requires considerably more servicing than your standard piston-driven prop

aircraft such as the Aztec. We find it much easier, with the kind of facilities we have out at the government hangar out here, to undertake that level of servicing here. We have found from experience and monitoring it, that there is no reduction in the Medivac capabilities of having that aircraft located in Winnipeg.

MR. CHAIRMAN: The Honourable Member for Fort Rouge.

MS. WESTBURY: Yes, back to my question on the Poplar Airport, Mr. Chair, I understand that there were negotiations, talks taking place, in July and August about expanding the airport. There was some discussion about transfer of land from the Band to the province. Are those talks continuing, or have they ceased, or what was the outcome of that, please?

MR. ORCHARD: Mr. Chairman, to the best of my knowledge, those talks are ongoing and we are attempting to assure that we have the title of any lands upon which we are going to develop an airport or an extend an airport to be in the name of the province. Those discussions are under way, as I understand it, with the Poplar River Band.

MS. WESTBURY: Would the Minister be able to tell us what the holdup is, since I believe that the Band may be asking for certain considerations, which would be reasonable, I suppose, in return for transfer of the land. Is that the holdup? Are they unable to come to an agreement on what the compensation should be or what accommodations there should be, or is it just that it usually takes this long?

MR. ORCHARD: Mr. Chairman, I don't believe that that would be a problem because we have a standard — well, not a standard, but we use a predetermined formula whereby we will transfer acre-for-acre lands that we need for either road or airport development; we will provide the Band with replacement lands on a mutually agreed-upon basis. So I don't suspect that the holdup would be from lack of land transfer, Mr. Chairman.

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

MR. ADAM: I believe the Minister said there was one additional airport that was opened last year. Would he repeat again which one it is? I believe in the past we had 29, according to the last report, 29 airports, so do we still have 29 or do we have 30? Split Lake was closed in 1979; has it been reopened? We have nine licensed airports; 10 licensable airports; and 10 emergency aerodromes. Has that changed; are those figures changed? There is a caption at the bottom that, "One new airport was constructed at Lac Brochet; two aerodromes were reconstructed to licensable standards at Ilford, Pikwitonei; and three more airports at Brochet, South Indian Lake, and York Landing were equipped with basic fire-fighting apparatus." Have there been any improvements in this area?

Then, "The department also improved the following five airports by means of additional gravel and consolidation: Bloodvein, Berens River, Little Grand Rapids, South Indian Lake, Moose Lake."

Some of them have been equipped with lights and radio control activators.

Also, while I am standing, Mr. Chairman, I would ask the Minister to comment on the training program for fire crash rescue, and also ask him if he supports our Federal leader's proposal that we have fire bombers in place. I know we have a few here. I am sure that my Federal leader will probably receive the support of the Member for Lakeside, the Minister of Natural Resources, because it is his forests that we want to protect.

MR. ORCHARD: Lac Brochet is the additional airport and some of the upgrading that the Member for Ste. Rose mentioned was routine maintenance that we undertake as needed in the airports during the summer season.

To answer his question on the firefighting training I might have the young lady give to the Member for Ste. Rose providing he'll give them back, because I don't want to see them framed in his office; they're very colourful. So I'll ask for their return, but there's an example of the kind of fire training that we provide routinely for our airport staff members and put them on a training program so that they are able to handle emergencies at our air strips.

The notion of a national water bomber fleet has been bounced around and last summer we certainly would have found a great deal of advantage to having a national water bomber fleet available for the use of the Province of Manitoba. But as often happens with extreme forest fire conditions, so did Saskatchewan have that kind of need and so did Ontario have that kind of need and so did Quebec have that kind of need.

And it might be interesting for the Member for Ste. Rose to be informed now that the Province of Quebec, has a fleet, I believe, of 16 CL-215's similar to the water bomber that we bought, the second one of which we bought last spring. That fleet, by and large, at the time we had our extreme fire situation and needed all the water bomber capacity that we could lay our hands on, the Quebec government, because they could foresee an extreme forest fire situation developing in their own forests, declined to send us any of their water bombers as even backup for a week or two weeks. And I find no particular fault with them. I'm just pointing it out that that is — you know forest fires have that terribly unique situation of generally being pretty widespread, when you do have a severe outbreak in one province, chances are you have a pretty severe outbreak in other provinces as well.

And what we've attempted to do is maintain the leases that we have had available, that the Department of Natural Resources undertakes to provide Canso water bombing capacity and with our Turbo Beavers and some helicopters that we can rent in Manitoba in with our fleet of water bombers that we own in house, we hope to be able to cope with most forest fire situations. However, I don't think any province or any Federal Government can afford to have the kind of backup fleet that would have been necessary to provide the fire protection adequately last summer, because you will recall Saskatchewan, Manitoba, Ontario, all had very extensive and severe forest fires, many of which were out of control and couldn't even be actioned by water bombers.

So the suggestion has a merit and I think what we'll see develop out of it is not a water bomber, a Federal water bomber fleet per se, but a very flexible loan lease agreement between the provinces to make use of their water bombers. Say that one particular province has an isolated and severe forest fire situation. We had no hesitation, had the Ontario government last spring, requested at certain times when our water bombers were not working, we would have sent them down there had the Ontario government requested them, even for a day's action. But that request didn't come through, but in future years I would have no hesitation whatsoever, Mr. Chairman, in letting our water bombers go to other provinces, our neighbouring provinces, to help them out and I don't think that our neighbouring provinces would hesitate to reciprocate in like fashion.

MR. ADAM: Yes I wonder under this item can we discuss winter roads or does that come under the regular highway and transportation construction.

MR. ORCHARD: Construction?

MR. ADAM: What are the roads that we're talking about there now?

MR. ORCHARD: Into the air strips.

MR. ADAM: I see. Thank you.

MR. CHAIRMAN: (1) — pass; (2) — pass; (d) — pass; (e) Marine Services; (1) Salaries and Wages — pass; The Honourable Member for Ste. Rose.

MR. ADAM: Well, I was going to ask the Minister if he could advise if all the ferries, how many ferries were operating last year and if he could give us a breakdown of how many ferries were running and how many miles or how many passengers or how many vehicles were transported, etc., etc., on the different ferries and whether that is proving to be a very good and satisfactory program that was initiated, I believe many years ago. We'd like to have the Minister's assessment on how that program is continuing.

MR. ORCHARD: I am certainly pleased, Mr. Chairman, you only recognize me and not other members on this side of the House. — (Interjection)—

We have six ferries in operation. Six ferries in operation and if the member, and incidentally once again we have the same staff man complement this year as last in the Marine Services Division often known as our Ferry Enterprises, within the department.

The Joe Keeper last year carried 3,000 passengers; 747 cars; and up to three-quarter ton trucks. Car, truck and trailer combinations, 14 tandem trucks; 93 trucks tandem, well, tandem truck and trailer combinations 3, and semi-trailers 34; buses 15. That was the total traffic count of the Joe Keeper.

MR. URUSKI: Where's that?

MR. ORCHARD: The Joe Keeper is operating between Split Lake - York Landing to the end of the provincial road in each case.

The traffic tends to be fairly steady on them. Probably the most heavily used ferry would be the Charlie Sinclair, which is operating between North Whisky Jack and Cross Lake and we carried almost 9,000 pedestrians on that. Forty-three hundred cars and light trucks; 209 semi-trailers and 34 buses and 54 pieces of construction equipment. That's one of the more heavily used ferries.

MR. ADAM: In the past there's been a substantial increase I see by the Minister's figures, three of them anyway. The big one in the past has been the C.F. James Apetagan. It seems then that the Charlie Sinclair is becoming more used. Is that correct?

MR. ORCHARD: You're absolutely right.

