

THE LEGISLATIVE ASSEMBLY OF MANITOBA
8:00 o'clock, Tuesday, September 2, 1969

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

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

COMMITTEE OF SUPPLY

MR. CHAIRMAN: We are dealing with the Department of Labour, Page 19, Resolution No. 65. The Honourable Member for River Heights.

MR. SPIVAK: Well I wonder if the Honourable the Minister is intending to reply to the questions that were asked of him the other day, and if so, I'd rather wait until he replied before I make my statement or comments.

MR. PAULLEY: Mr. Chairman, I'm most intrigued by my honourable friend indicating that he is going to make some contribution and I certainly would not forego the opportunity of very briefly commenting on the remarks that were made on the introduction of my estimates by members opposite.

May I first of all express my personal appreciation to the members that spoke to me wishing me the very best in my retirement, that is retirement from the C.N.R., but I find however in my new position on this side of the House there's no such thing as retirement, that the day isn't long enough at the present time to do all of the work one would like to do.

The Honourable the Leader of the Opposition the other day made reference to the question of supplementary estimates and we indicated to him that just as soon as possible they would be tabled for the consideration of the committee and that we could change the order that was given in order to satisfy the desires of the members of the committee to consider the supplementary estimates.

The Honourable the Leader of the Opposition also asked whether or not we intended to change the basis upon which minimum wages are going to be arrived at - and I'm sorry that the Honourable the Leader of the Opposition is not in his seat at the present time - but I suggest to members of the committee, those that were here during the Session last year may recall that there was a resolution proposed and accepted by the House dealing with the basis on which minimum wages would be arrived at, which in essence did not change legislation but really gave a more proper interpretation of the directive to the Minimum Wage Board.

The Honourable Member for Fort Garry in his remarks made a number of observations. He observed that the tone of the Minister of Labour was a little more co-operative than it might have been a year ago. Of course my honourable friend was not here at that time and would not know that one of the most co-operative members that had the opportunity of sitting in this House is the present Minister of Labour and I was always at all times co-operative, even though in my co-operation I was slightly critical from time to time of the operation of former administrations, both Liberal and Conservative. Now I want to say to my honourable friend the Member for Fort Garry that if there is a change in attitude there hasn't been any change in my basic principles and philosophies insofar as my association with labour is concerned and indeed with the House generally.

My honourable friend raised the question, as he had previously on Orders of the Day, dealing with the part-time students and their wages and union agreement. And I must, Mr. Chairman, hold to what I said at that particular time, that this is a matter between the students and the unions concerned primarily. I have made further investigations into the matter and it does appear to me from my investigations that no direct complaint has been made by students involved to the unions involved and I would suggest this be done. I'm sure that my honourable friend the Member for Fort Garry would agree with me that the wages that are being paid by Metro under C.U.P.E, even to the students if they are receiving a lesser amount, possibly are higher than they would be if indeed there wasn't a union having an agreement with the Metro Corporation in any case.

The question also arose -- my honourable friend raised a question dealing with workmen's compensation and the application to students and part-time labour. I have indicated to the House that it is the intention of the government to have a complete review of compensation

(MR. PAULLEY cont'd.) legislation in Manitoba, including the administration of the Compensation Act. The last time we had a broad review was about ten years ago, if I recall correctly, by Mr. Justice Turgeon. It is the intention of the government to have another review now. I appreciate the fact that in the interim there has been a sort of a piecemeal approach to changes in the Workmen's Compensation Act but we feel that it is time to have a complete review of the area of workmen's compensation, and as I indicated too on introduction of the bill dealing with workmen's compensation, our areas under which compensation are being administered by the Manitoba Board are expanding due to agreements between the federal and the provincial authorities. So this too would lead us into the question of a complete comprehensive review of workmen's compensation. Now I can't promise my honourable friend it will be done tomorrow, and I'm sure with his experience in administration he will accept the impossibility of it being done tomorrow.

The Honourable Member for Assiniboia, I believe it is, raised the question once again of the minimum wage of \$1.00, \$1.50, and chided me to some degree for statements that had been made. I can only reassure him once again that as we interpret the legislation on the books, that before any changes can be made we must have a report of the Workmen's Compensation -- excuse me, the Minimum Wage Board, in order to consider the same. I may say to my honourable friend and members of the committee I had a two-hour meeting with the Chairman of the Board this week and proceedings are taking place at the present time in order to do what we said we would do, or endeavour to do, to have the Board produce an interim report to this Legislature so that we could consider the point raised by my honourable friend.

My honourable friend also criticized us because of the fact that in the Workmen's Compensation Bill that's under consideration that the allowance for widows of those injured or involved in fatal accidents was only increased to \$120.00 rather than \$125.00 that was spoken of previously. I want to say to my honourable friend the reason for that is based on the assessments that have been made as to the total costs by the Compensation Board, and as I indicated when I introduced the bill, that it was a similar bill to that introduced a year ago and the cost factor was compiled and arrived at, and that is the assessment that will be levied to the industry as a whole based on the 120 rather than 125. I'm sure my friend will appreciate this aspect of it, and it is the desire of the government hopefully that the Committee on Industrial Relations will pass the bill so that the benefit accruing from the increases will become effective on the first of October. Had we of changed the amount, I'm sure my honourable friend would have appreciated we would have had a little more difficulty in the assessment generally as far as the industry is concerned.

My honourable friend also raised the question of complaints dealing with compensation appeals to the Board. I sympathize with him. I'm sure all members of the committee are aware, as indeed I am, that in the general area of complaints coming in to individual members, they are no greater than those that come in in respect to compensation.

My honourable friend also raised the question of partial disability pensions. This was not handled and I'm not in a position at the present time to indicate any cost factor because this is quite a complicated matter insofar as cost is concerned. But I'm sure my honourable friend will agree with me that some of the partial disability pensions are really atrocious in the light of today's cost of living, and here again I can only give to my honourable friend the assurance that this will be looked into.

He mentions the question of the appointment of an advisor for workmen. We have one that's sort of working part time through the department and is available to members, but not precisely to workmen's compensation. This is a matter that we have under consideration at the present time. He also mentioned the question of the effect of the TED Report and the Department of Labour. We're looking into this very closely, I assure my friend.

The question of certification procedures. As I indicated the other day, I leave tomorrow evening for Ottawa where there will be a conference of the ten provincial Ministers of Labour, together with the Federal Minister of Labour, to review the report on the Task Force on Industrial Relations and the matter of certification and other aspects will be under consideration at that time. And I hope - I hope before too long to be able to make a comprehensive statement as to the position of the government in respect of the Task Force that was headed by Professor Woods of McGill University.

My honourable friend raised the question also of ex parte injunctions. This is an area that has been of grave concern in Manitoba and I assure my honourable friend that too is being

(MR. PAULLEY cont'd.) looked into and there may be changes suggested for the consideration of the House at the next Session.

My honourable friend also suggested a committee, if I understood him correctly, a proposed committee on labour, industry and government into the area of industrial relations. I want to refer him to the fact that just the other day, for the first time in the history of Manitoba that I am aware of, there has been appointed an individual charged with the major responsibility in this field of industrial relations, and it is our hope that through this office we will have personnel available to work with industry and labour in the field of industrial relations. It's our firm conviction that it's far better, far better to create an atmosphere of co-operation before any unfortunate circumstance happens that may cause conflicts in industry itself, and this is the desire of the Department of Labour.

He also mentions the question of training courses in labour-management relations at the Manitoba Institute. I assure my honourable friend that this is an area that I've been concerned with all my life and I will read back into Hansard his remarks because we're on an even keel in this area and I think this is very necessary.

The question of student employment I've referred to. My Honourable friend also mentioned the workings of the Labour Board and he wants a full time board. There may be some justification for extending the amount of work the board does, but at the present time it seems to me that it's working reasonably satisfactorily. There hasn't been any undue delay that I'm aware of of matters that have been drawn to the attention of the board to any degree that's really upset the inner workings in the Department of Labour or in industry itself.

