

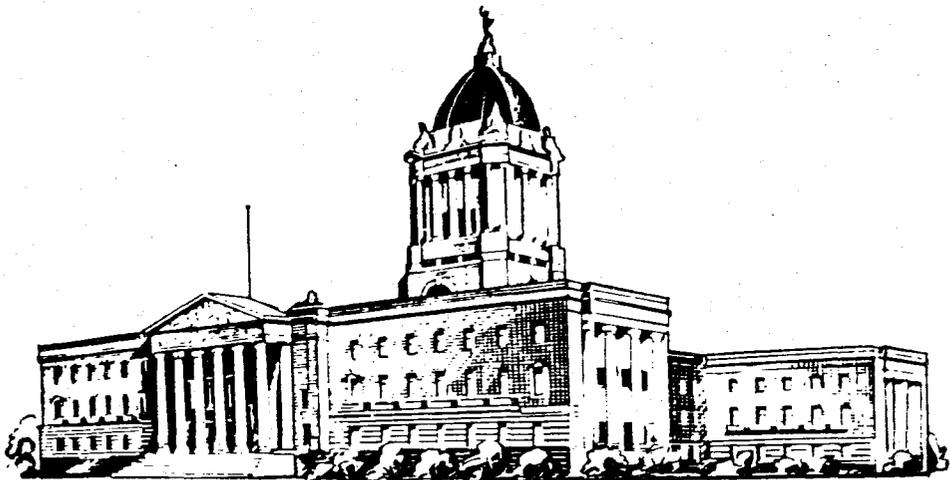


Legislative Assembly of Manitoba

**DEBATES**  
and  
**PROCEEDINGS**

Speaker

The Honourable Peter Fox



Vol. XVIII No. 78 2:30 p.m., Wednesday, June 16th, 1971. Third Session, 29th Legislature.

## THE LEGISLATIVE ASSEMBLY OF MANITOBA

2:30 o'clock, Wednesday, June 16, 1971

Opening Prayer by Mr. Speaker.

MR. SPEAKER: Presenting Petitions; Reading and Receiving Petitions; Presenting Reports by Standing and Special Committees; Ministerial Statements; Tabling of Reports.

INTRODUCTION OF GUESTS

MR. SPEAKER: Before we proceed I should like to direct the attention of the honourable members to the gallery where we have 22 students, Grades 6, 7 and 8 standing of the Hochstadt School. These students are under the direction of Mr. Bartel. This school is located in the constituency of the Honourable Member for La Verendrye.

We have 65 students, Grade 9 standing of the Jefferson Junior High School. These students are under the direction of Mr. Furman and Mrs. Bronstein. This school is located in the constituency of the Honourable Minister of Youth and Education.

We have 60 students of Grade 9 standing of the Golden Gate School. These students are under the direction of Mr. Collins. This school is located in the constituency of the Honourable Member for Sturgeon Creek.

And we have 30 students, Grades 7 and 8 standing of the Gruenfeld School. These students are under the direction of Mr. J. Nikkel. This school is located in the constituency of the Honourable Member for La Verendrye.

On behalf of all honourable members, I welcome you here today.

INTRODUCTION OF BILLS

MR. SPEAKER: The Honourable Minister of Labour.

HON. RUSSELL PAULLEY (Minister of Labour) (Transcona) introduced Bill 84, an Act to amend The Fires Prevention Act; and Bill No. 85, an Act to amend The Equal Pay Act.

ORAL QUESTION PERIOD

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. SIDNEY SPIVAK, Q.C. (Leader of the Opposition) (River Heights): Mr. Speaker, my question is to the Minister of Youth and Education. I wonder whether he can inform the House whether he is aware, or his department is aware of the federal programs, of Opportunity for Youth programs in Manitoba; that is the details of the programs themselves.

MR. SPEAKER: The Honourable Minister of Youth and Education.

HON. SAUL A. MILLER (Minister of Youth and Education) (Seven Oaks): Mr. Speaker, no, we are not aware of the details. We do know that the federal department, . . . . Department that is, has approved projects, but the approval is by telegram directly to the community groups involved and they do not work through the Provincial Government.

MR. SPIVAK: I wonder, has there been any consultation at all between the members of his department and the Federal Government with respect to any program?

MR. MILLER: We've tried to have some consultations to the extent, for example, where certain programs were considered by the Federal Opportunities for Youth for funding; they would contact our Provincial Government, our department or any others to get our views on it or even to ask whether Manitoba would participate with some financing in order to get the thing off the ground. In other words, the federal would be prepared to underwrite it if they knew that the Province of Manitoba was prepared to support the program. To that extent there was collaboration.

MR. SPIVAK: With respect to the total monies that have appeared to be allocated for Canada, will Manitoba be getting a fair share?

MR. MILLER: When Mr. Pelletier answers that question in the House of Commons then we'll know.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. STEVE PATRICK (Assiniboia): Mr. Speaker, my question is for the Minister of Labour. What was the message given to the Sergeant-of-Arms last evening prior to the Speaker making the ruling of the motion of the House Leader to have the Member for Portage la Prairie named?

MR. SPEAKER: Order, please. I don't think the question is proper.

MR. PATRICK: On a matter of privilege of the House, Mr. Speaker, I'd like to know

(MR. PATRICK cont'd.) . . . . . what was the message on the grey envelope that was given to the Sergeant-at-Arms prior to . . .

MR. SPEAKER: Orders of the Day. The Honourable -- (Interjection) -- There is no point of order. It was a matter of privilege; it wasn't answered and I can't rule that anyone has to answer in this House. Does the honourable member have another point? The Honourable Member for Swan River.

MR. JAMES H. BILTON (Swan River): Another matter of privilege, Mr. Speaker. Obviously, Mr. Speaker, the message did not come from you, and in fairness I feel that we ought to know where the message came from.

MR. SPEAKER: The Honourable Minister of Agriculture.

HON. SAMUEL USKIW (Minister of Agriculture) (Lac du Bonnet): Mr. Speaker, the other day I had indicated that I would be making a statement to the House.

MR. SPEAKER: Order, please. There is a section under our new ruling which says "Ministerial Statements" The Honourable Minister will have to wait until the Ministerial Statements come up again. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Speaker, I wish to direct my question to the House Leader. What is the Cabinet Ministers' schedule for the speaking engagements in the Saskatchewan Election Campaign.

MR. SPEAKER: The Honourable Minister of Mines and Natural Resources.

HON. SIDNEY GREEN, Q.C. (Minister of Mines, Resources and Environmental Management) (Inkster): Mr. Speaker, I can only give my own schedule. I left Winnipeg on Friday afternoon, I spoke in Saskatchewan on Friday evening and on Saturday and returned home on Sunday. I regret the honourable member wasn't able to hear me when I was there.

MR. SPEAKER: Order, please. Is this a supplementary question to the first? Well, order please. I should like to indicate to the House, it's remiss on my part that it's not a part of the procedure what Ministers do on their own time, and so therefore it's not a proper question. I'm sorry that I was remiss in letting the question be made and be answered. Therefore, there'll be no further questions in this vein. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Speaker, I wish to rephrase my question. I know that several Ministers have been away from the House during the session and my question is to the House Leader, what other Ministers will be away during the sitting of the House?

MR. GREEN: Mr. Speaker, Ministers of the Crown are free to make their own arrangements and are responsible to the public and to the House for what they do.

MR. PATRICK: A supplementary question, Mr. Speaker. Perhaps it would be advisable for the Ministers who will be away to at least table their schedules so we'd know in Opposition when they're going to be away. -- (Interjection) -- Sure it is.

MR. GREEN: Mr. Speaker, I believe that the Ministers in this government have been here on far more occasions than are the Ministers for instance in the House of Commons in Ottawa.

MR. SPEAKER: The Honourable Member for Churchill.

MR. GORDON W. BEARD (Churchill): Thank you, Mr. Speaker, I'd like to direct my question to the Minister of Tourism and Recreation. Could you advise the House when the lots will be freed in the Paint Lake area for building purposes, both on the land and on the island?

MR. SPEAKER: The Honourable Minister of Tourism and Recreation.