MR. ADAM: However, there's been a substantial increase in the traffic there so it's certainly a good program for people in those areas. Could the Minister give us the figures on the C.F. James Apetagan.

MR. ORCHARD: I went by the first figure and I apologize to the Member for Ste. Rose and thank him for his very sharp eye, because the Charlie Sinclair carried almost 9,000 passengers and I went on the passenger figure of the James Apetagan and it only carried 8,500. But it did carry 5,500 cars and small trucks and the significant figure is 726 semi-trailers plus 63 buses, so that ferry is much more heavily used in terms of semi-trailer and truck traffic.

MR. CHAIRMAN: (1) — pass; The Honourable Member for St. George.

MR. URUSKI: Could the Minister indicate, the ferry that was travelling from Hecla to Manigotagan — where is that ferry being used at the present time?

MR. ORCHARD: I think that's the one that we have operating at Cross Lake, but we'll provide that information.

MR. URUSKI: Yes, Mr. Chairman, is there any intention of reinstating that service at any point in time between Hecla and Manigotagan?

MR. ORCHARD: Well that may be something that we would consider down the road but there's no intention of reinstating it now because all of the ferries that we have are on a fairly essential, let's call them transportation links, rather than tourist links, right at the present time. So that there would be no — until we either have one ferry freed up or a vastly decreased need for it in another location, I doubt if we would transfer one down there.

MR. URUSKI: Mr. Chairman, is there any intent in the department to include in the construction in some area in northern Manitoba, bridges, I presume bridges would replace in some areas, the need and use of the ferries. Is there any intent on making some shifts due to the sheer volume of traffic that could be and would be used if there was a replacement for an existing ferry?

MR. ORCHARD: Well I would think that that's a possibility, but even when we go through the figures of the James Apetagan, even in the summer's

operation and that's from April 28th to November 7th. that length of time which would be some five months, even though there's 726 semi-trailer trucks using the ferry, the traffic volume just plain isn't there yet to justify the kind of expenditure that we would incur in putting in a bridge there. But certainly as traffic volumes grow up there we are probably going to strain the limit of the ferry capacity but to date there isn't, in most cases, any undue wait with the present service.

MR. CHAIRMAN: (1) — pass; (2) — pass; (e) — pass; Resolution No. 82 — pass. Resolve that there be Granted to Her Majesty a sum not exceeding \$43,197,800 for Highways and Transportation. Maintenance - Highways and Airports \$43,197,800 — pass;

Resolution No. 83, Clause 5. Assistance Programs (a) — pass — the Honourable Member for Ste. Rose.

MR. ADAM: I wonder — this is a large appropriation and one that's very, very important to rural areas and rural communities, towns and unorganized territory. I wonder if the Minister can tell us what is happening here.

MR. ORCHARD: Well, Mr. Chairman, as the Member for Ste. Rose has indicated, this is a rather important appropriation because this is the appropriation by which we undertake our cost-shared road construction in our local government districts for their school bus routes and their main market roads and this represents a continuing program that's been in place for a number of years to aid local government districts in providing their rural residences with a reasonable road system.

MR. ADAM: Yes, I wonder if the Minister could advise if all the appropriations for last year have been expended and also could he advise do we have any agreement for access roads, cost-shared roads on reserves?

MR. ORCHARD: To answer the first question, yes, we do anticipate expending the total budget amount from last year and in terms of the access road policy, by and large the province, for instance, where a reserve community is served by a provincial road, that provincial road, if it goes right through the reserve, or PTH is 100 per cent provincial funding. Where we have other areas where we don't have a provincial road over to the reserve, we're on a 50-50 cost-sharing basis with the federal government on maintenance and reconstruction.

MR. ADAM: Yes, then the Minister is saying that if, for instance, school buses have to pass over a reserve road to get into another community, a non-status Indian community to pick students up, what would happen in that particular situation? I'm thinking of one particular situation at Ebb and Flow Reserve, which I understand the Indian band have to do their own maintenance. I stand to be corrected on that, but I understand that they do their own road maintenance on the reserve, yet there are school buses that traverse the reserve and go into a community called Comeau and pick up students and school children in the community of Comeau and, of

course, this is heavy traffic, school buses travelling back and forth every day, six days a week and there was some concern on the part of the Indian band in the past, and I'm just wondering if we are providing some assistance, due to the fact that we have public school buses travelling across the reserve. My understanding is that the Indian band themselves had to maintain that road.

MR. ORCHARD: Mr. Chairman, I want to correct my previous statement where I said 50-50 cost-sharing was on construction and maintenance both; it was only on construction; maintenance, as the member indicates and he's quite correct, is the band's responsibility. Now, to answer the question on the particular road on the Ebb & Flow, it would depend upon the status of that road, whether it was a main market road or a school bus route; because under the LGD Assistance Program we treat those differently, we provide a different level of funding for school bus versus main market road. I couldn't answer the member's question until I knew the status of that particular road.

MR. ADAM: Yes, I would ask then the Minister check into that particular road because in the past they have complained that the school buses are travelling from the off the reserve, on the west side, going across to the east side of the reserve and picking up students on land that is not Indian reserve and transporting them back to the school which is at Hillridge, so it would be interesting to note if we could provide some assistance, at least for grading from time to time on a cost-shared basis.

MR. CHAIRMAN: (a) — pass.
The Honourable Member for St. George.

MR. URUSKI: Yes, Mr. Chairman, possibly the Minister could provide for us the difference in funding, or the level of funding that is provided for school buses versus main market roads. The Minister would recall that approximately maybe a year ago the Minister was asked at, I believe, an Interlake Development Corporation meeting he attended in the Interlake, by one of the Reeves or at least one Reeve specifically, the Reeve from Bifrost municipality, as to the level of funding that the Local Government Districts and, in particular this was Fisher, was receiving from the province. The Reeve indicated to me that he had been given the assurance by yourself that he would be provided with that information and, in fact, I believe I corresponded with his office with respect to that information and I'm not aware that this information has been provided. That, no doubt, has been of some concern to neighbouring municipal districts which lay adjacent to unorganized territories in terms of the level of funding, so that people would know what the difference of assistance is. And I would like to know from the Minister how the level of funding towards the non-organized territories, or the LGDs, how are they continuing to be funded; have they been kept fairly constant; and can the Minister give us a breakdown?

The other area that I wanted to speak about is, as well, an area where there seems to be a bit of jurisdictional dispute or at least a non-agreement in terms of who and how should funding take place to better the transportation link from a remote

community, and in this case a reserve community, and that is the community of Jackhead in the northern Interlake, where I believe at one point there was very close, if not on the verge of having agreement, with the Federal Indian Affairs Department under the Northlands Program to have the road, or at least the major portions of the road which were going through swamp and low areas, upgraded. But I'd like to know how the province deals with this road at the present time. Halfway from the nearest settlement there is a provincial campground and a lake at Lake St. George, and there's where provincial tourists frequent, but the other half of the road, of course, to the end of the line to the native community of Jackhead there is no other non-native community. Is there any negotiation at the present time, since we've had three and a half years go by, whether or not there is any discussions on the Northland Program; whether or not this road which while during the winter time is at best, especially when the snowfall is fairly heavy and the road gets packed, is one road that one has to be cautious on. I speak of that with some experience having been off the road several times on recent trips this winter, not being able to negotiate some of the blind corners that are on that road, Mr. Chairman, and there is, especially in the spring time, during heavy rains, the condition of the road is at best not good, and at worst is almost impassable at different times.

The residents of that area, certainly their only link to shopping of any sort, to the outside communities in terms of access to food and other commodities that they would require, is via that road and, Mr. Chairman, they keep asking and the Minister well knows that the Band Council and the chief keep prodding and I'm here on their behalf today as well, asking as to where are those negotiations? Can we at least get down to some serious work? We know that the road can't be built in one year, whether or not the province is prepared to say, well all right, we will embark on the project even if we do some of the worse areas first, and upgrade that road over a number of years which certainly would be a promising indication from the province.