My honourable friend the Member for Rhineland raised the question of farm -- why is farm labour in Agriculture rather than in the Department of Labour. I would suggest to him that the agricultural industry itself is in a better position to assess the requirements of farm workers than it would be in the industrial area, but I assure my honourable friend that we will take note of his remarks, and I appreciate and realize, Mr. Chairman, that my honourable friend had just said a few words when the time came for the committee to rise.

I think, Mr. Chairman, this generally answers the questions that were posed on the introduction of my estimates, and as I said at that time, we are reviewing the estimates of the department that were presented and debated last spring. If there's anything further I can add or questions that I can answer, we'd be most willing to do so.

MR. CHAIRMAN: The Honourable Member for River Heights.

MR. SPIVAK: Mr. Chairman, the Honourable Minister in his remarks referred to the fact that there are some in this Assembly who were not privileged to hear him on previous occasions when the matter of the Labour estimates, and for that matter any estimates, came up within this House. Now I must say for those of you who were not here to have listened to the very calm, reasoned approach by the Minister, you would not recognize the same individual because he is very different. I can remember him standing piously on this side and declaring with all the fervour that he had that no-one could possibly live on a minimum wage of \$1.50 or \$1.75. Now he indicates that all we have to do is go through the regular procedures of government and follow through on that matter.

Now it's not my purpose on entering this debate to really express the things that have already been said by others who have preceded me, but rather to suggest to him, to the Minister of Labour, that a very real amount of attention, a real significant amount of attention must be paid to, by him and the members of his department, to the TED report and to the chapter on Page 342 of Productivity and Wage Rates. I say this because it would seem to me that in the process of the education of the Minister of Labour, as he assumes the responsibilities that he now has taken and as he becomes responsible as a member of this Assembly instead of irresponsible as he was on this side of the House, that there has to be a recognition that productivity is going to be the real way in which incomes are going to be able to rise in this province, and that productivity is going to be the real key to the success of being able to raise the incomes of our people.

If we want to achieve the objectives that we've all stated, I think then there has to be a recognition that this must come forth from productivity, and the chapter that I referred to is extremely important because it indicates in it - and I just want to just refer to the headings - the facts responsible for low productivity in Manitoba: The ineffective time due to factors beyond the control of the worker. The ineffective time within the control of the worker. The extra work due to poor design. The extra work due to process. And then in talking about the

(MR. SPIVAK cont'd.) short term goals it indicates that higher productivity will come in this province if in fact there is a greater degree of specialization, and of course this is one of the factors. In addition to expanding our market opportunities, specialization must come forward because this is the only way that we're going to be able to get the entrepreneur, who is our real agent for change in our society, to be able to invest in efficiency and therefore assist in the demand for rise in incomes on the part of our people.

Now in terms of the long term goals and the strategies for improving productivity, reference was made to management education, to labour training, which . . . progressive skill development programs; to manpower inventory management; to adult skills development; to management committees and board of directors, to give the corporations, or small enterprises, the kind of expertise that's required for them to be able to handle the sophisticated manner of financing in their ability to be able to handle the technical requirements they have; management intelligence service; an annual productivity audit, which I would commend to the Minister of Labour as probably being one of the key portions of this chapter, particularly with the expansion of the Technical Assistance grants that have been referred to here and which come under the Minister of Industry and Commerce.

With Incentive to Workers, in the midst there's a specific thing that I think is of interest to Manitoba, because in the Manitoba context, in view of the number of small employees we have, in view of the necessity to try and have a co-operative effort in increasing productivity, that there be consideration given to some further study of the applicability of profit sharing as one incentive for workers to allow increases in their income in Manitoba.

Now, I would like to make a contribution to the Minister of Labour in his thinking, and I would suggest that he should prevail upon those who have authority within his Cabinet to see that the Standing Committee on Economic Development be called this Session, to see that the Deputy Minister of Labour and the officials of his department are brought forth to this committee of the House, that in fact a sub-committee of the Standing Committee on Economic Development should be set aside, whose main concern would be to deal with the specific items that I've mentioned - and there are more because I have not read all the headings of this section on the TED Report. So in effect there can really be an attempt here to try and assess the judgment that has been made by so many who worked on this aspect, so that there will be a full understanding by this House, and through this House to the people of this province; that there's no way in which we're going to accomplish the objectives of increasing the incomes of our people by simply standing on one side or the other and saying that this should be done or that should be done; that it's going to come from actual changes that are going to occur in our economic life; that the person who is the agent for change is going to be the entrepreneur; that there has to be a full understanding in his part as well as an understanding by all those who are involved in economic life including those who are involved in the labour unions, etc. who are going to be able to be prepared co-operatively, as they have in the past and as they did in the TED Report in the finalization of this report, are going to be prepared to work together to try and achieve the objective that I've said that we are all committed to. It is not going to come from harangue on one side or the other, and I would hope that the Minister and the government will show a new degree of responsibility now that they have assumed office, in seeing to it that the TED Report's recommendations are in fact adopted, and seeing to it that we have an opportunity for the Standing Committee of the House to be able to deal with this, and that a sub-committee be set up to be able to deal with this in a very specific and real manner.

MR. MOLGAT: Mr. Chairman, I wonder if the Member who has just spoken, did he refer to the Standing Committee on Economic Development?

MR. SPIVAK: The Standing Committee on Economic Development that the First Minister has indicated will in fact be formed.

MR. MOLGAT: Oh. Because it doesn't exist at the moment.

MR. SPIVAK: No, Mr. Chairman, but I understand from what the First Minister and others have said, that it will in fact be formed. The question is whether it will be formed in this Session or not. That question has not been answered.

MR. FROESE: Mr. Chairman, I just have a few further remarks to make in addition to what I said the other day. We are discussing the Minister's salary and I am just wondering, now that we have two sessions and we have new government, what is the situation? Will we have supplementary estimates after awhile to provide for the Ministers' salaries, or what part of it has been used up? The compensation - is that being paid on a monthly basis?

(MR. FROESE cont'd.) I certainly would like to know from the House Leader as to what the situation is. I think the press carried an article very shortly after the election that the Tories had spent, or was taking it all, so if the kitty is empty I would like to know whether supplementary estimates will have to be passed in that regard.

The question that I wanted to touch on as well has just been raised by the Honourable Member for Ste. Rose as to the Standing Committee on Economic Development referred to by the Member for River Heights. I was unaware that a Standing committee of this type existed, at least at the present time.

The Minister of Labour already replied to one of the comments that I had made the other day in connection with farm help and why it had to be under Agriculture, and I note that the amount set aside for that purpose is rather small compared to the total estimates that we are providing for labour in general of \$1,177,000. I am just wondering whether this is not completely out of line as to the service that we are giving to labour outside of agriculture with that compared to in agriculture, and whether more could not be done for the people engaged in agriculture and working on the farms. I know that the upgrading classes comes under another department but maybe some more money could be spent in that way so that those people that are engaged as farm help during the winter months could certainly upgrade their skills through these classes, and that if they have to change to other employment that they would then be qualified to take on other jobs, although I always feel that the people who work on the farm are probably better educated in this way, that they adopt many more skills than many other employed people will take on, and that they are probably useful in many more ways than certain other people are.

I think the other things can be left for the time being and probably be better said under the various items under the estimates.

MR. PAULLEY: Mr. Chairman, I want to assure my honourable friend the Member for Rhineland, insofar as the Minister's salary is concerned there will be no additional amounts forthcoming in supplemental estimates for that purpose. The estimates that we have before us are the estimates for the year ending March 31, 1970. The present Minister of Labour will receive the proportion of the year since the taking over of the administration by this government. The Minister of Labour previous will receive the amount for the time that he spent as Minister, so -- (Interjection) -- He did take part of the year's salary; however, the answer to my honourable friend is that in supplemental estimates there won't be any alterations insofar as the Minister's salary or the compensation is concerned.

So far as the Committee on Economic Development, I would just say to my honourable friends in due course this matter will be considered by the Assembly, as indicated by the First Minister. If my honourable friend would care to take a look at the Agricultural Estimates on Page 4, he will find that there is an appropriation of about \$33,000.00 for the question of Farm Workers Service. The item is there rather than in Labour because, as I mentioned, of the association with the agricultural industry and because they are more expertise in the dealings with farm workers than, say, the industrial staff that's in the Department of Labour at the present time.