HON. PETER BURTNIK (Minister of Tourism, Recreation and Cultural Affairs) (Dauphin): Well, Mr. Speaker, the member is quite correct that there will be some lots available. As to the exact time I am not in a position to say so at the moment, but I can say that when that is available the information will certainly be given out.

MR. BEARD: A supplementary question then, Mr. Speaker. Will those lots be available for the short building season, this short building season -- would be available before the 1st of September?

MR. BURTNIK: I believe, Mr. Speaker, that some will be available, yes.

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

MR. LAURENT L. DESJARDINS (St. Boniface): Mr. Speaker, I rise on a matter of personal privilege. Yesterday in the Tribune I was quoted as saying that the government will do anything to shove French down people's throats, so I hurried and checked Hansard and it wasn't my mistake, I said that the government will do nothing, and I think it's quite important.

MR. SPEAKER: Order, please. I should like to indicate to the Honourable Member for

(MR. SPEAKER cont'd.) . . . . . St. Boniface that the explanation is one for the House but it is not a matter of privilege of the House, it's a matter of a personal explanation of the honourable member.

MR. SPEAKER: The Honourable Member for Swan River.

MR. BILTON: A question of privilege. I have a supplementary, and I believe the practices of this House have been abused, in fact they have been abused, and I'd like your assurance, Mr. Speaker, that the message that has been suggested . . .

MR. SPEAKER: Order, please. The honourable member is attributing that I am aware of something that took place and I am not; consequently, I can see no privilege in what he is raising. The Honourable Member for Swan River.

MR. BILTON: . . . go, and I'm suggesting that you have this matter investigated, and if messages are being sent to the Sergeant-at-Arms by members of this House instructing the Sergeant-at-Arms as to his duties, which I, Sir, say to you is your privilege and your privilege only . . .

MR. SPEAKER: Order, please.

MR. BILTON: . . . should be held.

MR. SPEAKER: Order, please. The honourable member is inferring what was in the message, I shall not rule that that is a matter of privilege since he is not indicating any evidence to that extent. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Speaker, I have a question for the Honourable Minister of Industry and Commerce. I wonder if the Minister can make a statement or answer yes or no, that Futronics Limited of Selkirk has been foreclosed by MDC for \$122,000.

MR. SPEAKER: The Honourable Minister of Industry and Commerce.

HON. LEONARD S. EVANS (Minister of Industry and Commerce) (Brandon East): Mr. Speaker, it is public knowledge that that company is in receivership.

MR. PATRICK: A supplementary, Mr. Speaker. Is there any other companies at the present time that MDC is foreclosing on?

MR. EVANS: I'm afraid, Mr. Speaker, I didn't hear the entire question.

MR. PATRICK: Are there any other companies which are in difficulty at the present time and MDC is foreclosing?

MR. EVANS: Mr. Speaker, largely because of the - in my opinion - of federal economic policies, there's a great deal of economic distress in this country today and I believe there are bankruptcies going on throughout Canada, in fact at a greater rate in some other provinces than in Manitoba. However, to be very specific, I have no knowledge of any other receivership actions.

MR. SPEAKER: The Honourable Member for Riel.

MR. DONALD W. CRAIK (Riel): Mr. Speaker, a question to the Minister of Industry and Commerce. Could he advise whether the MDC consulted with him before forcing Futronics into bankruptcy, before foreclosing on them? The question is whether the Manitoba Development Corporation consulted with the Minister himself before foreclosing.

MR. EVANS: Mr. Speaker, I was advised of the course of action that the Board of Directors of the MDC were proposing to take.

MR. CRAIK: Mr. Speaker, does the Minister then take the responsibility for the foreclosure?

MR. EVANS: Mr. Speaker, you know, ultimately the government takes responsibility for everything that any government department or any government agency does, and I for one will not stand here and assume that I don't have responsibility for the programs and operations of the Manitoba Development Corporation, but because a company happens to find itself in economic difficulties because of U.S. military spending programs - I might advise the House that the product of this particular company, much of it was marketed to the United States military - and because of the decision of the United States military this market was sharply curtailed. Furthermore, there is difficulty in the industry as a whole throughout North America. Unfortunately, I believe the company is a victim of economic circumstances facing that particular industry.

MR. CRAIK: Mr. Speaker, a further question to the Minister of Industry and Commerce. I wonder if he could clarify the new grant system or loan policy of the MDC for Rural Service Industries that was announced on the radio this morning.

MR. EVANS: Mr. Speaker, I'm not sure where to begin. There is much in the way of

(MR. EVANS cont'd.) . . . . . clarification. I might simply state what was announced, and that is that in future the Small Loans Division of the Manitoba Development Corporation is prepared to consider applications for loans from service industries throughout rural Manitoba, and the reason for this is that we've had experience of many towns in this province where service industries could not obtain adequate capital financing from existing commercial financial institutions. This matter was drawn to my attention as Minister of Industry over a year and a half ago by the managers of the Regional Development Corporations in this province. It was posed as a serious problem, and it is a suggestion that was made by them which has eventually been acted upon. And I might say, Mr. Speaker, all members of this House seem to express great concern about what's happening to our towns in rural Manitoba, and I'm pleased to say that this program will go a long way to sustaining those towns which honourable members seem to have a great deal of interest in seeing survive.

MR. SPEAKER: The Honourable Member for Morris.

MR. WARNER H. JORGENSEN (Morris): I wonder if the Minister could advise the House the nature of the statement that was made to the press. Was it in the form of a press release or a press conference or what have you?

MR. EVANS: I'm sorry, I didn't hear the first part of your question.

MR. JORGENSEN: I wonder if the Minister could advise the House the nature of the method in which he communicated this change of policy to the press. Was it in the nature of a press conference or was it a press release?

MR. EVANS: Mr. Speaker, the Board of Directors of the MDC agreed to this change of policy and I made the information available this morning through both types, through both methods, because I think it's important that the people, particularly the people who are potential businessmen, the people who are in these service industries of rural Manitoba get the message fast.

MR. JORGENSEN: Then, Sir, I rise on a question of privilege. The Minister well knows that — and my question of privilege is that it is a well-known fact that when matters of policy are to be announced when the House is in session they should be announced in the House. There is an item on the Order Paper that affords the Minister an opportunity to make statements such as this in the House under Ministerial Statements and Tabling of Reports. That is the occasion that the Minister has the opportunity of announcing changes in policy, which also affords the Opposition an opportunity to comment on matters of policy. I think it's a grave breach of the privileges of members of this House, and that's not the first case nor the first occasion that this has happened. It's becoming a habit on the part of honourable gentlemen opposite.

MR. SPEAKER: The Honourable Member for Sturgeon Creek.

MR. FRANK JOHNSTON (Sturgeon Creek): Mr. Speaker, my question is for the Minister of Industry and Commerce. Is the Saunders Aircraft, which is going into the Gimli Airport, dependent on the aerospace industry?

MR. SPEAKER: The Honourable Minister of Industry and Commerce.

MR. EVANS: Mr. Speaker, I imagine Saunders Aircraft, because it manufactures aircraft, is part of the aerospace industry, yes.

MR. F. JOHNSTON: Mr. Speaker, a supplementary question. Does the Honourable Minister think it's wise to be promoting industries that may follow the same route because of the depression in the aerospace industry at this present time, such as bankruptcy?

MR. SPEAKER: Order, please. The honourable member is debating the question. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Speaker, my question is to the Honourable Minister of Public Works and Transportation. In view of the acquittal of the Marlborough Hotel on a discrimination charge, has the Minister rescinded the orders to his department not to use the facilities at the Marlborough Hotel or does this order still stand?

MR. SPEAKER: The Honourable Minister of Transportation.

HON. JOSEPH P. BOROWSKI (Minister of Public Works and Highways) (Thompson): Mr. Speaker, there is always an opportunity for appeal. It was respected in the previous case; I am certainly going to respect it. The Indian Brotherhood may well want to appeal the ruling, which I'm sure a lot of people disagree with, and until that time has lapsed for appeal the order stands.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. SPIVAK: Mr. Speaker, my question is to the Minister of Industry and Commerce. I wonder whether he can indicate that the decision by MDC with respect to the new policy that he just announced came about as a direct consultation with him, with the members of the board, or a directive that was sent to the board or a consultation just between himself and the Chairman of MDC and the General Manager.