MR. ORCHARD: Well that particular road, up until the campground at Lake St. George is looked after . . . Can I just deviate for a moment?

MR. CHAIRMAN: Certainly.

MR. ORCHARD: Can I have the Clerk of the House distribute the Road Program; I thought it had already been distributed, but only the Member for Ste. Rose has one so we'll have the Road Program distributed. The road up to the campground is maintained by the province, from there on we're in a 50-50 cost-sharing basis with the Federal Government. Now we are going to undertake, what is it about eight miles or thirteen miles? Roughly 13 miles if it can be completed from now until spring break-up, 13 miles of brushing along that road to attempt to get the grade to dry out a little better and provide a little better dust movement in the summer and what not and give you a little better view. So that project we're just negotiating the final stages of that. The Jackhead Reserve people are going to undertake that work and I think with negotiations over the

summer we may well see some further progress made on that road.

MR. URUSKI: Yes, Mr. Chairman, I would ask the Minister some of the other questions that I posed was to deal with the level of funding, school bus versus main market road. Mr. Chairman, while the brushing I presume is in negotiation with the band and through Indian Affairs and the department, it would be undertaken by the local residents of the reserve communities along that, either from the south or the north end, would be very helpful, but where are we in terms of province/federal government versus the cost-sharing on some upgrading. I know it was to go under the Northland Program and it died, virtually, at least that's my impression of the thing, when governments changed, and maybe the Minister can give us an update on that since three and a half years have gone by since the last time it was talked about.

MR. ORCHARD: Well I can't indicate whether it died, as the Member for St. George indicates or in fact whether it was part of the designated Western Northlands Road Program that had been determined and agreed upon between the Federal and Provincial Governments, but to answer the question on the main market road funding assistance; the Province provides 100 per cent of the summer maintenance on main market roads and we share 50-50 in the winter maintenance, the snow plowing in the winter with the LGD or, as it may be, the Department of Indian Affairs and the Indian reserve, if that road is on the Indian reserve property per se. And on approved school division bus routes we pay 100 per cent of the winter and summer maintenance.

MR. URUSKI: Mr. Chairman, could the Minister indicate what the upgrading and construction sharing is on those two?

MR. ORCHARD: The upgrading of both of those is 100 per cent provincial.

MR. URUSKI: Yes, Mr. Chairman, I spoke with the Minister with respect to the level of funding that is available to the LGDs. Has it changed in terms of the level of assistance the Province supplies to the LGDs in roads other than the main market and the school roads? There is a level of funding where the Province participates and I presume some of that budget would go towards the main market roads; would be utilized by the LGDs in terms of the maintenance work which the Province contracts back to them and acts as a contractor in terms of road construction or maintenance on the main market roads and possible construction on some other roads. What has generally been the level of funding? Has it been held fairly constantly? And let's use the example of the LGD of Fisher, for example, which was one of the larger LGDs, is no longer that, because of the proposed, or at least, boundary changes that are being contemplated within the area there?

MR. ORCHARD: Well, I think the member will find, if you go a several year comparison of the level of funding to the various LGDs you will find maybe a bump here and there from year to year depending on whether the LGD has, let's say, a couple of very

urgent ones that they want undertaken, we will increase the funding to that one this year and then maybe next year reduce them back a little bit. But generally you will find the increases to the various LGDs has remained fairly constant.

In reference to Fisher specifically, 1979-80 construction season, we did some \$67,500 worth of work and in last year's construction season, although we haven't been — we don't know the total as to whether it was totally expended, but they had some \$80,000 worth of work on last year. So I suppose if one were to add in 10 per cent inflation, the LGD of Fisher came out ahead of the game last year, it was on one of the little bumps where it had an extra road program.

On the other hand the LGD of Alexander, for the same kind of comparison, had \$55,000 last year and almost \$53,000 this year, so it was down slightly. But generally you will find your LGDs will, by and large, expend fairly constant dollars given an inflationary factor built in.

MR. CHAIRMAN: (a) — pass.
The Honourable Member for Ste. Rose.

MR. ADAM: Well we can go over to (b).

MR. CHAIRMAN: (a) — pass; (b) — pass.
The Honourable Member for Ste. Rose.

MR. ADAM: I wonder if the Minister could give us a breakdown on (b). And also if he could give us an overview on the Rural Transportation Grants for the Disabled. Could he elaborate on what this program is and give us a breakdown on the other items?

MR. ORCHARD: Mr. Chairman, if I might deal with (b) and then we can deal with (c) —(Interjection)— Thank you, I appreciate such encouragement.

The maintenance and construction that is undertaken in (b) is increased this year but it's primarily an increase from work requested from other departments. As you can see in the Recoveries practically the bulk of the increase is in Recoveries from other departments, and this is where we undertake work on behalf of Hydro or MTS or even private concerns who might have us undertake work on their behalf on a billing basis. So that, you know, we are undertaking basically, you could say, the same level of work in (b) as we have.

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

MR. URUSKI: Yes, Mr. Chairman, in terms of the assistance and joint funding that is undertaken with — I am assuming this would be inclusive of villages and hamlets and access routes. Mr. Chairman, is there at any point in time that the Province is unable or has been unable to meet the level of funding that has come in from the various villages and towns to do work where there is funding on a 50 - 50, and I presume in most communities it would be access routes that are involved in this case, where there would be paving or upgrading work within communities; bridges within communities and the like. Are there many communities that are left out of the program, and how does the program work for those who, let's say they have, on the assumption

that there have been communities left out, how do they work in future years, Mr. Chairman?

MR. ORCHARD: Well, Mr. Chairman, I have to provide the member with a variable answer on that because some communities, of course, are very ambitious and want to undertake substantial construction programs and get them all done within a very short period of time. And quite often we cannot meet with their funding requests on any given year. So that to give an answer, we've often got some communities that don't request any monies, except for maybe a couple of thousand dollars for dust control — no construction and no major expenditures. And other communities, of course, request more than what we're able to fund them. But by and large, I think we attempt, through the district offices, to meet the majority of the requests that come in from the villages, towns, and UVDs within the LGDs.

MR. URUSKI: Yes, Mr. Chairman, there is one area where the Minister and I have corresponded and I always am at a loss in terms of — and that relates to the correspondence we've had on the community of Vogar dealing with a small community along PR 235 where we have an on-going argument between the municipality, the local community council and the province, as to whether or not an access road to that community should be designated. There seems to be a reluctance on behalf of the staff and the Minister within government to indicate that this road should be designated as an access road. And there have been problems, primarily during winter time, due to heavy snow drifting, where the public transportation link of the bus is unable to negotiate, from either end of the community, entrance and passenger service where people have had to walk virtually, approximately one-half mile from either end to the centre of the community which is, during a winter evening, very difficult for some people who've had to walk this distance.

I know now, for example, that at one end of the community, the access or the link into the provincial road has been changed, I presume at the provincial Highways Department's redesign of the corner, to make it easier for the bus to enter that road, because previously a long vehicle, such as a bus, could not negotiate the long U, and on many occasions, I've been advised, it became stranded or stuck in snow drifts and could not negotiate back into the community when the other link from the — well, it would be from the east side of the community, would be blocked due to blowing snow.

In my number of years as an elected representative I always wonder how one — and the question is always raised, how one community — and the majority of small communities along most of the roads at one point in time or another were designated with access routes. There virtually maybe is — maybe the community of Camper which is about one block off PTH 6 has not been designated with an access route where the province does maintenance on the road into the community. But I don't believe that I have one community, that I'm aware of, in the Interlake that is a designated community with no access route with the exception of Vogar. And I recall the traffic engineer's reply or analysis or explanation which said that, when there

was the PTH program in 1964 and there was a change and some access routes were designated and since then there is no access road policy, Mr. Chairman. Well, you know, that just leads one to believe that we really are not that crazy about — no matter how valid the request is, not that crazy about adding any more roads to our access road policy. That's all I can determine, whether or not the request is legitimate or not.