So far as training is concerned, I am sure my honourable friend is aware of the programs jointly under Canada Manpower and provincial authorities for upgrading and training of those that are not employed during the winter months.

MR. BEARD: Mr. Chairman, I'd like to pass along a couple of comments to our good friend the Minister of Labour, who we haven't heard too much of this Session as yet but I expect it will come as time passes.

Mr. Chairman, if we are going to get into Labour, I'll contribute a little. Coming from a large mining industry, I would say that if the Labour Minister were going to leave an image behind him that it would be wonderful if he could, during his time in office, come up with a program which would allow labour and industry to negotiate on a year round basis rather than having to wait for strike time to decide what's going to happen in the industrial world, and I think that he is as aware of this as any of us and I would hope that he could extend a great deal of his time and energies toward bringing this about. Certainly he, in his own position when he was with the railroad, realized, we'll say, the destiny that hung over the labour force, the problem that came up every so often as far as negotiations were concerned, and I think that if he could have a committee, any amount of money that he could spend in trying to bring about an answer for the labour and industry in the province of Manitoba would certainly win him the

(MR. BEARD cont'd.) respect of both industry and labour throughout the whole of Canada and I suppose throughout the whole of the world. I know he is aware of these problems and I would hope that he would make some attempt to look into it and tell us about these things as time passes, because it is a problem and those of us who come from large areas depending on one industry certainly have that hanging over our heads, regardless of whether we are living with the mining community or outside of their employment.

The minimum wage, of course, has to again be set in accordance with cost of living, and I draw to his attention that of course again the cost of living in northern Manitoba is higher than in other areas and he has to consider this also, because minimum wages are of no benefit to anybody that is living in isolated communities, and yet on the other hand many of these people are not prepared to compete with others and consequently, when contractors come in, they bring in trained labour because of the fact that they must make a dollar just as well as anybody else, and I would suggest that if he could take another look at this and say that where government agencies are responsible for contracts in places that are desperately in need of assistance, that if social services could come along with complementary programs in which it would allow some type of apprenticeship training, either under Manpower or Social Services, it would help a great deal if it was written into the contract that these contractors must use hand labour. It comes up time and time again as we go through the communities, where machinery can go in and do the job much cheaper, and yet it doesn't relieve the welfare problem in the community and consequently we are paying to get a job done but, on the other hand, we are paying welfare for people watching machinery do the job. I would hope that maybe he could take these things into mind when he is talking to other Ministers of the Crown. It's a very pressing problem and granted, in many cases it's a federal problem, but here again he's the ombudsman that is going to have to bring this to a head when he is talking to people down in Ottawa.

It is difficult to relate in this House just how much it's necessary to bring about this type of programming, of training people, because they are a hundred years behind, and while we can't justify taking the next hundred years to bring them up to our level of thinking, our level of training or living, I do believe that there has to be more done towards seeing to it that there are jobs available. I will be speaking more of this when we get into Northern Affairs but I would like to prepare him on this appeal, that I've got part of a message through to him from actually many thousands of people that depend upon this just the same as they depend on fishing and trapping, but in those industries the people are really only earning enough, Mr. Chairman, to carry them over the time that they are trapping or fishing, and once that stops then welfare starts again, and it's on the off-seasons that we require contracts necessary to carry the people over, give them trade training on the spot, so that we can work in conjunction some way or other to improve the community and also improve their abilities to handle jobs so that they can go out and earn funds. It has to be done by hand labour, and granted, hand labour cannot compete with machines, but again, unless we bring them along, unless we contribute more dollars towards contracts of that type, then certainly I don't think there will be any large steps forward as far as the Indian people in northern Manitoba, and I might again point out that this is really affecting many thousands of people, not just hundreds. Thank you.

MR. CHAIRMAN: Resolution 65. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I just have a few points to make at this time. I just wondered how the Honourable Minister of Labour interpreted the Minimum Wage legislation when he was on this side of the House, because at that time I didn't think that he felt there was any need to wait for the Minimum Wage Board to study, and times have changed. -- (Interjections) --

Mr. Chairman, I just have a couple of points to make at this time. I believe that in March, this past summer and now, we probably have talked enough on labour matters, and the point that I wish to make, I believe that probably labour legislation has never been reviewed in Manitoba before. I think it's time that we probably reviewed all pieces of labour legislation and probably combine everything into one new, whatever you want to call it - Manitoba Employment Act - and have all legislation or all pieces of legislation under one Act, because at the present time I'm sure there must be 20-some pieces of legislation that every time you want to refer to something you have to pull out a different Act. I know that some of the other provinces have proceeded to do this; in fact there is new legislation dealing with all problems of labour matters, that one Act deals with everything, and I believe it's time that we probably look at it

(MR. PATRICK cont'd.) and see if we can review and combine everything under one new Labour Act. It's just a suggestion and perhaps the Minister could think about it and report to us next session.

I'm not just sure if the Honourable Minister understood the point that I made about having the Attorney-General appoint a legal advisor for people appealing to the Workmen's Compensation Board. This is what I meant. I wasn't sure if he knew this is what I meant before because I think in many instances, once the decision has been given, there's many that will not appeal because they feel that they haven't got a good case, but in instances where they feel that the decision was wrong, I feel this is where the worker or the employee should have a chance to, or an opportunity to go to the Department of Labour and have some assistance given to him, be it a legal man in the way of making an appeal to the Board. This is what I meant and I still think it's a good recommendation, because in many instances these people cannot afford the expense of trying to solicit legal advice and go into expense seeking an appeal. So this is what I meant, Mr. Chairman.

The other point was discrimination in employment and this problem confronting the job seekers who are 40 years of age and over. Today you can pick up a newspaper, and you'll find again and again employers seeking applicants for a job, he'll specify certain age limits, 25 to 35, or 25 to 40, and it seems that people in the age bracket 40 to 65 are left out. On the other hand, they may be good, capable people and the reason may be because they'll probably command a higher salary because they've been in the industry or been in a certain position for many years and have gained considerable amount of experience, and this is the reason maybe that the ads usually appear in the paper excluding the age 40 to 65. I think it's an area where the Minister should look at because I know in some other jurisdictions, the Act prohibits want ads that include such phrases as "age 21 to 25" or "35 to 45" and this may be an area that the Minister can look at.

I also touched on the Manitoba Declaration of Human Rights. I don't believe the Minister has mentioned anything in this respect, which I feel that discrimination in such things as employment because of sex, religion, colour, race, nationality or ancestry should be outlawed and should not be used, so perhaps the Minister can answer in that respect. I feel as well that discrimination by a trade union of a member because of sex, religion, colour, race, or nationality should also be outlawed. So these are just a few points that I wanted to make at this time, Mr. Chairman.

MR. CHAIRMAN: The Honourable Member for Souris-Killarney.

MR. EARL McKELLAR (Souris-Killarney): Mr. Chairman, I hadn't intended to say anything in this department because I must confess I'm not a labour expert, but due to the fact that the present Minister of Labour sat in this seat for so long and discussed labour estimates at great length, I thought it would be only right that at the first session of this Legislature that I should get up and say a word on Labour estimates before we pass the Minister's salary - and I know he's very anxious to get the salary and I am anxious that he gets it too before he takes that trip to Ottawa, because I know he'll need a little bit of it during his travels there. But I'd just like to say a word or two about my concern in the Province of Manitoba. Today we heard discussions on holidays, three weeks holidays after five years; tonight we're talking about the minimum wages; and we all know we're in the midst of the greatest inflation I think that we ever faced for many years, and I mean that. Now where is this thing all going to stop? I want to tell you, as a farmer I know where it's going to stop. It stopped about two years ago, because I and all the other farmers in this Legislature are not even earning 25 cents an hour, and I mean that too, and I only hope that the Minister of Labour has the farmers at heart

MR. SCHREYER: As of when?