MR. SPEAKER: Order, please. I should like to indicate to all members that one of the cardinal rules about questions is in putting a question a member must confine himself to the narrowest limits. I find that most members are now starting to add a tremendous amount of extra argumentative quantity to their questions. I think that honourable members should adhere to the rules that are a part of this House. The Honourable Leader of the Opposition.

MR. SPIVAK: Mr. Speaker, I'll frame it in another way. I wonder if the Honourable Minister of Industry and Commerce can indicate how government policy was communicated to the Manitoba Development Corporation?

MR. SPEAKER: Before any answer takes place, I should also like to indicate to all honourable members that the answer should be terse, succinct and to the point. They too have become very verbose. The Honourable Member for Sturgeon Creek.

MR. F. JOHNSTON: Mr. Speaker, my question is to the Honourable Minister of Labour. Is the Minister in a position to give what action was taken on the letter dated April 22nd from the International Association of Machinist and Aerospace Workers as yet?

MR. SPEAKER: Order, please. That question was raised before in this House and it was answered at that time, thus it's being a repetition of a question that was answered previously. The Honourable Minister of Labour.

MR. PAULLEY: Mr. Speaker, if I may, I have had and taken the opportunity of looking into the records that I have in the office of the Department of Labour. I can find no notation of receiving any letter from the organization referred to dated April 2nd as indicated by my honourable friend. If he has a copy though, Mr. Speaker, I would be glad to take a look at it.

MR. F. JOHNSTON: Mr. Speaker, the letter was dated April 22nd. I would be glad to supply the Minister with a copy of the letter, Sir. It is addressed to him.

MR. PAULLEY: Mr. Speaker, I appreciate the co-operation of my honourable friend.

MR. SPEAKER: The Honourable Member for Roblin.

MR. J. WALLY McKENZIE (Roblin): Mr. Speaker, my question is for the Minister of Mines and Natural Resources. I wonder if the Minister is aware of the flooding on the periphery on the east side of the Riding Mountains and the east side of the Duck Mountains.

MR. SPEAKER: The Honourable Minister of Mines and Natural Resources.

MR. GREEN: Yes, Mr. Speaker, it's been brought to our attention.

MR. McKENZIE: A supplementary question. I wonder if the Minister would be interested in having some of his staff go out and take a look at the situation and see if compensation is a possibility for those that are suffering severe losses in flooding.

MR. GREEN: Mr. Speaker, our department is looking into this matter prior to the question being asked.

MR. SPEAKER: The Honourable Member for Arthur.

MR. J. DOUGLAS WATT (Arthur): I address a question to the Minister of Mines and Natural Resources, Mr. Speaker. Flooding again. Is the Minister aware of the flooding . . .

MR. SPEAKER: Order, please. Awareness, as I stated before — I'm sure honourable members can find the words to rephrase their questions. The Honourable Member for Arthur.

MR. WATT: Is the Minister aware of the flooding on . . .

#### ORDERS OF THE DAY - GOVERNMENT BILLS

MR. SPEAKER: Adjourned debates on second reading of government bills. The Honourable House Leader.

MR. GREEN: Bill No. 36, please.

MR. SPEAKER: On the proposed motion of the Honourable Minister of Finance. The Honourable Member for Rock Lake.

MR. HENRY J. EINARSON (Rock Lake): Mr. Speaker, in dealing with Bill 36, the City of Greater Winnipeg Act, it would appear that as we follow the Orders on the Order Paper that this bill is one that seems to be of particular interest to the government to get through, and it does concern me somewhat, Mr. Speaker. You heard comments from both urban and rural members on this side of the House, and while probably some people in the cities may not think

(MR. EINARSON cont'd.) . . . . we are in the country quite qualified to speak on this particular bill, I do want to say that I not only have concern and interest for the people of the rural constituency I represent but I have real concern for the people of Manitoba.

To begin my remarks, Sir, I think I should begin by saying that we had a Local Boundaries Commission established by the government which I had the pleasure and honour of serving with, and this Boundaries Commission was given the duties and the responsibilities, after having looked after -- that is investigating the rural aspects of their duties, they were then given the task of finding out what the problems were in the City of Winnipeg. And having done that, they were supposed to report -- which they did -- to the government, and I must say, Mr. Speaker, that when they had made their report to the government insofar as their proposals were concerned, I want to say the government proposals came out approximately two weeks after the Local Government Boundaries Commission, which had been commissioned to prepare a report or recommendation on the reorganization of Greater Winnipeg. It came out with its report recommending basically an improved type of regional government with nine cities in that type of government.

Now it is interesting to note, Mr. Speaker, that having received this report it was then the duty and responsibility to take that report out to the various municipalities and the city, hold hearings and find out what the feelings were insofar as this report was concerned, to find out whether the people really wanted one city or whether they wanted it divided into "X" numbers of regions. Now I'm not going to state whether it be five, nine or ten, but I think we're concerned with whether we have one city or whether we have a regional government. And I think because of the fact that this was not done that this government has created a situation where they have put themselves where they disregard the law completely, because that was I think in the statutes insofar as that Commission was concerned when it was set up.

It seems obvious by some of the things that go on in the House, and what we've seen here today, they speak of being an open government, a government that is concerned for people, and what happens to the people, but here's an example, Mr. Speaker, a classical one, in which the government has reneged in its responsibility by not allowing that commission report to be dealt with. Then all of a sudden -- and you know, when the House is not in session we throughout the country are not, particularly in Opposition, aware exactly of what's going on, but it was a real surprise to me to suddenly learn that the government had, all the while this commission was doing their report, they had set up a commission of their own to establish what they call the White Paper. I can think of other colours for that paper. When I think of the political attitudes -- (Interjection) -- You said that.

MR. SPEAKER: Order, please.

MR. EINARSON: I was really surprised to find that here the government had no intention of having any regard for the Local Government Boundaries Commission Report and what it stood for. So they established their own commission . . .

MR. SPEAKER: The Honourable Minister without Portfolio.

HON. RUSSELL DOERN (Minister Without Portfolio) (Elmwood): Is the honourable member suggesting that the government is bound to implement the recommendations of the Boundaries Report?

MR. SPEAKER: The Honourable Member for Rock Lake.

MR. EINARSON: Well, Mr. Speaker, as usual the Honourable Member for Elmwood, he told -- I think it was my colleague from Souris-Killarney when he was talking on this subject -- he should go back to farming. I don't think he understood the purport of my comments at all because I didn't say that they were bound, I didn't say that they were bound by the conditions of this report. My point is this, that they profess to be open government, they profess to be democratic, but I would suggest to you, Mr. Speaker, that they are not because they did not use the due process of democracy by taking this report out to the people and holding hearings such as they did on the so-called White Paper that they had. -- (Interjection) -- I think you're bound to your responsibilities as it applies to providing a democratic system.

I think, Mr. Speaker, when I think back of the days last winter after the report had been brought out, the Minister of Finance, the Honourable Minister of Mines and Resources attended many meetings, I heard through the radio, through the press, and I heard many comments that were anything but favourable to the so-called White Paper that they had to present to the people. Many comments that I did hear, particularly from the Minister of Mines and Resources, because of the many questions that were asked of him, questions that he didn't seem to like and

(MR. EINARSON (Cont'd.) . . . . reacted towards them accordingly, and I think, Mr. Speaker, that I can't help but feel that we are developing a situation here where people must be concerned. I know, speaking as a rural member, the municipalities which are involved in my constituency are very concerned about the one-city concept, because I think that when we're talking about this we're talking about not only just the City of Winnipeg, we're talking about the municipalities in the whole of Manitoba as well. I think that they're in harmony with the one-city concept.

I think it was suggested by my colleague from Charleswood that the people of Manitoba, that is the rural people, were paying for part of this and it seems to me, if I recall, the Minister of Finance didn't agree with this statement. I'd like to suggest to him that I think the Member of Charleswood was absolutely correct. When a government becomes involved in something it's the taxpayers of the province that are paying for whatever is being undertaken. I think this is very important, Mr. Speaker.