Have there been over the last year or two any additions or deletions to access roads in other communities? I think that has to be a question that the Minister should indicate whether there are changes in other communities. If there are changes, on the basis of requests by councils or deletions from the — or additions and deletions from the access road policy, then what problem would the Minister have in designating the one road into the community as an access road, which would follow normal provincial policy to most communities. I'd like to have the Minister's views on this. Is it a problem of saying, well, if we open it up now there'll be no more? But I seem to believe that there are changes from time to time in access roads. I'd like to have the Minister's views on this.

MR. ORCHARD: Mr. Chairman, that's a pretty legitimate question and I undertook an investigation of it when the Member for St. George drew that matter to my attention, that we had Vogar without an access under the maintenance. Generally you'll find that on the PTH system, the Provincial Trunk Highway system, the question of access if virtually non-existent because your communities are all of sufficient size and are generally at least a centre of a certain size for a given area.

But what happens in the PR system is where we run into areas such as Vogar where you've got primarily a residential community. And with areas like that — to give you something of a comparison where we might run into a similar request, there's a number of, for instance, lakeside cottage communities going in on the west side of Lake Winnipeg in the — I'm searching for the name, Hnusa, Arnes area. Now probably if you make a legitimate comparison, probably those resort lots are not an awful lot different from the community of Vogar in terms of their demand and requirement for an access road. And you know, if we provide that kind of an access road to the Vogars and there are other communities like Vogar on the PR system, then are we committing the province to provide a similar kind of an access to a cottage community such as is now starting to grow up along the west shores of Lake Winnipeg and in other areas of the province.

And to date, we have to the disadvantage — and I'll openly admit it, to the disadvantage of the residents of the Vogars in Manitoba, we've tended to shy away from that policy development for just those kinds of, where do you draw the line implications, on making the determination of what is a Vogar that deserves the access road maintained by the province versus the one that doesn't. And as I say the proposition is much more clear-cut in some of the communities on the PTH system, where you have a grain elevator, business function within the town where access is a legitimate request and a legitimate provision of service that the department would undertake.

MR. URUSKI: Mr. Chairman, I appreciate the Minister's comments, if I could, knowing both the communities, and he gave an example, there probably are others as the Minister indicates such examples, but specifically there's no doubt that there will be small cottage lot developments occurring in major summer resort areas. However, for example, the community mentioned of Hnusa, Hnusa does have . . .

MR. CHAIRMAN: The hour is 4:30. I'm interrupting the proceedings for Private Members' Hour. Committee will resume at 8:00 o'clock this evening.

PRIVATE MEMBERS' HOUR

MR. SPEAKER: Order please, we're now under Private Members' Hour. The first item of business on Tuesday's in Private Members' Hour is Private Bills.

Bill No. 14, An Act to Amend The Medical Act. (Stand)

PROPOSED RESOLUTIONS

RES. NO. 6 — USE OF SEAT BELTS

MR. SPEAKER: Resolution No. 6, the Honourable Member for Elmwood.

MR. RUSSELL DOERN: I was worried, Mr. Speaker, that you were going to refer to the Elmwood Ukrainian Festival as an annual event.

Mr. Speaker, I move, seconded by the Honourable Member for Winnipeg Centre that

WHEREAS it has been established that the wearing of seat belts will reduce the degree of injury in automobile accidents, and

WHEREAS a number of health and safety organizations have called for the legislation of mandatory seat belts, and

WHEREAS a number of provinces require their usage,

BE IT RESOLVED that the Province of Manitoba enact legislation requiring the mandatory use of seat belts.

MOTION presented.

MR. SPEAKER: The Honourable Member for Elmwood.

MR. DOERN: Thank you, Mr. Speaker. I think that what we are fundamentally looking at in this resolution is a question of safety and I want to say that I was disappointed with the contribution last year of the Minister of Highways. Not only was I disappointed but so were a lot of health and safety organizations in Manitoba. For example, the Minister said that seat belts can't prevent whiplash accidents. Well that certainly is true, Mr. Speaker, but the point is that has never been argued as the basis of introducing such legislation. No safety measure that I know of can prevent everything. Air bags, for example, are not useful when there are side collisions or roll overs; they are particularly useful when it comes to head-on collisions.

Similarly the Minister argued that drinking drivers won't use them anyway. Well drinking drivers won't obey the speed limit; they won't obey all sorts of

other things and I don't think that is a very valid argument. And then the Minister gave his best argument, in the minds of some people, namely that sometimes they can trap a person in a car, and consequently are a safety hazard.

Mr. Speaker, I ask you if a car plunges into a river, or rolls over an embankment, or goes over a cliff, what are the prospects of that person, first of all, surviving anyway; secondly, isn't it true that where you have that type of an accident the person will probably be knocked unconscious. So I regard the sort of argument that if somebody plunges into a river and they will have a difficult time in escaping from the vehicle, I suggest to you that in the first place they'll probably be knocked unconscious, would have less of a chance of escaping.

Mr. Speaker, I think the fundamental question is whether we should have a law that would protect people in motor vehicle accidents, or whether we want to oppose that on the other side with the so-called freedom of deciding whether or not one should wear a seat belt.

Mr. Speaker, when you take that argument to its logical conclusion, I think you're talking about the right of an individual to fly out of their automobile and land on their head, or to fly from the automobile and go through the windshield. If that is a right and a privilege, that some people think, then I, for one, would like to decline. I have to tell members opposite that I am, I suppose like many many members in the Chamber, one who, over a period of years has on occasion worn seat belts and on other occasions not. And since I decided to seriously look at this issue and read the statistics and think about the problem for the past year and more I have worn my seat belt, I guess, about 98 per cent of the time. I find it no inconvenience whatsoever to wear a seat belt. I don't find it any problem to ask people to buckle-up. Whether they do or not, of course, is their option. But it certainly, I think, is a weak argument on the part of any member who participates in a debate to say that one should have the right to not wear a seat belt in an accident. I mean, is that really the kind of right that you want, to slam into the windshield, have an ear severed, or a nose removed, or a hundred stitches in your face, as last year's winner of the Miss America Pageant had, an entire face reconstructed, or a plastic ear which was the result of an accident of a young man that I knew, is that really a justifiable or a desirable freedom.

Mr. Speaker, the reaction to the debate, I think, was to some extent I suppose predictable. After the Minister spoke last year, a spokesman for the Manitoba Medical Association said that: "Mr. Orchard was wrong to claim that lower highway speed limits are more responsible for reduced accident rates than seat belt laws", because "most of these accidents happen at under 30 miles per hour", he said. The spokesman said: "Increased on the province to pass seat belt legislation would be applied in the next few weeks". I'm quoting from April 9, 1980, in The Winnipeg Tribune. And he said that the MMA, the Consumer's Association, the Provincial Council of Women, the Manitoba Safety Council, the Manitoba Paraplegic Association and the University of Manitoba's Road Safety Research Unit would all support such a measure. Similarly, Consumer Association President, Margaret Soper,

said the Minister's comments that seat belts won't be used by drinking drivers "infuriates me". And she said that one should not pass laws on the basis of what drunk drivers would do. That certainly is good advice and I commend that to my friend the member for Emerson who is concerned about drinking drivers and the age of drinking. And Mrs. Soper said correctly that Manitobans pay higher Autopac and life insurance premiums because some people don't buckle up. I commend that to the Minister responsible for Autopac who stands out as one of the people who should be supporting this legislation but, for whatever reasons peculiar to himself, doesn't.