MR. McKELLAR: As of, for the last 18 months; the last 18 months. That's when it started. I hope the Minister of Labour has the farmers of Manitoba at heart during this coming winter because the farmers of Manitoba are going to need some help and they can only get it with jobs during the winter months, no matter what kind of a job it may be, because I know, as well as all the other farmers in this Legislature know, that we're lucky if we get any grain delivered before the month of April, and I mean that. And I think that your department, Sir, should take everything into consideration that you can see that there are jobs for some of the younger farmers. I know it isn't easy for some of the older farmers to just adjust to that they have to stay home, but there are many young farmers under the age of 35 and I think that if

(MR. McKELLAR cont'd.) some help can be given to them for work during the months of November to April, I think they would appreciate this very much.

MR. SCHREYER: Would you permit a question?

MR. McKELLAR: Yes. Certainly.

MR. SCHREYER: The Honourable Member for Souris-Killarney suggests that because of the current market situation for grain, that the likelihood is that many young farmers, many farmers, especially young farmers, will have to go out during the winter months and get a job. And I agree. That being so, can we take it, then, that the honourable member, as a representative of many of these farmers, will want to support an increase in the minimum wage?

MR. McKELLAR: Are you asking me would I support an increase in the minimum wage? When the vote comes I'll let you know.

But I tell you, when you're dealing with minimum wage just realize that you might cause some unemployment, and this is another factor I hope you deal with, because there might be some unemployment by increasing the minimum wage and always take this into consideration. I'll deal with the other when it comes to the vote. It's quite easy to vote in the Opposition, you know. I watched you fellows for a long while and if you don't like a thing you vote against; if you like it, you vote for it; so you're always on the right side. You can't lose.

I think that's all I've got to say but I want to tell you, Mr. Minister, always keep this word "inflation" on your mind because we really got it in Canada and we really got it in Manitoba, and you must always remember the farmers too; always remember the farmers, because they're the salt of the earth, and if the farm economy goes down, everything goes down.

I think that's all I have to say, Mr. Minister, and I do hope you have a successful trip there and back.

MR. CHAIRMAN: The Honourable Member for Riel.

MR. CRAIK: Mr. Chairman, on this particular item I wanted to congratulate the new Minister of Labour on assuming his new portfolio. I note that all the members are being very fair with him because they realize that he's new at the game and they don't want to hurt his feelings in his initial launching on to his new portfolio, so with that in mind I won't say too much either.

There are one or two things that I think are urgent and I'd like to know whether he has given them any consideration - maybe he hasn't had time. He might give some further thought to them. We have one particular problem that exists in Manitoba, which he's probably all too aware of, and that is the apprenticeship training program, particularly its tie-in with the educational institutions that exist, and I think particularly of the vocational technical training institutions.

At the present time, there's considerable anomaly exists between the basic training, which someone can take into an apprenticeship program with him, and the amount of time that is required for him to receive his apprenticeship training. It seems basically logical, I think, that someone might go to the MIT, or to some other vocational training institute, and take a degree of basic training and have his apprenticeship time reduced. In actual fact there is a considerable, I think, penalty imposed on those that do go into the program with basic training. This probably should be ironed out and isn't completely ironed out yet. It's not ironed out really in Canada; it's not ironed out in Manitoba; although I think we're probably in better shape in Manitoba than maybe they are in Canada. At least it has come -- some of the committees have come to grips with it, but the basic problems, as always exists when you have rules and regulations set up, is getting the necessary meeting of minds between the various vested interests that are involved, and at the present time there are unquestionably young people who want to become plumbers and carpenters and take other trades, who find themselves in a position of not receiving, I don't think, just treatment in the case where they have taken basic formal training and not had it recognized for apprenticeship purposes, and if the Minister could provide the House with some information as to whether or not he intends to tackle this, or has tackled it, I think it would be helpful, and if he hasn't perhaps by the time the next Legislature sits, or later in this one, he might be able to inform us as to whether any progress has been made.

The second area is the Manpower allowances that are given for apprenticeship training. Those going in and out of the institutions that are on apprenticeship training program find themselves again penalized because of the lack of support which they get through the Manpower

(MR. CRAIK cont'd.) Training Program, and there's a large area of improvement that could be gained here. I think that the Minister might well find out that the story he gets back from the Federal Government is that this area is a very large area of research and it will take considerable research before it can be ironed out. I think probably he may find out that the problems aren't that big, that there is enough information there to make a decision, and the earlier it is made the more fair it will be for both the person on apprenticeship and the employer who is hoping to advance his employees through the training program. So perhaps the Minister could pass comment on these two items now or at some later date.

MR. CHAIRMAN: The Honourable Member for Morris.

MR. WARNER H. JORGENSON (Morris): Mr. Chairman, I would like to just make a few comments in regard to the estimates now before us. I just can't help but remark about the changed attitude of the Minister when he sat over on this side of the House and there appeared to be no way, insofar as he was concerned, that the labour situation would possibly improve under a Tory government. The degree of pessimism that one heard daily from the Minister when he sat on this side of the House was really something to behold, and I'm sure that most of us couldn't help but marvel at the transformation that took place within a week, Mr. Chairman. I believe it was within a week when the Minister made the statement that the labour situation in this province was just absolutely remarkable. Now, despite the fact -- (Interjection) -- No, no. By no means, Mr. Chairman. I expect the Minister would tell the truth, and I was relieved to find that once he had assumed the mantle of power that the truth began to flow from him, and he found that the situation insofar as labour in this province is concerned was far from as bad as he predicted it was when he was on this side of the House. Now I congratulate him for suddenly waking up and planting his feet on the cold floor of reality and recognizing the situation as it actually exists in this province.

There are one or two comments I would like to make, Mr. Speaker. I hope, and if the Minister is going to make - and I think he can - any contribution to this province, it will be in the field of labour-management relations. The technique of the strike, in my opinion, has long ago passed its useful state. Fighting the battles that were won fifty years ago seems to me a futile exercise. I don't think anyone can argue that the damage that is done to the economy of this province and to this country through the use of the strike is hard to measure. Surely in this enlightened age, and with such an enlightened group of people opposite, a new era of labour - and I am looking very directly at the Minister of Health and Welfare - surely in this enlightened age a new system of settling disputes can be found. The Honourable Member for River Heights touched on the very point that I wanted to make in regards to labour-management relations and the technique of using the profit-sharing motive in settling disputes. There is no two industries that are similar. It is futile to regard labour legislation as applicable all the way across the board. It is as futile to regard that as it is the Indian Act applicable to all Indians across this country. Their circumstances are so dissimilar that the application of that Act rigidly across the country works hardships against certain groups where it might work advantages in other areas. I feel the same thing is true of labour relations today, and I would hope that the Minister could bring and develop a new era in these relations during his term of office and I will be the first one to congratulate him if he can effect this change.

There is one other point that I wanted to mention and it was in connection with the subject raised by the Honourable Member for Rhineland. He explained what we already knew of course, but there is one thing that still puzzles me. Shortly after the government assumed office, the Minister of Transportation issued a statement - and I thought rather plaintively - that he would have to, during the course of the next year, have to do without his salary because the previous government had absconded with all of the money that had been appropriated for Ministers' salaries, and I wonder if he could explain to the Minister of Transportation that he need not worry, that the situation has righted itself, and although I can assure him that there is going to be an effort to have that portion of his salary reduced, what he objects to, he will not starve to death during his term of office. Mind you - and I always thought that it was a mistake to have placed the Minister of Transportation in the Transportation portfolio. It would seem to me that with his experience he would have been better qualified for the Tourism and Recreation portfolio, having learned to camp as well as he did a few years ago. He would know all about those things.

But I hope that the Minister will enlighten the House as to his attitude toward the subject that I mentioned earlier, and if he has any proposals - I know he mentioned the setting up of

(MR. JORGENSEN cont'd.) some sort of committee - and I wondered if he could give us some idea of how he proposes that the committee is planning to work, who will be the members of that committee and what their functions will be.

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. McKENZIE: I am wondering if the Minister would be kind enough to give me the number of Manitoba's labour force and if he could categorize it, those that are working and those that are seeking work, at some time in the next short time before he finishes his estimates.

MR. CHAIRMAN: The Honourable Member for Rhineland.