The other area in which I become concerned about - and you've heard, Mr. Speaker, those of us on this side speak on this particular bill, but I have heard nothing from the government side. I've heard nothing from the government side to speak of - very very little. -- (Interjection) -- Yes, the Honourable Member for Elmwood I think he spoke very briefly on it. I will correct that statement, Sir; he did. But there are other members on the government benches who come from rural constituencies such as the newly elected Member from Ste. Rose, we have the Member for Gimli and we have the Honourable Member for St. George. Mr. Speaker, I'm wondering where they stand on this particular issue. I'm wondering where do they stand on this particular issue. I think it's very important that the people of Manitoba should know where the rural members on the government side of the House stand. I think that they owe a responsibility to their constituents to indicate their position as to whether they're in favour of one huge city in the Province of Manitoba or whether we have it divided into so many municipalities or regions.

Well, Mr. Speaker, I must come now to the point, when I make those comments in regards to the honourable members who represent rural constituencies on the government side, it was stated by their Leader on June 25th, 1969, the day of the last general election, where Mr. Schreyer came out with a public statement stating that he favoured the regional type of government for Greater Winnipeg as a step in the right direction, to reorganize local governments in Greater Winnipeg to make it more effective in the community. This, Mr. Speaker, was quite a change from the position that the New Democratic Party had taken prior to that date, as it was quite well-known that their position was in favour of total amalgamation and the leading proponents of that position were the Honourable Mr. Cherniack and the Honourable Mr. Green.

Now, Mr. Speaker, it leads me to wonder where do the government really stand on this issue? When the then hopeful to become Premier of the Province of Manitoba - and who is now - was making one statement as to the policy insofar as this particular situation is concerned and two of his supposed to be colleagues who had another stand, I'm now wondering whether the Premier had to succumb to the powers-to-be in his party and I'm wondering too, Mr. Speaker, whether this is influencing all members of his party, that is the members whom he I suppose had hoped that he had support from, are now remaining silent because of the embarrassing situation they find themselves in insofar as a one-city concept is concerned.

The other point that I want to make, Mr. Speaker, is this, that that bill that has been put before us is one - what, of 500 pages? I know my colleague the Honourable Member for Riel went into this bill in great detail but I'm not going to do that today. Rather, I have a few other points that I want to make. I want to say, Mr. Speaker, I showed this bill to a gentleman who had occupied a number of years in the House of Commons and he asked me, he said, "What are you doing with this bill? Is the government going to give it some considerable study?" Well, I said, it was presented to us just the other day and they expect us to deal with this in the matter of a few weeks and they want it passed and hope that it's going to become law in this session.

This gentleman to whom I spoke was absolutely flabbergasted to think that this legislation, Sir, to give it its proper scrutiny, to do a sound, intelligent job, and I think that this is a responsible attitude that I feel I must take, that you cannot do justice - one who is a layman, some of these bills that are drafted, it takes a Philadelphia lawyer to figure them out - and I think with the tremendous area which this bill covers, because it takes in so much, when you

(MR. EINARSON cont'd.) . . . . are talking about the government, the governing of a city of roughly over half a million people, and I don't feel, Mr. Speaker, that this can be done in the length of time that we are being asked to give judgment to a piece of legislation such as Bill 36. I just don't think, Mr. Speaker, that we should be expected to do it.

And I think also when I make this point, Mr. Speaker, it bears out the fact that this one example is equal to many other bills that this government has brought in and had to take back and make many many amendments to it. I think if they were to give this a longer time, say go through this whole session and come in with a bill say next year, because I think we feel pretty strongly that this is the only way we can do justice and see to it that the right kind of legislation that the majority of the people of this city would want is going to be really what they want. — (Interjection) — Mr. Speaker, the Honourable Member for Elmwood says will I support it then? I'll answer in this way, that I will certainly have been given a better opportunity to examine it completely, to know more exactly what we are talking about and know whether the people really want it. The understanding I have of the government is that once they become elected, the understanding I have of their political philosophy is that once they become elected then they know what is best for the people, the people should not tell them, and I think, Mr. Speaker, it reflects in the attitude of many of them when they attended these public meetings last winter throughout this city.

The other area, Mr. Speaker — and there are a number on this side who have expressed this fear and I think that it's one that should be repeated — and that is in this Province of Manitoba I thought it was unique, but I think there is one other province that is similar to Manitoba, unique that over half the population is in one city, and through no fault of those people who are part of this city — I don't want to impress, Mr. Speaker, that I'm critical of the people of Winnipeg in this regard, I am not — but rather it can become a very dangerous situation when you have over half the population congregated in one city, and what you're doing is you are playing one group against the other, and I can't help, Mr. Speaker, to feel very strongly on this point, that this can become a very dangerous situation. There is no doubt about it as I see the picture today, the impression I gather is that politics is going to be something that is going to be used in this one-city concept.

When we talk about establishing a one-city concept, there is still many questions that we are asking such as we did in the automobile insurance business, questions we asked in the automobile insurance industry and we still haven't got answers to them. I think that the same thing applies in this particular bill. There are many questions that people are asking — is it going to cost them more money; are their taxes going to go up; and to my knowledge the government have not given us any indication as to where the people stand insofar as their taxes are concerned. And here we have many areas where you are talking about the services that are provided to the public in a city of this size; also, when discussing your services, one municipality may be quite satisfied with the kind of service they are getting as opposed to another municipality, and what the government, it seems to me, what they are trying to do is to regiment and regulate the kind of services that these people are going to get whether they like it or whether they don't, and this is an area I think, Mr. Speaker, that the people are not going to know because I don't feel that there has been ample time to discuss with them insofar as all these problems are concerned.

Just one other matter that I want to point out, Mr. Speaker, before I sit down, and that is they keep referring to the election of '69 and the government refers to the by-election and they seem to have the idea that just because they won in St. Vital this is giving them a mandate for the City of Winnipeg. I want to say, Mr. Speaker, that this is a very dangerous step to be taking if they accept that attitude and accept that as the verdict, or the decision, and the ultimate decision that's going to be made insofar as this government is concerned.

MR. SPEAKER: The Honourable Member for Emerson.

MR. GABRIEL GIRARD (Emerson): Mr. Speaker, it will not be my intention to compete with the two previous speakers on this bill because I have nothing but congratulations to offer to the Member from Riel and the last speaker on two very well-prepared and well-delivered and thorough kind of contributions. I intend rather to be very general and deal with the matter in a personal way, just as I see it and as my constituents see it, rather than go into the details of the bill or very profound principles.

I would like to caution the members of the House, first of all, as they cast their vote on this particular bill that they are making a decision that will be irreversible. Once this bill is

(MR. GIRARD cont'd.) . . . . passed, Mr. Speaker, there is no way that we can return to the position that we were should that ever be desired. If there is damage, it is likely to be that kind of damage that is rather irreparable. We are by this bill, Mr. Speaker, establishing a big government for the City of Winnipeg, and a big government we will have whether we like it or not, and I would like the members to consider very carefully the permanency of this kind of decision.

I recognize, Mr. Speaker, that some people equate this with marriage, but I'd say it's probably even more permanent than marriage. There will be a loss that we should consider from a historical point of view, again whether we like it or not. I might tend to be parochial but please forgive me, Mr. Speaker, if I appreciate the contributions and the identity that belongs to separate cities within Greater Winnipeg at the moment.

I'm quite happy to be identified as one who lives now in the Cathedral City. I'm one who is very happy to see the little marks of identity that belong specifically to St. Boniface. I'm one who is proud to be able to say, for instance, that the first Premier of Manitoba, the Honourable Girard, lived on such and such a corner on such and such a street in the Cathedral City of St. Boniface. I'm happy to say, Mr. Speaker, that with the quality of that particular city you have the birth of things like the St. Boniface Hospital and the St. Boniface College.

Sure, we will still have these existing, maybe we'll have them even enlarged, but somehow there is some loss in the cultural identity of that particular city when you take away from it its boundaries. You might well say we will call that little corner of Winnipeg the French square of Winnipeg, very much as you have the French square of New Orleans, but I'll suggest, Mr. Speaker, that that French square will be somewhat more diluted than cultural people would like to see it. I use St. Boniface as an example, Mr. Speaker, not because I think for a moment that it is the only one, we can think of historical significance that we can attach to areas of St. Vital, of Old Kildonan, and other areas of the city.