Mr. Speaker, the Canadian Paraplegic Association made an interesting comment about this debate last year when they said that the result of serious motor vehicle accidents was the fact that there were "instant millionaires turning up in the emergency departments of Manitoba hospitals". That's because, Mr. Speaker, you have people who are paralyzed and turned into paraplegic and quadraplegic motor vehicle accident victims.

Mr. Speaker, I listened with some interest a few months ago when the CNIB, the Blind Institute, said that many people were blinded as a result of motor vehicle accidents. That had not occurred to me before, but as a result of a head injury they were blinded, and there were letters and statements made by the paraplegic organization concerning this matter.

The Winnipeg Free Press also supported this measure in an editorial in April of 1980 with an editorial headed "Seat Belts Do Save Lives" and I simply read a list of organizations in the province that support this legislation: Winnipeg Council of Women; Anglican Church Diocese of Rupertsland; Manitoba Dietetics Association; John Howard and Elizabeth Fry; the MARN Association; Manitoba Home Economics Association; Manitoba Health Auxiliaries; Provincial Women's Christian Temperance Union — well I have to draw that to the attention of the member for Emerson, the good old WCTU — The Manitoba NDP Status of Women Committee; Manitoba and Northwestern Ontario Synodical Society, Presbyteryn Church; Manitoba Business and Professional Women's Club; Manitoba Women's Institute; Manitoba Salvation Army Women; Manitoba Ukrainian Women; Manitoba Association of Administrative Assistants and the Manitoba Women and The Law.

Mr. Speaker, last year an amendment was moved by the government and it said basically two things; there were only four other provinces that had this legislation, just four other provinces. Well I have to say to the members opposite that those only four include Ontario and Quebec, Saskatchewan and British Columbia and include 80 per cent of the population of Canada. So there may be only four but it's 80 per cent. And if they're going to use that argument I want to know what they are going to say on another issue where this is the only province that doesn't have compulsory helmet legislation for motorcycles. So what are they going to say? They're going to say only nine provinces have this legislation. Is that what they're going to say? And I would like to know what the members opposite, and I know that some of them will support this proposal, some of

them will —(Interjection)— Yes, the Minister has said that he's going to have the absence of wearing seat belts and motorcycle helmets in the Charter, or he will take that as a democratic privilege.

Mr. Speaker, I want to know what they are going to say about those other governments, those nine other governments, Mr. Speaker, six Conservative governments, imagine that, freedom fighters; six governments that believe in freedom and the rights of individuals; true blue Tory governments all supporting mandatory helmet legislation; and Ontario, true blue Ontario also supporting compulsory seat belts. I would like to hear the rationale for that particular argument.

Mr. Speaker, although it's a step in the right direction and I think the way must be paved to promote the voluntary use of seat belts, I think it is not in itself the ultimate goal. There are signs on the highways now, little signs, I don't know how many dozen saying "Buckle Up". I don't see the name of the Honourable Don Orchard on those signs, as I used to see those great big Walter Weir highway signs and those Minister of Public Work signs with my name on them and all those other signs where the minister proudly put his name and proudly put the government seal. These are kind of little castoffs or little rejects like the Burma Shave signs; nobody wants to own up to them in this particular government. And, Mr. Speaker, it's not good enough to just do a token operation like that. The Government hasn't done anything in the past year to promote the wearing of seat belts in Manitoba. They said in their amendment that they're going to monitor the situation. Well we know what the word monitor means, it means do nothing and that is the hallmark of this particular government, Mr. Speaker. Disappointing, Mr. Speaker, we expected more.

Mr. Speaker, I want to simply put a few facts and figures on the record in terms of the desirability of using compulsory seat belts. I use as my source the Manitoba Medical Association which issued a statement in October of 1979, calling on the Manitoba government, strongly urging them to introduce compulsory seat belt legislation for all motor vehicle occupants over six years of age. And they sent this to the Honourable Harry Enns, a fine gentleman, I know himself, Mr. Speaker, a great — no wait a minute, that's going too far.

Mr. Speaker, they said at that time that the public had already invested millions of dollars in seat belts required by law in motor vehicles. And the cost of these is largely being wasted because education programs stressing their use have been completely ineffectual. I want to emphasize to members that I didn't say that, the Medical Association said it and I agree with them. That is a statement by doctors. These are the guys who pick up the broken heads of motor cyclists and people who operate snowmobiles and people who are injured in automobile accidents and I want to say to the Minister, I want to know how he has the audacity to issue press releases saying that he supports the wearing of helmets to prevent deaths in terms of snowmobile accidents and then he doesn't support the wearing of helmets for motor cyclists and he doesn't support the use of seat belts for motor vehicle drivers in Manitoba.

Mr. Speaker, here is a man who is spending millions and millions and millions and millions of

dollars on safety methods and procedures on highways. He constructs highways, he four-lanes highways, he puts lights up on highways and all of this stuff but does he support one of the most effective measures to prevent death and serious injury in our province, the wearing of seat belts? No. So he negates and undercuts some of the things that he's doing. And I say that I am seriously — I am disappointed with the Minister. He's a young Minister, we expected something from him but what are we getting? We're getting an old man disguised as a young Minister. Mr. Speaker, I am disappointed with the actions of the Minister and I find some of his actions contradictory.

I also mentioned that the Canadian Medical Association, the national body passed a resolution endorsing this position. They argued, the MMA, that since '65 approximately 200 people a year have been killed in motor vehicle accidents in Manitoba and that an average of about 10,000 a year have been injured in road mishaps and that 50 percent, there's a 50 percent chance of being injured in a motor vehicle accident in a person's lifetime. Mr. Speaker, they mention as well that in 1977 the cost of medical and hospital care for injuries was 1.2 million and that the cost of Autopac settlements for personal injuries from motor vehicle accidents was 10.7 million. They also show, from '69 to '74, that unbelted drivers involved in serious accidents had a fatality rate six times higher than belted drivers. Mr. Speaker, we know that; when you fly out of your car and land on your head or when you hit against another passenger or when you're thrown away from the wheel or when you're thrown out and another car runs over you or when you're thrown out and your own car rolls over you we know that you are going to be more seriously injured than if you were wearing a seat belt. They also say that the overall risk of injury from motor vehicle accidents has increased four times; the risk of serious injury is 65 percent greater and the risk of death rises by an average of 50 percent.

Mr. Speaker, I hope that there'll be some support from individual members on that side of the House. I hope that there'll be particular support from the Minister of Health, the Minister of Autopac and from some of the more independently minded people. One of the values of this debate will be that there is an educational factor involved and I think that that is a necessary precondition to the introduction of any forthcoming legislation. So I look forward to the debate and to the comments of the members. Let the debate begin; fasten your seat belts.

MR. SPEAKER: The Honourable Minister with a question.

MR. ORCHARD: Yes, Mr. Speaker. I wonder if the Member for Elmwood would permit a question. Can the Member for Elmwood indicate to me where he has either heard me say or where it is written that I say that people should not wear motor cycle helmets, should not wear snowmobile helmets or should not wear seat belts as he indicated earlier today?

MR. SPEAKER: The Honourable Member for Elmwood.

MR. DOERN: Mr. Speaker, I suppose one could argue that there's two alternatives, that a person can

either support legislation along these lines or not. And all I've heard from the Minister is the following, maybe I'll be more precise in my remarks.

The Minister has said that the wearing of helmets for snowmobilers could have prevented death but that's about as far as he will go. He apparently does not support, in his actions or in his words, compulsory helmets for motor cyclists nor has he in the past year, maybe he's going to surprise us, support the wearing of seat belts. He must be embarrassed, Mr. Speaker, as he was recently when he went to a national conference and sat there with all the other . . .

MR. SPEAKER: Order, order please. I realize the honourable member has a right to answer the question but it should be fairly brief.