MR. FROESE: Before the Minister gets up to reply to some of the questions put to him, I would like to touch on one more thing. However, before doing so I also have to admire the Minister of Labour and the present House Leader. I always did know that he really had the capacity to be such an optimist as he has been lately. It used to be on this side of the House everything was so depressing and he seemed to be such a pessimist. Now all of a sudden it's just as though he has turned a new leaf. Maybe it's because he was so close to retirement, and that now all that came about so that he has a much more pleasanter outlook.

A MEMBER: He joined the establishment.

MR. FROESE: The matter that I wanted to touch on briefly has to do with the gold mine at Bissett. I had occasion to meet a party when we went up north who came from that area and he told me that a good number of people were leaving the area, moving out of Bissett. Is this true and what is the situation in Bissett? I remember and recall too well that this government, or the previous government - Legislature at any rate - gave assistance to the area, and we were told at the last session that certain monies had been repaid and so on. What is the situation to date and is there a serious situation? Are we spending more on welfare in this area? Are there more people out of work and has this become a problem by this time, and is greater assistance being given to the area or what type of assistance are we giving. Then, too, it has been mentioned on previous occasions that they might make - what was it - a park or some special tourist attraction in this area. Is this coming about or is nothing being done in this area about it? I think we as members of this side of the House would like to know what the situation is at Bissett at the present time.

. Continued on next page.

MR. CHAIRMAN: The Minister of Labour.

MR. PAULLEY: Mr. Chairman, if there are no other questions I would like to answer one or two. First of all, I will answer my honourable friend the Member for Assiniboia regarding the minimum wage, and my attitude while on that side of the house was again one of attempting co-operative persuasion on the government not necessarily at all times to increase the minimum wage or have it increased but to have the committee on minimum wage, the Minimum Wage Board activated so that they considered the problem, and that as I indicated before is the action that we have taken.

I also want to remind my honourable friend when he is talking about the question of discrimination in employment, particularly in regard to age, I want to inform him that there is a member of our staff to whom requests are made constantly on behalf of some of the older workers who cannot find employment and this individual is charged with the responsibility of endeavouring to have people placed in that older age category with Manpower, the co-operation of Manpower. We haven't been successful on every occasion but nonetheless we are making the endeavour to do just what my honourable friend indicates that we should do. And then insofar as discrimination at large is concerned - and one or two other members raised this point and it's a very valid point - it was indicated, may I remind honourable members, it was indicated in the Throne Speech that steps were being taken to establish a Human Rights Commission. Now this can't be done overnight, as I mentioned in respect of other pieces of legislation, but certainly it is foremost in the minds of this government and I want to assure all of the members of the committee that members of the staff of the Department of Labour, including the Minister are prepared to render whatever service we can to the members of this Assembly in having their problems aired and in an endeavour to have them resolved. So please do not hesitate; if you have any problems, we will take a look at them.

My honourable friend who now sits in the seat that I used to sit in, and I am glad he is just as mellow as I am, raised the question of employment over the winter months and enjoined us to look after the farmer. We are very hopeful that with the new and vigorous economic climate that this government is creating in the Province of Manitoba that the relatively low unemployment rate will continue and that there will be jobs seeking people rather than people seeking jobs.

My honourable friend the member for Riel raised the question of apprentice training. I have now been invited to attend a diploma awarding ceremony on the 1st of October or thereabouts to some five or six hundred graduates in the apprentice training field. As of October of last year there were some 1,600 persons undergoing apprenticeship training. I appreciate what he mentioned about the allowances under Manpower for some payments in the joint program not being adequate, and I am sure that in his former capacity that he was aware of that situation.

My honourable friend the Member for Rhineland raised the question of Bissett. This is a problem ostensibly in the Department of Mines and Natural Resources. It is true that the former government, by agreement I believe unanimously by the Legislature, made a loan to the Bissett mine and then they had a fire, a fire in the shaft, and was burned down. The mine at Bissett is not operational at the present time. It went into bankruptcy and there was a manpower loss there to some considerable degree. It is my understanding that most of them have been placed in other areas and it is also my understanding that some of the other departments of government are giving consideration to the utilization of the area, but I would suggest to my honourable friend that if he wishes to pursue this particular matter, do it under the Department of Mines and Natural Resources where they may have further information.

The Honourable Member for Roblin asked me the question as to the labour force presently in Manitoba. As of July of this year there were 389,000 employed in Manitoba. There were 11,000 unemployed, giving an unemployment ratio of 2.8 percent. Again, as I indicated, the lowest in the Dominion of Canada.

MR. CHAIRMAN: The Honourable Member for Arthur.

MR. WATT: . . . to hear about the new vigorous economic climate that was being created in Manitoba. Could the Honourable Minister of Labour tell us whether this will spread out to the grain growing areas of the Province of Manitoba?

MR. PAULLEY: Just as soon as the people across Canada use the wisdom that the people of Manitoba did and elect a New Democratic government at Ottawa.

MR. CHAIRMAN: The Honourable Member for Rhineland.

MR. FROESE: Mr. Chairman, I think the Honourable Minister must be living right, because the communications seem to be quite in order that all good things come from above and

(MR. FROESE cont'd.)... it just came down right on time.

MR. CHAIRMAN: (Resolutions 65 to 69 were passed,) Resolution No. 70. The Honourable Member for Roblin.

MR. MCKENZIE: Mr. Chairman, on 70, I wonder would the Minister elaborate on the fire prevention programs that are taking place at the present time.

MR. PAULLEY: I don't know, Mr. Chairman, exactly what the honourable member has in mind, but if he wants to know the general line of what the -- (Interjection) -- Pardon?

MR. MCKENZIE: I noticed the salary item was some \$68,000 so I wondered if...

MR. PAULLEY: ... of fire prevention investigations into fires. The staff of the division consists of a fire commissioner, a deputy fire commissioner, senior assistance fire commissioner, four assistant fire commissioners and two clerk typists. It deals with the whole area of fire prevention and inspection and investigation, particularly where there is loss of limb.

MR. CHAIRMAN: The Honourable Member for Rhineland.

MR. FROESE: When we talk of fire prevention, are you just referring to industry or commercial, or does this also refer to let's say the northern area of Manitoba where we have large stands of trees and so on, and any kind of prevention work that can be done there.

MR. PAULLEY: Yes, Mr. Chairman in any fire where there is injury to life or limb or a death or there is any area in which there is likelihood of loss all over the Province of Manitoba, investigations are made.

MR. CHAIRMAN: (Resolutions 70 and 71 were passed.) The next department is Transportation on Page 26. The Honourable Minister of Transportation.

MR. BOROWSKI: Thank you, Mr. Chairman. I'm tempted to say "No comment" and take that advice. Unlike the Minister of Labour I hate making speeches and I'm not going to spend any time on the estimates, because first of all it's the previous administration's estimates; secondly, they have been passed by this House. They've been gone over item by item, and for the benefit of the new members who weren't here during the last session, may I suggest to them that they could spend \$3.00 and buy Hansard and save the taxpayers a lot of money, and read Hansard and you'll know just as much as you'll find out from me. In fact you'll probably learn more because the previous Minister I think knew a little bit more about the department than I do. So I'm not going to say any more about the estimates. As far as I'm concerned they're introduced.

However, there is something I would like to talk about that affects a great deal of people up north. I spent a weekend up at Nelson House and you recall a couple of weeks ago I made an announcement in the House that the government had made a decision to run a highway from Lynn Lake to Thompson. You're probably well aware there's a great deal of bush on this road; there's also a great deal of bush on the road from Nelson House to the junction; and we have heard a great deal of talk from the Opposition during this session, and from our side during the last session, about getting the Indian people and the Metis people involved in northern development. We have a program which I think you'll all embrace. I think it's a good program and you'll have an opportunity to express your views on it in a very short time.