I like to equate this kind of move, Mr. Speaker, with that made in 1966 by the previous administration with regard to school consolidation. I think school consolidation was a good thing. I supported it at that time as I support it now, Mr. Speaker, but with that good thing, with those good things that were included, we cannot deny that there were losses. I found it very regrettable, Mr. Speaker, when I had to be responsible to some little degree in closing schools and saying to those people, this is gone forever, but I was convinced at that time, with that purpose, that it was absolutely essential to the future welfare of those particular students. I saw a reason to suffer through this ill and I don't see the same reason, Mr. Speaker, to suffer through this ill in the case of Greater Winnipeg.

I don't see the necessity of taking this kind of drastic measure and to bring about the results that have been speculated as the results. Had I the impression that this was an absolute must for the health, the welfare, the education, the psychological well-being of all the Winnipeggers, then I probably would look at it differently, but I am not convinced. As a matter of fact I am convinced, Mr. Speaker, that there is value the other way. There is value in leaving the people of a locality decide for themselves as much as possible what kind of surrounding they would like to live in and how they want to develop that particular area. I see value in the City of Charleswood being without sidewalks and without storm sewers in some cases - and maybe I can go a little further seeing that the Member from Charleswood isn't here right now - but I see value in having those people determine how their taxes will be spent and how they choose to live and how they choose to equip themselves.

I think by this bill we are removing the local autonomy that now exists and it's a sad thing when we are going in that direction. Those who wish to justify the bill say that we must do this in order to help some other area; we must do this in order to pay the deficit that Winnipeg now carries. Maybe they don't say it in those terms, but I think that sometimes they think of that. We must help them to clear our more deprived area of the blot we now see there, and I suggest to you, Mr. Speaker, there are other ways of doing that. It doesn't have to be by lowering other standards to that degree that we necessarily will achieve the desired result. I think it's a sad thing to move away from the local autonomy that now exists without sufficient reason.

I must confess that I thought the political play of the government, and especially the Minister of Finance, was one that ought to be commended. I thought the series of meetings and so on and the propaganda machine was geared in such a way that really it left little alternative but to tell the people, rather than ask them, whether you like it or not this kind of thing

(MR. GIRARD cont'd.) . . . . . will be the issue of the next Legislature and we will have or we do have a majority and therefore we are going to push it through whether you like it or not. I don't really appreciate that kind of legislation and I hope that the people of Winnipeg will have a chance to voice the opinion sooner or later on that particular issue, voice it in a way that is clear, not in a way that is clouded such as it was in St. Vital.

Now I wish to say a few words, Mr. Speaker, as a Member from Emerson, and I don't mind saying to you, Mr. Speaker, that as a Member from Emerson I represent a lot of uninformed people. I wonder if the other members don't also have the same responsibility. But I can visualize their wishes, I can understand their wishes, and I can speak for them very freely. And I say to you, Mr. Speaker, those people in Emerson, however small we from big Winnipeg might think they are, those people are concerned about this move. They can see that in the Manitoba Legislature we will have over half of the members come from the City of Winnipeg; we can see that the big Winnipeg government will have an influential say in not only their affairs but the influence of the Manitoba Government. They can see for example that at the moment, for one example only, that Winnipeg is subsidizing education costs in rural Manitoba. This is an established fact, one we know well and one we think is quite justifiable. Winnipeg doesn't belong only to Winnipeg, because I suggest that those who hire funeral directors from St. Boniface, from St. Pierre and St. Malo also keep the Winnipeg people going, and I suggest that by their contribution Winnipeg also owes them a responsibility and I suspect that they sometimes forget that.

Without the rural people I suggest that the retailers and the manufacturers would have some difficulty because of marketability of their goods, so we think that we have an investment in the big City of Winnipeg and we think it's only fair that we do get some assistance sometime, and especially in the field of education.

But I'll go further and suggest to you that as we predict who might be the great mayor of the great city, whoever he might be, might well suddenly get the idea why should we, why should we from Winnipeg be supporting the rural people even in the field of education, and they might well turn to the Provincial Government and say we have 27 seats and we've got a big voice behind us that says not too much for the rural areas in the way of subsidies.

I think, Mr. Speaker, that the people of rural Manitoba have a legitimate concern on this very issue. I know that it is very difficult for the people on the other side who happen to be representing rural areas to get up and speak, but I urge them, Mr. Speaker, to get up and speak and say what they think, because I'd be very interested to know how the members from wherever they are, be it Ste. Rose or be it other places, how does the Member from Rupertsland, how does the Member from The Pas, how does that member justify his support of this bill. I am concerned because really I cannot understand how they can and I understand the integrity enough . . .

MR. SPEAKER: Order, please. The Honourable Minister.

MR. GREEN: Is the honourable member suggesting that this bill is too advantageous to the citizens of Winnipeg?

MR. SPEAKER: The Honourable Member for Emerson.

MR. GIRARD: No, Mr. Speaker, I'm suggesting that it's not advantageous enough to the people of the rural area.

I would like to know, Mr. Speaker, how the people of the rural area on that side do in fact defend their stand on this particular bill, and I respect their integrity enough to think that they will not vote in favour of this bill unless they are convinced that it is the right thing for their people, and if they are not doing this, Mr. Speaker, they are not doing their jobs. And I would go one step further and say to you, Mr. Speaker, if they are convinced, they have the responsibility of informing this ignorant side about how they come about their final decision.

I would like to hear more from the urban members from that side. I think if we count correctly there's probably 17 or so. I would like to hear not only from the Minister of Finance and the able Minister of Mines and Resources, I'd like to hear from the people of that side, the people from that side who have some contribution to make in order to convince this side, you know, that there is reason. Mr. Speaker, no matter which political stripe I might carry, I'm not talking politics here today. Let me repeat, Mr. Speaker, I'm not talking politics in a partisan way today; whether you like it or not these are the facts. I simply tell you, Mr. Speaker, that it is my judgment that will cause me to vote against the bill.

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

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

MR. SPEAKER: The Honourable House Leader.

MR. GREEN: Mr. Speaker, I 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 Winnipeg Centre in the Chair.

#### COMMITTEE OF SUPPLY

MR. CHAIRMAN: Before we proceed, may I draw attention to the members to an expansion of our rules by Beauchesne, the Fourth Edition, Citation 132 in reference to the rules of debate: "It would not perhaps be practicable to lay down any very precise and definite rules as to the occasion on which the duty of the Speaker ergo the Deputy Speaker requires his interference, but from the language of eminent and experienced speakers it would be gathered that where subjects are brought under consideration in which members feel deeply interested or where members are speaking under the excitement of great warmth of feeling in which circumstances and expressions are likely to escape them in the heat of debate, which though personal and offensive in their terms are not perhaps intended to be personally offensive, it is not the duty of the Speaker ergo Deputy Speaker to nicely measure and weigh every expression that may chance to be used or to lay hold of particular expressions and give them a meaning with which they were not intended to be applied and in which they possibly may not have been understood, or by interfering in a trifling matter to give it more importance than it deserves or to understand equivocal expressions in an offensive and personal sense or, in general, to interfere at all unless he feels strongly that some personal disrespect is intended." I would just draw this opinion to the attention of honourable members.

The matter under consideration is Resolution No. 88. I'm sorry, excuse me, Resolution 84 - (a)(1), the Minister's Salary.

MR. BOROWSKI: Mr. Chairman, I'd first of all like to thank you for that very appropriate sermon. I certainly intend to co-operate and try not to provoke the Opposition, which seems to be very provokable these days, but I simply would like to indicate to you, and the House through you, that I'm reporting for two departments. There's been a great deal accomplished and you'll forgive me if at some time I get carried away and I hope the Opposition understands. As you know, Ministers traditionally are given a lot of leeway when they report in the House and I trust that the members in the Opposition will be as reasonable as we used to be when we were on that side of the House. -- (Interjection) -- I'm on my own Estimates.

MR. CHAIRMAN: Order, please. If these types of interjections across the floor, the hurling of short interjections are restricted, I think perhaps we can proceed in a more orderly fashion. The Minister.