The honourable member's time has expired. Has the honourable member leave?

The Honourable Minister.

MR. ORCHARD: Mr. Speaker, then the Honourable Member for Elmwood would concur with me that his statement prior in his debate that I did not want people to wear seat belts or helmets is incorrect.

MR. DOERN: Mr. Speaker, the Minister has not supported either of these measures in the past. I would be delighted if he is now going to serve notice that he is going to reverse his position and go from a non-supporter to a supporter of both these measures.

MR. SPEAKER: The Honourable Member for Inkster.

MR. GREEN: Mr. Speaker, I wonder if I can ask one question. Does the member see a distinction between encouraging people to wear overcoats and passing a law that they must wear overcoats?

MR. SPEAKER: The Honourable Member for Emerson.

The Honourable Member for Elmwood.

MR. DOERN: The answer is yes. I also see that if you don't wear an overcoat at all you might catch a cold.

MR. SPEAKER: The Honourable Member for Emerson.

MR. ALBERT DRIEDGER: Thank you, Mr. Speaker. I just wanted to make a few comments to the Member for Elmwood's annual presentation of his major contribution to the Legislature with this resolution. I think this is the third time in a row that it has been presented. I think many arguments have been . . .

MR. DOERN: Second.

MR. DRIEDGER: Second, my apologies. Many things have already been — I think we could read in the record of last year, the pro's and con's of the various comments and I would like to say that I rise to speak in support of the use of lifebelts — (Interjection)— seat belts. And I do support the use of seat belts, however I will not be voting for the resolution because I do not believe in making it

mandatory, I do not believe in making it law. I will have to repeat, some of the arguments that were used last year, I think the Minister last year presented some arguments, the member himself brought forward the four provinces that have basically passed seat belt legislation in '76 and '77, since then no other provinces have followed suit. And some of the things that I find interesting, Mr. Speaker, is the fact some of the information indicates initially in the promotion of it, I suppose like the Member for Elmwood, they indicated it was very successful that there was 80 percent utilization. However on checking this we find out that in Quebec, Saskatchewan and B.C. had an average of 35 percent belt user rate after it got compulsory 35 percent.

MR. DOERN: What would it have been the other way?

MR. DRIEDGER: 35 percent belt user rate, people that used it after it got to be mandatory. In Ontario it was higher, it was 53 percent of the people after it got to be compulsory that utilized seat belts — that means that over half, on the average, of the people are breaking the law when they're driving. And this is what we want to do, we want to make more laws so the people can break more laws? I know there are many people that are conscientiously concerned about doing that kind of thing.

MR. GREEN: They should apply that to drinking under 18.

MR. DRIEDGER: I'm coming to that, sir. I'll finish and then I'll answer questions please. My remarks won't be that long.

But these are the figures that have been presented from the four provinces that have passed it. They passed it five and six years ago. Nobody else has followed suit. Why? I'm sure the question has arisen in other Legislatures. I'm sure the concern is genuine. And like I say I'm not opposed to the use of seat belts but I'm opposed to making it mandatory.

We have an interesting point that came up — I have a little article here where an accident happened in Woodstock, Ontario. Three women travelling in the back seat of a car involved in a head-on collision died of severe abdominal injuries caused by the seat belts they were wearing across their laps, a coroner's inquest was told yesterday. Now we can take all kinds of examples where they would have saved lives; we can give you examples where they didn't save lives; or if we make it compulsory in a case like that would these people or their relatives, can they sue the government of the day? I don't know, I'm not a legal beagle, I don't know what the implications would be but if it is law, the government has made it law and somebody gets killed because of that law, is somebody in the position to sue somebody? I don't know. Okay.

Well, anyway, have an instance here though where seat belts have been claimed by the coroner, they were responsible for the death of people. In fact there was six people, the other three in the front seat, they didn't necessarily indicate, but the three, they established it was because of wearing the seat belts.

Mr. Speaker, I have other problems with this thing. Three years ago approximately, as a rookie politician,

I brought in a private member's resolution to raise the drinking age from 18 to 19. At the stage of the game, Mr. Speaker, I had statistical information of what has happened in places where they raised it from 18 to 19 and the amount of the lives it saved — many states across the line, they have raised it from 18 to 19, some higher than that and they have statistical information bearing out the fact of how many lives it saves. One of the members opposite I'm not quite sure whether it's the Member for St. George or the cowboy from Elmwood — the Member for Elmwood my apologies.

MR. DOERN: Urban cowboy.

MR. DRIEDGER: Urban cowboy, okay. One of the two gentlemen said if it saved one life, Mr. Speaker, they made a point, if it saved one life we should make it compulsory. Yet the year when I introduced the private member's bill on raising the drinking age to 19 and indicated how many lives it would save, en masse, they said, encroachment on freedom. We cannot do that. And there was many, many lives that would be saved. What happened? There's other ways that we can get around some of these things. I'm concerned about making it compulsory but if we want to make it compulsory for the health of the people, Mr. Speaker, why don't we say smoking is harmful, let's legislate against smoking. Mr. Speaker, if we're concerned about health to the public and we want to protect them why don't we legislate against drinking? There's many aspects you can look at if we're concerned.

And we have programs even on the cigarette package, Mr. Speaker, and I am a cigarette smoker. It says it's hazardous to my health. We also have on the highways we have signs saying, buckle up for your safety. But we're not making it compulsory. I hope we don't make it compulsory.

I can visualize, Mr. Speaker, living in the country conscientiously doing my work, driving my truck from one field to the next, this type of thing, stops, whatever the case may be, going in town from one store to the next like we do in a little rural community, buckle up, if you don't buckle up you're against the law. I'm talking of driving a little further than from me to you, Mr. Speaker, maybe. There's many aspects and many ways of looking at it. I don't believe in compulsory legislation. Where do you stop if we start here? And we have the figures to prove, statistical figures to prove, that it's not working in the provinces that have done it. It creates mental agony for people; but I promote the fact about what our Minister is doing in promoting the use of seat belts for those that feel conscientious to use it. The member for Elmwood said 96 percent of the time he uses it; he only breaks the law 4 percent of the time, if it was law.

But there's many others that would use it a lot less. I believe in the use of them. I use them very seldom but I don't want you, or this legislature or anybody, to tell me when I have to use them. And if my wife wants to tell me to quit smoking, that's her prerogative; I don't want this legislature to tell me to quit smoking. And if we made that legislation, Mr. Speaker, how many people would quit smoking? Maybe the Minister of Resources would; but not too many would. That is basically my objection, Mr. Speaker.

Mr. Speaker, I'm sure there's various comments that are going to be made on both side and I have indicated my position in this case. And further, Mr. Speaker, I would move, —(Interjection)— That comes at a later time, that doesn't work out right now. If, by leave, I can, Sir.

Mr. Speaker, I would like to move an Amendment, seconded by the Member from Springfield,

THAT the Resolution be amended by striking out all words after the first "WHEREAS" and substituting thereafter the following words:

"WHEREAS the wearing of seat belts is considered by several health and safety organizations to enhance vehicle occupant safety in certain types of accidents;

"WHEREAS only four other provinces have compulsory seatbelt legislation;

"WHEREAS Manitoba has the second lowest accident rate in the nation;

"THEREFORE BE IT RESOLVED that the Province of Manitoba continue its comprehensive safety programming; and

"ALSO BE IT RESOLVED the various safety groups, both private and public, in the Province of Manitoba be congratulated for their successful efforts in the promotion of safe driving in the Province; and

"FURTHERMORE BE IT RESOLVED that this legislature encourage the voluntary use of passenger restraint systems to a driving public whilst they are enjoying motoring in Manitoba; and that the Minister of Highways and Transportation further monitor information available as to the effectiveness of compulsory seat belt legislation in jurisdictions with the same".