The program is very briefly this: we have made a verbal agreement - it's verbal for the moment - with the Indian people at Nelson House to cut all the bush from Nelson House for seven miles out to the junction. Now this will inject approximately \$50,000 into the Nelson House Community. Now we can do this for the simple reason that there is no projection first of all for the highway. The highway is not going to be completed according to the projections of the last Minister for about two years, maybe more, in which case that gives us a great deal of time. We don't have to get cats, we don't have to tender agreements with contractors to go out there and scrub it, which means that you do this -- it's done all the time, a contract is given, a contract comes in and within a matter of a week you can knock all the bush down for the right-of-way, but we do have the time and I really feel, if we're going to get the Indian community involved in our society and show them that we really care about them and about the unemployment and about their many problems, one way of doing it is to give them some work. This is something that is not only going to affect them but is going to serve them. The community needs highways. So the agreement as it stands now, they will cut this trail which will bring them \$50,000.

In addition to that an agreement has been negotiated with some Indians from Pikwitonei and Thicket Portage to start cutting the bush from the Thompson end towards Nelson House, and initially just see if this is going to work. I really can't say it's going to work because some

(MR. BOROWSKI cont'd.)... people have the idea that the Indians are lazy and unreliable and don't want to work. We'll have an opportunity to see if this is true. Initially, we've allocated five miles. The engineer from Thompson, along with two Indian lads are at the moment, or will be in a day or two, blazing a trail, marking out the trail where the highway runs, 200 feet wide, and as soon as this is done, hopefully next week, we'll get people that are on welfare at Pikwitonei and Thicket Portage, bring them in and have them start cutting the bush down.

There's an additional benefit to doing it this way because when a contractor is brought in and he knocks the bush down, they burn it. All that timber, whether it's good or whether it's scrub - and a lot of it is good timber - it's all burnt. They use many many barrels of fuel oil to burn this stuff. In the case of the Indian people doing it, all the timber will be salvaged. It will be laid out alongside the road, which could be used. If it's close to a lake or river, the Tourist Branch could use it, have it cut up and use it for the fireplaces as they do at Paint Lake. At the Nelson end, for example, every summer they have to have five or ten Indian people go across the lake, cut timber and then float them down and this timber is used to heat the homes. I understand that all the homes at Nelson House are heated by wood, which means they have to go out and cut wood. In this case they're going to get paid, they're going to get off welfare and they're going to have sufficient wood, we estimate, sufficient wood for 10 years from this seven mile strip.

So we're killing three birds with one stone and I think this is the type of program, as I indicated earlier, that everybody is going to enthusiastically embrace. And further to this, because of the time factor involved, and when I say the time factor, the program for completing this highway, because it's spread over two years we can afford to take a little risk as to completion date. It is my hope that if this pilot project at both ends, or at least one end is successful, we will go back to the Indians and say: Look, this 45 mile stretch that's left, which is worth about \$200,000 or thereabouts, it's yours; all that money instead of going to some contractor - which will naturally make a profit, after all this is their business - but instead of it going to a contractor we will give all this area to you. You can cut it, you can salvage the wood and some of it may be sold to International Nickel for mine timber, for railroad ties underground and maybe other timber. If we follow the other suggestion of supplying them with a tractor and a small portable sawmill, they feel that they could put this timber to good use, because obviously they can't burn all that timber. It would take them 100 years to use up all that timber for firewood.

But this is the program as it's outlined. I believe that we should draw up a contract, not for our sake but to protect them. We should have an agreement, and an agreement on the Nelson House section we will pay them \$200 an acre. Now this is what it costs to clear on roads. I understand from the former Minister of Mines and Natural Resources, when we discussed South Indian Lake, he had indicated that it cost anywhere from two to seven hundred dollars an acre to clear timber. So I think in this instance it's a good deal and it's a fair one; and if it isn't, I think we should be prepared to make an adjustment. If we find after a couple of weeks' work on this that the bush is heavier than we had calculated and they're not making let's say the minimum wage, then we should be prepared to increase the \$200 to possibly \$225. But even if we overpaid further than that, these people are on welfare and the government is spending money. I understand they spent five to nine thousand dollars per month at Nelson House on welfare so this will eliminate this welfare at least for the next year.

I don't know if there's anything more I can say about this except that the deal was made over the weekend. Our engineer is presently measuring, blazing out the trail. The money will be paid to the Band and council and the Band and council in turn will be paying it to their people. Again, I think this is a drastic departure from the old system where the great White Father walks in with the shift boss and foreman and says: You do this, you do this, and if he catches the guy sitting he gives him hell, and you know Indians don't like this. They will just pack up and leave home. My view was that we're paying you so much an acre, if you work 10 hours a day, 20 hours a day, or one hour a day, that's your business. We're paying you by the acre and you can take your sweet time in doing it. I think this will help psychologically and as a result of this I'm hopeful it will work out, and if it does I think we've embarked on a new era for the Indians in the north.

While I'm on my feet I would like to just say something about my staff. I think it is traditional for a Minister to congratulate his staff. I'm saying it because I think they deserve congratulations. As a new Minister I walked in there, I was as green as they come, and my

(MR. BOROWSKI cont'd.)... deputy and the people working under him and my two lovely secretaries have worked overtime and on Saturdays, and I think they did a tremendous job and I'd like to take this opportunity to publicly thank them for the support they've given me. Thank you.

MR. CHAIRMAN: The Honourable Member for Lakeside.

MR. ENNS: Thank you, Mr. Chairman, I'm sure that I express the sentiment of most members of the House in that we wish the new Minister of Transportation well in his responsibilities. I have the feeling that there will be many occasions where we will be able to discuss the progress that he's making within that department, and the progress of Manitoba roads, but certainly at the outset of his initial presentation of his first estimates I would like to extend to him the best wishes from our group.

I would like to speak just briefly on the subject that he just spoke about and to commend him for the obvious concern that he has with respect to the employment of our native population in an area that is natural to them, that doesn't call for them to be moved great distances from their homes, and certainly if work can be done in those areas, if at all possible it should be done by them. I think there is something that has to be said that the Department of Highways Branch particularly has made many efforts in the past, perhaps not in such a specific instance as the one that he is outlining to us tonight, in the use and in the utilization of the native populations with respect to many work projects that they have. One particular one that comes to mind is the clearing of the Grand Rapids forebay area which was done very much on the same scheme that the Minister has now outlined. Indeed, I think where there were sufficient number of Indians in that particular area that would undertake such a large task, the Member of Morris informs me that a number of jobs were offered to native members of our province from his part of the constituency in the southern part of the province. So I just indicate to the Minister that this is a commendable approach, one that I'm sure should be pursued with all the vigour possible. I would expect of course at the same time that an eye be kept on the fact that we do not replace a form of a welfare program with another form of a welfare program at the expense of roads or progress not being made. But at this point I certainly don't enter that as a serious point of debate. I look forward to the Minister reporting to us when next his estimates appear and we can be more appropriate in our commendation or otherwise of the program that he has announced.

Well, Mr. Chairman, I want to really just devote a few minutes in offering to the Minister of Transportation a few friendly words of advice from one who admittedly was only a part-time Minister in that portfolio. But nonetheless I know that at this stage of the game, and if I recall correctly, Mr. Chairman, he did indicate to the public or through the news media that since assuming office there is a fair amount of work to be done in a Minister's office. I think to use his own terminology, a hell of a lot of work to be done - that's his - or perhaps he was misquoted in the press as sometimes happens.

But what I'm concerned about, Mr. Chairman, and I want to make it very clear at this particular point that I accept the estimates, the program that has been laid down. I certainly didn't expect any dramatic departures, although of course we haven't got the full estimates before us and these may still come, and if they do that's A-okay with me too. But I'm really trying to offer the Minister some advice in a manner and way in which he makes sure for himself, in order that he in fact be an effective Minister of Transportation for all Manitobans who are vitally concerned about the portfolio he administers, that he does carry his full weight and influence with his colleagues that will enable him to get the necessary funds to build the roads that this province needs everywhere, not just in the north.

And I want to indicate to him that while we of course look forward with some anticipation to just how the Mauro Report on Transportation will be adopted by this government, and of course he has indicated to us and we as authors of the report - or having the report sponsored, are fully aware of the fact that there are some pretty big dollars attached to that report. What has concerned me, Mr. Chairman, is the suggestion from the Minister that knowing as we do, and as he has often expressed his deep interest for northern roads and for this development and expansion to take place in the north of our province, that this be done at the cost or with some penalty to the rest of the province, and I want to tell the Minister that this need not be the case.