MR. BOROWSKI: Well, Mr. Chairman, as I was saying before I was so rudely and unceremoniously interrupted, I'll take considerable more time bringing down these Estimates because if the Opposition has its way this will probably be the last Estimates I'll bring down, and you'll forgive me if I quote extensively from the various articles I have before me to reinforce various points I'll attempt to make.

May I start off however, first of all, by expressing my gratitude and deep appreciation to my staff; to my Secretary, Helga Schimcker, who has worked so hard and diligently; and to my former Secretary, Penny Rutherford, who is now married and happily working for our very popular Lieutenant-Governor; and also to Peter Dygala, our Registrar, who has been working many double shifts because of Autopac. We're deeply involved because of the records and the computer and he has done a great deal of work at no extra cost to the taxpayers. And also last but not least, my Deputy, who is like myself running and answering for two departments; and his Secretary, Shirley Robiason, who has also put in many hours of overtime and often on weekends.

May I say also, without apologizing for bragging, that I think we have probably the best and the hardest working and the most efficient department in government. I know some of my colleagues won't agree with me but I think our record - and it's there for the public scrutiny - our record will show that we have accomplished a great deal in the last 12 months, and I hope that the spirit that I and the government try to instil in our civil servants, most of which are - and I underline the word "most" - are hard working and loyal and dedicated, that the spirit will be there for many years long after I'm gone and after this government, and that is that we're

(MR. BOROWSKI, cont'd.) . . . . here to serve the people. This is the motto we used to use in the union and it's a motto that I apply in government and I think that the civil servants, in my department at any rate, have caught the spirit of that philosophy and have been conducting themselves accordingly.

Now, Mr. Chairman, there are many things that have happened in the government and a great deal in my department; two I consider important and I will deal with them first. I think that the two most important things are safety, what we have done in the area of safety; and the other one dealing with putting Indians and Metis to work. I know traditionally that building highways is an important thing because roads touch everyone's lives, as education and other things do, but it seems that that is the big thing, whether he's a backbencher or a Minister. I have taken the attitude and the position that any idiot could build roads, especially those for members of his own party - and it's been done in the past. I think there are more important things than building roads and that is saving lives, and our record stands out as the best in North America. I will deal with that in a moment, but first of all I'd like to give a brief report on what we have done in the area of putting Indians and Metis to work.

The report deals -- we are going back to December, 1969, where an agreement was signed with the Indian Brotherhood for \$181,000 for the clearing of the Grand Rapids Ponton Highway and also the Ruttan Lake transmission line. On April 1, 1970 approximately 25 percent was completed. This work was performed by the residents of Southern Indian Lake. The clearing continued until March '71. The work was performed again by the South Indian Lake Band and by other Bands recruited from Pine Falls, Pukatawagan, The Pas and southern Bands comprising 75 percent of the work force. Accessibility to the project was difficult, resulting in extremely hazardous financial difficulties for the Brotherhood. The work however was completed in time for the Hydro erection. Contractors completed their work schedule during the early months of '71, enabling the line to be energized on schedule. The line that we're referring to was the one that's going to serve the new community of Ruttan Lake. The total payment to date on that project is \$102,560 and over 300 men were employed on this project at different times.

One of our best projects, Mr. Chairman, and one which I take a great deal of pride in because this is the one that we had a great deal of public discussion on television and radio and press, where the Chief of Cross Lake wanted to peddle off the contract to his friend in Wabowden. I stopped it that time saying "you're not going to sell it, a contract is for your people and if you don't want to handle it then I'll deal directly with your Band," which we did, and since that time they have done the work, they have made the best progress and the best earnings of all our many projects, and I have received a letter from the Chief expressing his gratitude that I didn't allow him to bulldoze me at that time and he's very happy that the people did get the job and completed it within a week of the deadline. Some of them had made as much as \$350.00 a week, which I think you'll agree is a heck of a lot of money when you consider the fact that most of these people had never drawn a pay cheque in their lives.

The next contract that we gave out last winter - and this again is courtesy of Manitoba Hydro - at Kelsey, Radisson Station, 98 miles, and that's the line that's going to run from Kelsey, which is our present Hydro station that serves Thompson, and it will be connected up to Gillam. Hydro, rather than tendering it out as has been the practice under the previous government, turned its contract to our department and we in turn contacted four Bands in the area and gave out the tenders or the contracts. There's about half to go and there was a total of 165 people employed on this project. It's been shut down for the summer due to the muskeg conditions and of course the black flies which are pretty bad in that area.

MR. BILTON: What was that contract worth?

MR. BOROWSKI: \$192,600.00. This project will recommence in October '71 and we'll be using the same system and the same technique. May I just digress for a moment to say that we have found it much better if you can get two of the local boys, maybe Indian or Metis, and put them in charge. We simply supply the back-up, and that is the foreman and a bookkeeper, to teach them the technique of bookkeeping, because you know the red tape that is involved in government is very difficult for the best bookkeeper to understand and certainly impossible for them. So we had to have a full-time person assigned to show them how to fill out certain things in ten or fifteen copies as seems to be the requirement of government.

The last project that we are working on - this involves the Nelson House Band - they've cleared over 260 acres. This is the second one that has been working during the months of January, February, March and April. A hundred men were employed and the total earnings

(MR. BOROWSKI, cont'd.) . . . . were \$57,000, so in summary there was 450 people gainfully employed for a total expenditure of \$225,000. The figure is misleading, Mr. Chairman, because even in these cases we hold back money because some of the work isn't completed. Burning can only be undertaken in certain periods of the year because of our restrictions, and the hold-back is there for the protection of the government. When the job is completed a bonus will be distributed equally among all those who participated in the project.

MR. BILTON: . . . \$330,000?

MR. BOROWSKI: I beg your pardon?

MR. BILTON: . . . about \$330,000?

MR. BOROWSKI: Well the figure I have here that was paid out -- the project was I think worth around half a million dollars, but paid up to date was \$225,000. There's a great deal of money outstanding because of uncompleted work.

MR. CHAIRMAN: I wonder if the members could let the Minister complete his statement and, as we have done in the past, ask our questions when the Minister has completed his statement. The Minister.

MR. BILTON: . . . between the figure the Minister gave and the total figures that he gave previous to that.

MR. BOROWSKI: Mr. Chairman, I have no objection for those courteous types of interruptions . . .

MR. CHAIRMAN: Order, please. The Chair has an objection. If members want to enter the debate they will stand and they will be recognized by the Chair or they will sit down. The Minister.

MR. BOROWSKI: Mr. Chairman, I would now like to turn to safety which I consider probably one of the highlights of our success in our department, and before I get on to the various aspects of safety I'd like to itemize the things that I think were responsible for the dramatic reduction in accidents and death on our highways.

The first item is the breathalyzer for which we must thank the Federal Government for having the courage to bring in legislation which affects all of Canada.

The second item was speeding fines, and this is an escalator clause which I think is probably the closest where the punishment fits the crime, instead of having the system of where in one area a magistrate may have a tendency to speed himself and will simply slap a fine of \$25.00 while in Thompson they'll give you \$200.00 for the same offence. This was brought into equalize the punishment throughout the province. Ontario's had it for a couple of years and I'm told by the government there it works well. We find from the police, and most of the magistrates, that it's working very well here, in fact would you believe I had letters from some magistrates commending us for bringing in this legislation.

The other item was impounding of cars and suspended drivers. This is the legislation we brought in last August, and I think until the end of last year we only -- well there was only 15 cars impounded. I don't know what the figure stands at now. Again I'm told this is having quite a sobering effect on those many drivers who have continued to drive long after losing their licence. There's been an increase in suspensions. I believe I stated at one time there was a 97 percent increase in licence suspensions, and looking through the figures the other day I was horrified to find that that's not true, that it's really only from -- I think there was about 1,900 increase and the 97 percent comes from the monthly report for January, 1970 as compared to January, 1969. There was in that one month a 97 percent increase. The total for the year I think is something like ten or fifteen percent.