MR. DOERN: Mr. Speaker, on a point of order, I wanted to ask some questions. Do I wait till this is over or . . . ?

MR. SPEAKER: Yes, you have to wait.

MOTION presented.

MR. SPEAKER: The honourable member, before we go to the question, the Honourable Member for Elmwood with a question for the Member for Emerson.

MR. DOERN: I wanted to ask the Member two questions, Mr. Speaker. The first one is I understand that his objection is on whether it should be compulsory or not. Talks about the freedom of deciding whether or not one should wear seat belts, but I want to ask him whether he thinks, he tells us he supports the use of seat belts. I want to know whether he thinks he's promoting the use of seat belts by saying that they cause death and cause injury and citing all sorts of arguments against the wearing of seat belts whether or not it's compulsory. I ask him whether he thinks his approach is designed to encourage people to wear seat belts?

MR. SPEAKER: The Honourable Member for Emerson.

MR. DRIEDGER: Mr. Speaker, all I was trying to illustrate is there are examples on both sides. The

Member from Elmwood was using the illustration stating statistically why it should be compulsory; I illustrated there's examples where it has created problems by the use of seat belts and that is the reason why I brought forward this example. I didn't write that it was in the paper indicating that three people were killed because the use of seat belts and I know other people have read that and it creates mental anguish for a lot of people if they are supposed to be buckling up. They're concerned what happens if they have to buckle up when they get killed and I just use that as an example.

MR. SPEAKER: The Honourable Member with another question.

MR. DOERN: I wanted to ask a second question and that is the Member for Emerson cited examples of utilization, 30-odd percent; I have figures which may vary slightly but somewhere between 35 and 50 percent in most of these provinces is the utilization rate; but I ask the Honourable Member if there was not a mandatory — I don't know how many people obey the speed limits, I don't know what the percentages are in the Manitoba either, what percentage obey the law as to don't and I don't know the basis of those statistics — but let us assume that between one third and a half of the people in those provinces buckle up, I wonder if the Member would care to hazard a guess as to the utilization rate if there was not mandatory seat belt legislation. Would he assume that it would be higher than that or would he assume that it might fall to 5 or 10 percent, which I assume he would think was undesirable?

MR. SPEAKER: The Honourable Member for Emerson.

MR. DRIEDGER: Mr. Speaker, I'm not quite prepared to hazard a guess as to the percentage of utilization. I would just like to say that our accident rate in the province apparently is the second lowest in Canada and that is without compulsory seat belt legislation. The other thing is when we talk of highways — and the member made reference to highway speeds — the fact that we have reduced our speed from 60 to 55 or to 90 kilometres at the present time, has been the biggest lifesaver in that direction so as far as hazarding a guess I don't think there is any percentage in hazarding a guess as to how many people are utilizing it. The figures speak for themselves in terms of the record we have in the province.

MR. SPEAKER: Are you ready for the question? The Honourable Member for St. George.

MR. URUSKI: Thank you, Mr. Speaker. Mr. Speaker, it is always interesting to take part in the debate dealing with seat belts and motorcycle helmet resolutions in dealing whether the merits of the use, of the mandatory use, of those objects and attachments are to the benefit, general benefit, of motoring public and I certainly enjoy taking part in this debate. If anything, Mr. Chairman, it at least leads members in this House to a bit more appreciation of the general acceptance and general, not only need, but general help that these objects

create for the motoring and biking public. Mr. Chairman, even the Member from Emerson now wants to make sure that he has, at least, indicated very clearly that he supports the use of it. You know, if anything, Mr. Speaker, I'm pleased that the member has come out and said, "Look, it is a good thing". It is a good thing in his eyes but, Mr. Speaker, he has the big but that he puts up as his barrier.

I venture to say, Mr. Speaker, give the Member from Emerson, if he has that opportunity, and likely he may not have that opportunity, in the future, he may even go one step further and say yes, it's about time that we now legislate this and make sure that along with the legislation we bring in a comprehensive education program and we do a lot of other things to promote the safety of our motorists and passengers on our highways, Mr. Chairman. It's indeed, the member well knows, that Ministers of previous administration, I believe some Conservative, I think one Conservative, did attempt to bring in the legislation a number of years back, quite a number of years back, and failed. I have to say that during our administration two Ministers of Highways attempted to bring in this legislation; it was given a free vote and it did not pass; that is true there were attempts made. At least I would hope that the present Minister of Highways would be prepared to say, look, let's test the mood again of the motorist and the legislators and the people of this province in light of some of the history that's before us, in other provinces, their experiences and the like, and lets test the mood of Manitobans as to whether or not they would be prepared to support legislated seat belt law, Mr. Chairman.

There is no doubt, in my mind, that before you would embark on such a program that one of the things that you would do is sell it, you know, you have to sell the program. There's no doubt about it that if you want a negative response don't do anything, bring it forward, and let the chips fall where they may. We know what will happen, we have the experience in the past. Well, Mr. Chairman, I believe, if a proper selling job was done and a proper real education job was done on motorists and people of this province, I venture to say that not only the organizations which represent a large number of Manitobans which now support, and have for a number of years, and have urged Governments of several political stripes to introduce mandatory legislation, these groups would have some backing.

So, Mr. Chairman, while the Member from Emerson indicates that this Legislature incurs the voluntary use of passenger restraint systems to our driving public whilst they enjoy motoring in Manitoba; and the Minister of Highways and Transportation further monitor information available. Well, Mr. Chairman, the Minister has been monitoring, we have been monitoring till were blue in the face, Mr. Chairman, I don't think anything will change. Therefore, Mr. Chairman, the BE IT RESOLVED that the province of Manitoba continue it's comprehensive safety programming and also BE IT RESOLVED the various safety groups, both private and public, in the Province of Manitoba, be congratulated for their successful efforts in the promotion of safe driving. Mr. Chairman, there is no doubt that everyone in this house would want to

stand behind that sentiment. Mr. Chairman, there is no doubt.

But, Mr. Chairman, those groups do, do depend upon the goodness of the Minister of Highways and his colleagues for support in terms of funding. So, Mr. Chairman, I venture to say if you look at the budgets of these groups, and I have to admit that when we were in office we weren't the great givers of large amounts of moneys as well to the Manitoba Safety Council and other groups in this province for the expansion of advertising and encouragement of the use of seat belts, Mr. Chairman, but really, to make that statement meaningful let's put our money where our mouth is. Let's do an education program on our citizens and show them the benefits.

(Interjection)— Yes, Mr. Chairman, the former Minister of Highways instituted the Buckle Up Seat Belts Do Help, so there is at least some indication that there is support.

Mr. Chairman, there are other ways, and I believe much more effective ways, that we can go around and institute better education programs and you know I will drum that again, Mr. Chairman. The Member from Emerson says that he does not support anything compulsory. I wonder if the Member from Emerson would support school, high school education in driver training; that prior to receiving your driver's licence that you take a driver education course, although it's not being offered in all the schools; so one of the requirements would be that before you get that licence you take that course, Mr. Chairman. There is an element of compulsion, Mr. Chairman. There is an element of compulsion, Mr. Speaker. There is an element of compulsion in that course and I would suggest that if we really want to do something in terms of promoting driver safety and driver intuition, we would say that before you get that driver's licence, one of the requirements, one of the best courses, I believe, that is in this country, is the High School Driver Education Program. But it's not offered in most of the schools. Mr. Speaker, it's not offered.

There are some small disputes, I would have to say, between the education staff and the driver training staff. There are some jurisdictional disputes but I believe there would be an inclination to go around it if there was a feeling that this should happen, that we should bring this type of course to bear. One of the best ways to introduce a good driver safety program, I venture to say, Mr. Speaker, that probably will do the most for buckling up. But that is also one aspect, and that is to teach our young and coming drivers.