And I want to refer to two specific reports of equally dramatic nature - even more so if I may suggest - and the manner and way in which it was handled by this government when this group was in office, and the one that I want to refer to came to us under much the same circumstances as the Mauro Report comes to you. In other words, it was initiated by a former

(MR. ENNS cont'd.) . . . government; you now are the recipients of it, and while we don't have to cross the t's and dot the i's, I think you've already suggested to us that essentially you are excited about the possibilities of the report and intend to do something about it. Well, in much the same way this government, shortly after taking office, received the Royal Commission Report on extensive flood control protection for the Greater Winnipeg area which was initiated by the then Liberal regime. It was, I believe, commissioned in '55 or '56. We didn't receive it until somewhere in the '60's. It called for massive expenditures, and just to put things in perspective for the Minister of Transportation, we were talking about the expenditure of hundreds of millions of dollars, the Winnipeg Floodway being some \$64 million, the Shellmouth Project another \$14 million, or 8 or \$9 million, and the Portage Diversion at that time estimated at \$14 million - I understand the final costs will be closer to 20 or \$19 million. So, in other words, what I am trying to suggest is here we had a report commissioned by a former government, a report that was well thought out, well engineered, a well documented report that provided the answers, and I think answers satisfactory to most, particularly after last spring and a visible demonstration of the effectiveness of the Greater Winnipeg Floodway that this was a massive public works project that should be undertaken in the interests of the province, admittedly, primarily in the interests of the half million people that are living in the Greater Winnipeg area. Now at the same time, and we could have perhaps taken the attitude, as I detect, and I don't want to impute to the Minister of Transportation that this is necessarily a fixed attitude on his part - in fact, I hope in a few moments perhaps I can show to him that it need not be, or it should not be the attitude, because at the same time that we undertook this massive undertaking in the area of public works we also accepted basic recommendations from the Michener Report which called for the undertaking, or the taking over on the part of the province of some 4,000 market roads from the municipalities because we recognized that the municipalities could not, did not have the means, the resources at their command to bring this road system, this secondary road system up to the standard required for a modern transportation network in southern Manitoba.

This was a massive undertaking. It was undertaken largely, and a great deal of credit goes to my current leader, the Leader of the Opposition, who single-handedly after many months of negotiations, private negotiations with the many different municipalities involved, came to an agreement whereby this government took over 100 percent responsibility, and most of the members - certainly all the rural members here - are aware of that. This took place in 1965, or 1964-65. At the same time, we also undertook the same kind of attitude towards the major drainage problems in the province.

Now you may say, what has all this got to do with the matter at hand? What I'm trying to suggest to the Honourable Minister of Transportation, that because he has a report which calls for a fairly massive injection of capital in one particular area, I think there is ample precedent set that this need not be done at the expense of other portions of the province, and I want to encourage him to maintain that point of view in his deliberations with his caucus and with his cabinet, and I'm a little worried, Mr. Chairman, that while, you know, as one high school dropout to another high school dropout, I don't want the intellectuals in that cabinet to be giving him all kinds of stories about the priorities and which comes first, the cart or the horse, or the horse or the cart - you've got the answer. He should just rise and pound that desk and say, "Let them argue for a little while," and say, "Gentlemen, it doesn't really matter whether the horse comes before the cart or the cart comes before the horse; they both need a road to travel on." Either way there's the need for a road to travel on. And so I don't think the Minister of Transportation should allow himself to get too concerned about the ideological arguments that may take place within the caucus or within the cabinet. I know that the Minister of Health and Social Services has to have, if he intends to (which I know he does) intends to live up to commitments, that he now is responsible for, as Minister of Health and Social Services, to fairly sizeable pieces of capital money. I know that the Minister of Education certainly would not want to see his particular portfolio or field in any way denied the access to expansion of capital funds in the field that he is responsible for. And as there are others, I am concerned, Mr. Chairman, that the Minister of Transportation, for the benefit of all Manitobans, be in a position, a strong position in that cabinet to insist on the priority of funds to be allocated to the department that he has jurisdiction over and that if, in fact, the cabinet feels that the priorities are such that they can only embark on certain aspects of northern road development at the expense of other portions or sections of this province, I suggest, Mr. Chairman, that he need not accept this point of view, and I would hope that come the estimates in - not this set of

(MR. ENNS cont'd.) estimates but the following set of estimates - that the strength of the Minister of Transportation will be reflected in them insofar as that adequate funds will in fact be provided for all portions of Manitoba, not just the portions that he has on so many occasions expressed a particular desire on.

I am pleased to see the First Minister in his chair at this particular time because he did indicate in a speech of a few days ago that he did feel that there was a time when governments should be prepared to do the dramatic thing, if I can call it that, and he referred -- I believe he was referring to the fact that perhaps now was such a time, now was such a time to do some dramatic work in the north, and I couldn't agree with him more. I would, of course, have to suggest to him that whenever governments are about to do dramatic things, they should have these well-documented or have their course of action well charted before they jump in for the plunge. Now I say this with due regard that I am giving the First Minister an opportunity, of course, to jump up in his seat and suggest to me that certainly this government wasn't prepared to, didn't pursue that policy in another very important economic development in this province, namely, that that we discussed this afternoon. I, of course, take issue with him and suggest that we had to our satisfaction charted the course and made the decision. I am just suggesting to the Minister of Transportation that having the Mauro Report of Transportation before him, having the expressions of basic agreement with the report, that we look forward to the dramatic things happening in the north not at the expense of the necessary works that have to be undertaken in the south, and I think that we will applaud the efforts that the Minister of Transportation takes or makes in this direction and that we have only reason to hope that this will not be done in any way that will stymie or slow down the development of the growth that is so necessary in parts of the south. Thank you, Mr. Chairman.

MR. CHAIRMAN: The Honourable House Leader of the Liberal Party.

MR. JOHNSTON (Portage la Prairie): Mr. Chairman, I would also like to add my congratulations to the New Minister of Transport. I don't think that any person can be elected and come into a Cabinet post and all of a sudden be an expert in any particular field, and I know that he can count on members from this side for being lenient with him and going along with him for some time and we certainly will not be doing anything to embarrass him or to make him feel badly and we certainly wish him well in his department. But having said that, I feel that we are entitled to ask certain questions based on my honourable friend's pronouncements of late and I am sure that he has the answers for them and I am sure that he is ready for them at this time.

I noticed just after the election when my honourable friend received his portfolio that he came on television one or two times and he announced a number of changes. I couldn't quite remember whether they were changes that he would like to see or changes that were going to be made as of that date or shortly after, and of course referring to my honourable friend's change in emphasis on construction of roads where he was going to do more up north. Now I don't think anyone can quarrel with the fact that where a town - that should be called a city I suppose - has sprung up within 11 years in northern Manitoba it is for sure that the developments, and roads in particular, have fallen behind the requirements of the area, so I don't want it to be misconstrued that I am knocking his philosophy when he says we have to do more and do it faster in certain areas of the north where there has been a great amount of growth.

But I think I recall when he stood up on his feet this evening that he was not going to speak at length like his predecessor, the Minister of Labour, who I guess he presumed had spoken at length, and he was only going to touch briefly on the one program. But I would like to ask the Minister if there are any changes contemplated in the estimates that were presented this spring. As he knows, he was in the House at that time -- now perhaps I'm not too sure whether these estimates were passed or not. Can any of the members tell me? Were the highway estimates passed? -- (Interjection) -- The highway estimates were passed as presented in the amount of about \$50,459,251 but they were not concurred in, so I suppose this leads one to considering the fine possibility of whether or not it would be legally possible to change the estimates by ministerial decision or not. But I would like the Minister sincerely, this is a request sincerely made, to tell us if he has made any changes in the 50 million-odd dollars worth of estimates that were presented this spring and passed by the House but the concurrence was not received, and if there are any changes I would certainly appreciate it if he would detail them in a general way so that people know where they stand for the next fiscal year.