No. 5. High School Driver Training. As I've already indicated, we've increased that from \$100,000 to \$150,000. May I also say at this time and publicly condemn the insurance industry, who all have been for the past years saying how concerned they are about accidents and lives lost and all the rest of it, but one of the first things they did when we brought in auto insurance is that they cold-bloodedly withdrew their support of that program which they had been putting in money under the previous government, and I believe in '69 under our government, and possibly they gave us some money last year, I'm not sure. They have retaliated against this government by making it difficult for the high school students to get a decent driver training education in school. However, we've increased our grant and it's my hope that the Minister of Education will consider my last year's suggestion of doing something in his area about educating drivers how to drive safely. It seems that we don't mind spending tens of millions of dollars teaching some idiotic things, what I consider, in school yet we won't spend five cents in the

(MR. BOROWSKI, cont'd.) . . . . last year or two of their education to teach them the most important thing and that is driving, because in our society, motorized society, it seems that the car is the god and it's more important even than the girl because the guy when he leaves school, before he even gets a girl or married he buys a car. Well it may not be in your place because they're old fashioned or maybe he can't afford it, I don't know, but the fact is that cars seem to be the No. 1 item and a kid, whether he's got a girl friend or a wife, he always has a car and it seems to me that there should be some emphasis put on that instead of putting two inch rugs in universities or in high schools.

No. 6 is the Greater Winnipeg Defensive Driving Course. I think they hired a local consultant and did a study of drivers that were trained in one particular month, went back 20 months and then went ahead 19 months and rechecked these people and found there has been a dramatic decrease in accidents, and even a more dramatic decrease in the tickets and infractions that were brought before the Courts. Therefore, I think that a great deal of the credit must go to the Greater Winnipeg Safety Council. It's done a tremendous job in this area. We did not increase our grant as I had promised for the simple reason there was \$7,000 left over from last year which they did not spend and we didn't feel there was any point putting money in their budget when it wasn't likely to be used up.

No. 7. More police and better enforcement I think is responsible also. We have good magistrates in this province who throw the book at the drunks and the lunatic drivers - and we seem to have our share of them here. They come before the magistrate -- I've heard magistrates say if you can't pay the fine sell your car and walk buddy, and I think that's a heck of a good attitude. There'd be a lot more people living today if there were more magistrates taking that kind of an attitude.

Probationary Licences. This is a new system we brought in again. -- (Interjection) -- Well, you will never get rid of that because the rich, if you take away their licence, they can buy a plane and fly it, so you know, we can never equalize that but we can make it, at least when they break the law, apply equally to the rich and poor. Probationary licences. This is a system where a person gets a licence stamped on the face as probationary, and if that individual has a moving violation of any type and he's found guilty in court he automatically loses that licence from one month to twelve months, and this is at the discretion of the court. And that has had quite a sobering effect. We've had many letters from parents, grateful parents saying that their Johnny has never been driving so carefully until we got this probationary licence. And the comments we get from the police again, and the courts, is that it's an excellent one and I understand there's two other provinces are going to copy that system.

No. 9. Publishing of Suspended Drivers. This is one area which we have run into some flak from the public, particularly those that have a reputation to defend and people in higher income brackets or people in important positions, to have their names published in a public paper, they objected to it. I've had some nasty letters and nasty names called, however I think it's having some effect. It's very difficult to gauge what deterrent it has on people. However, we're satisfied that it's helping us achieve what we want to achieve and we'll continue to publish the names. And may I say on this rare occasion that I'd like to give a bouquet to the press because both of the papers are doing this gratis to us, the Free Press and Tribune, they don't charge anything to the province for publishing the names. My one request to them is that they use a larger type and hopefully they can do it alphabetically, so when I want to find out if our friend the Leader of the Opposition has been suspended I can look under "S" and see if his name is in there.

No. 10 is Compulsory Vehicle Testing, and this is an area that we feel is paying off handsomely. Ralph Nader I think has discovered after a great deal of research in the States that approximately 10 percent of all accidents are caused by faulty vehicles. Well, I'm not going to say he's right or wrong. We do know, and we have documented evidence from our boys and people that have tested their cars who say that they are alive today because they were called in for testing. One case I'd like to recite here for the record was where an individual had a brand new car, I believe, and he was called in - because it is done by computer, there is no selection by an individual - his car was called in and of course he went happily. He was just getting ready to go for a holiday to the States, he brought it in and our tester gets in the car and drives it into the ramp and jams on the brakes, and as he hit the brake the hose bust, the brake hose. One can just imagine what would have happened if he come to a stop light and jammed the brakes and the car kept going.

(MR. BOROWSKI, cont'd.) . . . . .

There are many others on record of where we have found very serious defects. In fact looking at the record, and we'll probably deal with it later on, I have a summary from our Safety Division, it's incredible the number of cars on the road today that are unsafe. And I don't mean that the lights aren't aimed or the steering is a little off because all that does really is wear your tires out which costs money, it's not really a safety feature. But there are many very serious things in the cars and there's an article I'll read later on about the lemons that are coming off the assembly lines where today more cars are being recalled, brand new cars are being recalled for adjustment or replacement of defective parts than there are sold, or are manufactured rather. It's an unbelievable figure. In the U.S. I think it's something like three million cars were recalled last year because the factory admitted, and these are the things they found, that the car was defectively built.

As a result of all of these things our record is one of the best in North America and the percentages have been written many times in the press so I won't repeat them here. But while car deaths are down, motorcycle accidents are up 50 percent. Accidents are up 52 percent, deaths are up 50 percent. And I bring this to your attention for a very good reason. I recall last year we tried to bring in helmet legislation and there was quite a furor over it, not only from the motorcyclists which I expected them to get hot about but members in this House, and I think today that it's fair to say that the blood of these people is on their hands who voted against that, because just as sure as there's a God in Heaven if those guys had worn helmets they'd be alive today, and I believe this is the only province in Canada that doesn't have compulsory helmets. I am not bringing in a bill this year, I'm not going to go through the same frustrating business of bringing in a bill and then having to defend myself, but I would like some of those misguided fools that voted against it and spoke against it last year to bring in that resolution and we'll implement it into law. The member who is nattering now I hope he brings in a resolution or an amendment.

Bicycle deaths are the same as last year. There has been a slight decrease in accidents. They're down to 160 from 167. Accidents involving animals are -- there's a considerable increase and I'm not just talking about wild animals, there was cows and horses and other animals, they're up 12 percent - there's no tigers hit - up 12 percent from 488 to 549. And may I say again and digress for a moment before I get on to more statistics is that Poland, as I've already indicated and I simply repeat this so it will become a matter of record, the High Commissioner from Australia to Canada has sent a telegram to the Premier asking the Premier the secret of our formula or success, call it what you like, of reducing deaths in Canada and we of course obliged him. I met with the Ambassador from Poland here a few months ago who's interested in buying some beef, some breeding stock and other things, and even way back in the sticks of Poland they've heard about the tremendous record that we have piled up here by saving lives and reducing accidents on the highway. We have also obliged them by giving them the things that we think are responsible for bringing down the death rate.

Now the Canadian Safety Council has issued a release just recently where over 5,000 people died in Canada. They didn't list provincial deaths unfortunately but we do know that 13 people die every day and there is 1,365 traffic accidents, of which 487 are injuries, serious injuries. The total cost in the loss exceeds a billion dollars to Canada. I noticed in reading the Financial Post a few weeks ago, or a few months ago that insurance companies in Manitoba increased their profits up to 50 percent, thanks of course to this government's policies which reduced the deaths, and I find it difficult to understand their reasoning and their lame excuse to the public that the reason they had to raise the premiums is because of the continually increasing toll on the highways. The fact is that there was a decrease across Canada of 6.5 due to the breathalyzer and in Manitoba it was much higher than that, and yet these same companies have increased their premiums substantially. Perhaps that's what you might call their last fling at taking the public for a ride in this province.

The CSC - I believe that's the Canadian Standards Association - attributes the decrease to engineering, enforcement and education, which sounds rather strange. I think most traffic experts agree that it is the breathalyzer that has brought down the carnage on the highway. The NSC says driver error -- now here I'll be getting into some statistics and again I'm going to put some members in the Opposition to sleep because I have a list of things I want to quote here and I think it's so important that we get these things on record that I'm going to take the time to read these things.

(MR. BOROWSKI, cont'd.)