Mr. Speaker, one of the things that is taken for granted in this country is the ability and necessity to drive, for people who even live in urban areas and outside urban areas it's almost a requirement. And we know that people will be driving for the major portion of their lives and we do so little in terms of preparing those people for the length of time they spend behind that wheel, Mr. Speaker, the length of time that only the nut behind that wheel that will ultimately cause that accident, because it will not in most instances, be the vehicle that that person is driving. As the saying goes, it is the nut behind the wheel that is the cause of most accidents. It isn't the unit he's driving. We prepare them the least, the least of most occupations that we have today.

So Mr. Speaker, while the member from Emerson talks about congratulating these groups, let's really put some emphasis on driver education. The member from Minnedosa, who happens to be on the Board of Directors of the Manitoba Public Insurance Corporation, shouted across the way "What about Autopac funds?" Mr. Speaker, I would hope that the Member from Minnedosa, when his Board of Directors come before committee, that they have put in funds that they will provide, because Mr. Speaker, that policy was set several years ago, several years ago. The negotiations were on between the Department of Education, the Motor Vehicle Branch and Autopac to work out the administrative measures. —(Interjection)— What has happened? I guess it's on priority 'L'. Low, Mr. Speaker, it's on the back burner. —(Interjection)—

Mr. Speaker, I hope there is some positive movement in terms of dollars. I don't disagree with all the comments that the Member from Emerson made. You know, I gave an example last year, a personal example of people who I felt died rather tragically, because on the reverse side of the coin that the member now gave — the description the member gave this year. There are arguments both ways, but Mr. Speaker, the argument — and we can read statistics until we are blue in the face, the point being the statistics of accidents which are quoted, of cases where the seat belt has been a contributing factor to the person's injury or death, has been primarily used in the cases of fire or submersion. In other words, the vehicle goes into water, Mr. Speaker. Those are the two instances where the biggest arguments are being put forward, and saying, look, if I'm strapped in and I'm under water, I cannot get out, I will drown. Or if I'm strapped in and the car catches fire, Mr. Speaker, I'll not get out.

But the point to remember, Mr. Speaker, is that seat belts do contribute to the lessening of injuries. They will not be the end-all to do away with all the injuries sustained in motor vehicle accidents. Nobody has said that. All they say is that they contribute to the lessening of injuries. And if the possibility of an injury is less in a motor vehicle accident, then therefore there is a greater chance of (a) getting out in a fire collision, and or (b) in an accident where the vehicle is submerged. Because if you do happen to lessen the injuries, and you may be conscious or whatever the case may be, but lessen the amount of injury, that will be a major contributing factor whether you are able to push that button and get out of that seat belt or not. That may be, but the fact also is that only .5 percent of all accidents that are recorded resulted in fire, and an even lower fraction resulted in the submersion of a vehicle. So, in terms of the large, vast numbers of accidents, that argument is really academic, because it really doesn't pertain to that argument, the number of accidents, and of course, it is popular.

The Member from Emerson also said that members on this side, or members of the House should have supported his legislation by lowering the drinking age and that would save lives, Mr. Speaker. I hope the Member from Emerson —(Interjection)— by raising it, Mr. Speaker, —(Interjection)— oh, he wanted to raise it. Mr. Speaker, he wanted to raise the drinking age. I'm hoping that the assumption, and by making a comment like that, one could take

the member's argument as saying that everyone who, at that lower age drinks and drives, that the assumption is that those people at that age who have driver's licences all drink when they're driving, Mr. Speaker.

MR. SPEAKER: The Honourable Member has five minutes.

MR. URUSKI: Thank you, Mr. Speaker.

I hope that that's not what he was intending, Mr. Speaker. I hope that he wasn't indicating to the young people that everyone of them who has a driving licence are the drinking partners on the highways, and are the contributors and the results of all the serious motor vehicle accidents. I don't believe that's what he meant. I'm making that assumption that he did not mean that, he hasn't indicated one way or another. Certainly he will have the opportunity to place his position on the record with respect to the age on drinking limits. So, Mr. Speaker, this argument no doubt will continue with respect to the youth.

I urge the Minister of Highways and his colleagues to introduce a comprehensive education program. Let's see what you can do. Let's show the motorists of this province that we do mean business when it comes to safety. You know, I would be prepared to support this amendment, Mr. Speaker, if I knew there was the — well, not only desire, there was the will behind this resolution to really put your money where your mouth is, Mr. Speaker, that's really what it's all about. We're right at the point in time of the Minister of Highways' Estimates, where I would hope when he gets to that portion of his Estimates, he will get up and say, here is a brand new program. Here is a comprehensive program, dealing with . . . — (Interjection)— Well, Mr. Speaker, I am hopeful, I am waiting, I am hoping that the Minister will get up at 8:00 o'clock tonight and that he will say, "Members of this Legislature, we have a five-pronged program that we are instituting, dealing with the motoring public of Manitoba to improve the safety of our motorists in this province." —(Interjections)

MR. SPEAKER: Order, please. Order, please. I hope that all members will wait their turn to take part in this debate.

The Honourable Member for St. George.

MR. URUSKI: Thank you, Mr. Speaker. Having heard the Minister of Natural Resources talk about election goodies, Mr. Speaker, we all know that this is not an election goody. We all know that in terms of the safety of our motorists, we cannot play with the lives of our motorists in the election. I realize that the Minister of Natural Resources — and I hope that he said that in jest, taking him at his word. — (Interjection)—

The other area, Mr. Speaker, is in dealing with costs. Let's look at the actual costs of accidents, and the reduction in costs that seat belts would bring in. In Ontario, I would hope that the member from Emerson would have brought in those statistics right from his own Motor Vehicle Branch, I think there are statistics that show that the savings in Ontario dealing with the legislation show that there was a reduction in hospital and medical costs in Ontario. This was in the province of Ontario. The average

cost for treating victims not wearing seat belts has been calculated during that survey at \$268.00 per medical treatment for an individual involved in a traffic accident. For victims wearing seat belts injured in accidents, the cost has been calculated at roughly \$156.00, or for a net saving of approximately \$112.00 per person injured. This represents over 40 percent savings in hospital and medical care costs.

Now, Mr. Speaker, while we can argue about the merits of buckling up or not buckling up and being compulsory or not, we had better realize that we're all paying those costs. We're all going to be paying, and we all paid those medical care costs, whether it be through our Autopac premiums, whether it be through our medical premiums, we are picking up all those costs.

Now it can be argued that smoking, in terms of the bad habit of smoking, that it does injure a person's life in terms of the length and the amount that one smokes. We have gone so far, Mr. Speaker, as to say that smoking does injure your life and Mr. Speaker, we've gone so far in both some public and private institutions that outlaw or ban smoking on their premises. Mr. Speaker, you walk into Eaton's on Portage and Donald, you look at the signs in the store that smoking is prohibited on these premises, Mr. Speaker. It does. There are only several places that smoking is permitted, Mr. Speaker, so that it is compulsory and the sign says that your smoking hurts my lungs. How appropriate, Mr. Speaker, that we do and we have brought about some rights for those people who smoke.

MR. SPEAKER: Order please. The honourable member's time is up.

Are you ready for the question?

The Honourable Member for Elmwood.

MR. DOERN: Mr. Speaker, I assume that somebody else wishes to take the adjournment.

HON. HARRY J. ENNS (Lakeside): Mr. Speaker, I would be happy to take the adjournment.

MR. SPEAKER: The Honourable Government House Leader.

MR. MERCIER: I move, seconded by the Honourable of Natural Resources, that this House do now adjourn and resume in Committee of Supply at 8:00 o'clock.

MOTION presented and carried and the House adjourned and stands adjourned until 2:00 p.m. tomorrow. (Wednesday)