(MR. JOHNSTON - Portage la Prairie - cont'd.)

I am not saying this with any sense of derogatory manner at all when I say that the previous administration had made somewhat of a practise of presenting estimates and putting them through, and lo and behold some of that money wouldn't be spent; then the next year the estimates would come up again and we would find the same items, some of the same items in, and I have an example here. In the '66 and '68 estimates of projects scheduled by the department, the very first one without checking any further - the very first one reads identical to the very first one of 1969 - PTH 26 to PTH 4. It's the same piece of work, the same mileage - 13.6. I hope my honourable friend doesn't fall into this habit of presenting to us estimates that he hopes he will be able to receive credit for year after year, if he is there year after year.

MR. BOROWSKI: Those are an election budget, the ones you read.

MR. JOHNSTON (Portage la Prairie): That's right, that's right, it could have been an election budget. Although Transport covers a lot of fields, there is one item I would like my honourable friend to re-examine. When the present official Leader of the Opposition was the Minister of Highways I believe it was called in those days, 1967, apparently for some years the Highways Department had developed the philosophy that there should be by-passes around the major towns and cities of our province. My honourable friend the Leader of the Official Opposition managed in his home town to create the best possible route, and that's a quote, "the best possible route" - from a press release that is the quotation - but it went through the Town of Minnedosa instead of around it. There was quite an uproar in Brandon at the time where the City Council and Chamber of Commerce thought that this was rather odd that they should have to drive about 10 miles out of their way to get to Clear Lake and points north. So I wonder if my friend would review that decision that was made at that time and see if it was the correct decision. I don't know whether it was the correct decision or not and I am sure my friend's staff will be able to examine it and see if it were the correct decision that was made at that time.

Now, Mr. Chairman, I believe it was a year ago when the Minister's title was changed to the Minister of Transport. Maybe we had fallen into the habit in this House of always thinking of roads, of culverts and bridges and what not when he used to be called the Minister of the Department of Highways, and now it's the Department of Transport, so his field is greatly enlarged to what previous ministers had had to operate in and I was rather disappointed when my friend tonight didn't mention any of the problems that are facing us, and even in saying that he would be studying them in depth later or offering some suggestion at this time, and I am thinking now of the Mauro report that was just mentioned by the Honourable Member for Lakeside. This report took months to compile and it has been widely acclaimed as something worthy of further study in depth and something that I think his department should be taking an intense interest in, and perhaps when he does speak again during his departmental estimates he will maybe touch lightly on it. I don't want to pin him down to hasty judgments but I would like to hear his views on the report and what preliminary steps could be taken to implement at least part of that report.

Another item that certainly comes under the field of transport and that's the regional airlines that we have centered in this province. We have a number of them. There was some question made a few days back by my honourable friend from Churchill and the Honourable Member for River Heights as to whether or not the government had taken an interest in the negotiations or the proposal that TransAir's financial structure may be transferred out of this province and what effect this would have on the policies locally. We all know that TransAir's rate structure is considerably out of line with major airlines rate structures and I think that this is something that the Minister could tell us, what he hopes to do or what he is going to try to do in the coming year.

Another item in transport, although while not of the magnitude it still is of great importance to two or three thousand people, and that is the curtailment of rail service for the Campers Special that goes into northwest Ontario. I believe the deadline has passed as stated by the Vice President of the C.N.R. that they were going to terminate the Campers Special after the Labour Day weekend, and while my honourable friend may be saying to himself, well that only considers the well-off people who can afford cottages and what not, I am sure his friend the Minister of Labour would be the first to tell him that this indeed includes the well-being and some financial suffering for many of his constituents who work for the

(MR. JOHNSTON - Portage la Prairie - cont'd.) C.N.R. and have cottages in that area, and if this is allowed to quietly pass away and the service is quietly curtailed, this will mean a severe real estate loss to five or six hundred people who have cottages in that area and have no means whatsoever to get to them except by the railway.

So I would like to hear the Minister develop some of his ideas on transport. We on this side will listen with sympathy and if we can offer suggestions or assistance we certainly will, and we will not be condemning him, we'll be giving him all possible chance to dig into his work and to become familiar, and later on when he has acquired more in depth expertise in his department then we may decide to be a little difficult.

MR. CHAIRMAN: The Honourable Member for Rhineland.

MR. FROESE: Mr. Chairman, I too wish to congratulate the new Minister on his duties as Minister of Transportation; likewise, the other officials of his department. I think congratulations went out at the previous session. However, I don't think it does hurt anyone to be commended for a job that is well done and I wish our new Minister every success in his duties that he's undertaking.

As Minister of Transportation he has a large amount of money that is being spent by his department and I think all members are interested as to where and how much is spent in their particular localities. Likewise, we especially in south central Manitoba are always keenly interested and the people in my area are keenly interested in the highways that are being built there, especially if they are hard surface and so on because it used to be said "Millions for Manitobans but not a nickel for Rhineland." Well, we were very happy last spring when they finally came across and said that Highway 30 would be rebuilt, regraded, and that sooner or later it would be resurfaced again. I hope that the Minister will let the contract in the not too distant future and that work can be undertaken this year. I feel that part of the highway is very definitely in need of improvement. They have a large oil extraction plant at Altona and they are experiencing difficulty each year when the winter breaks up and spring sets in and you have restrictions placed on your highways. There's a concrete road going from Highway 75 as far as Rosenfeld but then there's six miles left south to Altona which is placed under severe restrictions. Likewise, the same holds true with the port of entry at Gretna going north. There's also six miles there that also has severe restrictions and these large loads coming in from the south with the beans, they experience difficulty in getting their loads in. This happens every year and if this road will be rebuilt with wider shoulders I'm sure it would take more weight and would certainly serve the people of that area well indeed. I do hope that the Minister will help us along on this and see that the work is carried out as soon as possible.

We know from previous situations, Mr. Chairman, that apparently within the resolutions, as long as the moneys are spent for the purpose contained in that resolution it is authorized, naturally the allocation within that resolution can change and therefore probably moneys allocated for certain highways could now be diverted to other highways, and if this is the case I would like to hear from the Minister just what changes are being contemplated if any.

We in the southern area have quite a few provincial roads since some years ago when the program was changed, and while I think the department or the districts operating under the Department of Transportation have contracts with the municipalities to do certain maintenance on these provincial roads, in some instances these are carried out quite well, in other areas we get complaints, and this applies to Highway 245, that stretch which is in Stanley Municipality. It's just a short distance of 2-1/2 miles and as a result, because it's such a short distance, the Rhineland Municipality is not obligated to maintain that stretch and therefore it does not receive the attention that it should, and I would like to see the Minister check into this if at all possible and see that more service is given to that particular stretch.

I also want to commend the department for the dust-proofing that has been carried on in that part of the province where you have these smaller hamlets and where dust on these roads is a very special hazard and this dust-proofing has worked quite well. However, there's one difficulty that they experience if the dust-proofing is applied, that you cannot then maintain the road in the usual way and as a result potholes will develop and this is one cause of trouble with the roads that are being dust-proofed. I don't know how to overcome this. I think some money should be spent in research on this and I think it would be well spent. I mentioned this last spring in discussing the estimates and I feel that this is an area where some money should be spent on and some research carried on as to the matter of dust-proofing and also so that these roads would then stand up better.

(MR. FROESE cont'd.) .

I questioned the previous Minister when discussing these same estimates earlier this year in connection with the administration of provincial roads and also the municipalities maintaining certain other roads. It seems to me that we have a certain amount of dual - I don't know whether you could call it administration - but certainly I think we should seek very close co-operation between the municipalities and these district offices because I think they can help each other to a large extent and in this way certainly make the maintenance much easier and less costly.

Mr. Chairman, I have some further remarks to make but I see the hour has arrived so I will make them at a future date.

MR. PAULLEY: Mr. Chairman, I move that the committee rise.

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

IN SESSION

MR. DOERN: I move, seconded by the Honourable Minister of Mines and Natural Resources, that the report of the committee be received.

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

MR. PAULLEY: Mr. Speaker, I beg to move, seconded by the Honourable Minister of Transportation, that the House do now adjourn.

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