A driver error causes 90 percent of the accidents and statistics reveal that most accidents are due to law-breaking. In the last -- you know, it seems every province and every university has got a program going where they're picking the brains and looking into people's heads to find out what makes them function and do certain foolish things like speeding or racing or whatever, and they have found that speeding -- and this is a big issue in Manitoba, particularly where the Trans-Canada Highway and Highway 75 is concerned -- that just plain speeding, not drinking, was responsible for from anywhere from 30 to 40 percent of all accidents. So those that say that speed does not kill, I think should pay attention to some of the studies that are made where it clearly shows that speed indeed is a killer. And of course the number one killer remains alcohol, where the statistics show that anywhere from 50 to 82 percent of all accidents that have been investigated, whether there was fatalities or not, drinking was involved and at least 50 percent of them are due entirely to drink.

I have the 1968 statistics for the record of fatalities. Germany is the leader in the world having the highest toll -- and this is not based on cars but rather on population, followed by Australia. Canada is number three, nothing to be proud of. We used to think that the U.S. was the worst country for fatalities but we find in fact the U.S. is number four. I believe that when the figures come out for 1970 throughout the world that we'll find Canada away down the line because of our breathalyzer law.

Some other interesting items that I've picked out of the various safety reports that I've been receiving -- throughout Canada and the U.S. it seems that when they've heard of what's happening in Manitoba everybody was writing letters requesting information and many of them have sent us almost, you might say, bales of statistics showing us what they have found in their jurisdiction in their extensive and exhaustive studies to be responsible for accidents and some of them may sound a bit humorous. One in-depth study showed that smokers behind the wheel of a car are four times as likely to get involved in an accident as those who don't smoke. -- (Interjection) -- Yes, you can smoke in here, there's no cars around.

Another traffic expert or experts, have found that motorists who lack self control and a sense of moral values are more likely to become involved in accidents -- that's a good one, and one that the opposition, and some of the front bench should ponder. -- (Interjection) -- Well, I suppose they have their, like we all have our standard. A University of Colorado research team discovered that safe drivers are more religious than accident prone drivers-- how do you like that?

A man who has certain religious morals and principles of character will reflect this in a life of his driving habits, but a person who is not interested in his fellow man has the greatest difficulty in the realm of safety. A man who blows his horn and blows his cool, and that includes professors, too, because he doesn't want the other guy getting ahead or slowing down is actually betraying his selfishness. Driver education is important they conclude but moral consideration is essential.

There's another article I'd like to quote from extensively and this is one that probably members in the House have had an opportunity to read. It's Weekend Magazine, May 23, 1970. They have a good article occasionally. The title is "The Young are the Ones Who Die". "For people between 16 and 24 the car is the biggest killer in Canada, here's why". I'd like to quote extensively from this because I think it will give us some idea of what is behind the carage on our highways and when we take certain actions as a government that hopefully the opposition, and the backbenchers, will understand what motivates us to bring in these various rules, regulations and laws.

"Young drivers age" and I'm quoting now "age 16 to 24 kill and maim far beyond their proportions; though representing merely 19 percent of the motoring population they are involved in 30 percent of all accidents and 32 1/2 percent of all auto deaths. The Canada Safety Council reports that 1,745 of them were killed and 40,063 injured in car crashes during 1968, the last year for which figures are available. The drivers with the worst record, 16, 17 and 18 year old boys with their own cars, who are either new drivers or have had accidents in the past year, are about 7 1/2 times as costly as the best driver." That's something to ponder about and I think for those who were suggesting recently the discrimination between the young driver as opposed to the old driver, and girls opposed to boys, the study clearly showed that the girls are much more sensible when they are on the highway. I don't know the reason for it but the record clearly shows that the girls are better and more sensible drivers. -- (Interjection) -- Women's Lib has nothing to do with it. The women who drive carefully probably

(MR. BOROWSKI, cont'd.) . . . . don't belong to Women's Lib.

Then the question is asked "why should so many young male drivers be motoring maniacs" and then it goes on to explain: "A number of studies have been made by traffic accident researchers in Canada and Michigan, the birthplace of the mass produced automobile. Dr. W. A. Tillman, psychiatrist at St. Joseph Hospital in London made a classic study which concluded "you drive as you live." Painstakingly Dr. Tillman studied 96 accident repeating adult drivers with two groups of accident free drivers who had the same exposure to the possibility of car crashes. He found that the accident repeaters were in trouble in many other areas. Sixty-six percent of those accident repeaters were known to courts, collection agencies, venereal disease and public health clinics and social service agencies, but only nine percent of the accident free drivers as opposed to the other group. Moreover 34 percent of those repeaters had appeared in court for non-traffic offences compared to one percent of the other two groups."

And it goes on: "A three year study of 8,100 licensed male drivers age 18 to 20 at Michigan State University in East Lansing and the University of Michigan in Ann Harbour found that the good or bad driver generally runs in a family." That's very interesting, too. "The young male driver is generally influenced more by his home life especially through his father than by driver education, police warnings or court convictions. The typical young traffic violator usually has a father who is a traffic violator. Fathers with numerous traffic convictions tend to have sons with numerous traffic convictions." That I'm sure is most interesting to members of this House.

Another recent study of youthful accidents in the Detroit area has been done by the University of Michigan psychology professor Donald C. Pelts, program director of the survey centre and Dr. Stanley H. Schuman; they found among 729 dangerous young male drivers those 18 to 20 with low mileage were the most dangerous. Among safe drivers only one in 20 reported a fist fight in the last year but one-third of the dangerous drivers had fought often just before an accident, to blow off steam.

The Michigan findings were corroborated throughout Canada again and again. One answer is that driver education must be extended, improved and made compulsory throughout Canada. Today not all of the eligible high school students are taking those courses and some of those courses are not very good as even the supporters admit. This is the area that I believe that the education department, the Minister of Education and his department who spends a great deal of our tax dollar should get involved. It seems to me that if we've got enough money to spend on hippies to grow pot in St. George or Prince George, and put up kiosks and other ridiculous things, surely to God we can spare some money to put into high school driver education so when our kids leave the school that they've got a chance of living and making use of the education which costs us a great deal of money to put into their head in the first place.

I would like to conclude this article by quoting from another team of researchers at Queen's University at Kingston who studied the pre-driving characteristics of 100 Kingston area drivers under 21 who had a serious accident with 100 accident free drivers in the same age group. Among the findings:

1. 45 percent of the young drivers who had accidents failed early in school, dropped out or enrolled in high school vocational courses, compared to only 18 percent of those without accidents.
2. 14 percent of the accident drivers had full time jobs at age 17 or less, but only three percent of the others had.
3. 27 percent of the accident drivers had their first crashes less than six months after securing their licence but none of the others had a comparable early accident.
4. 43 percent of the accident drivers became regular smokers - this is a corroboration of something that was brought out in another research group - regular smokers at age 16 or younger, compared to 26 percent of the others. Merely one percent of the accident free drivers had ever been charged with a non-traffic criminal offence but 13 percent of the accident drivers had been accused of crime.

I don't know what we can do about this thing here, but it seems to me that that research that was done by the various experts, the people that are really concerned about what's going on, have pointed out the people that we can expect are going to be involved in accidents, and I think again that the Minister of Education and possibly some other group could take a close look at it and see what they can do about it. Perhaps I should say the Attorney-General.

Well I'll be very happy to give all the files of information I have -- (Interjection) -- Well,

(MR. BOROWSKI, cont'd.) . . . . I realize that when I'm quoting statistics we are not in the fortunate position I suppose because of the newness in office, we haven't had an opportunity to set up a commission to study it. The previous government didn't give a darn so they didn't set up anybody to study these things here, but I think it's relevant to Manitoba what's in those studies because the drivers, you know people are people no matter where you go, and if they act like idiots in Ontario they will do the same in Manitoba and I think they have to be treated the same way. So I think that there's a lot of food for thought in the statistics just read out.

Now I'll get off safety before I put everybody to sleep. There are three boards we have in our jurisdiction or my jurisdiction, I'd like to just briefly recap what they are doing. The taxicab board is one of considerable interest to some in this House. As you know we have a board of enquiry, or a taxicab enquiry - the chairman of the board is also the chairman of the enquiry board, and one from management and one of the drivers is on it. They have travelled the province extensively, have held public hearings and I expect within the next month or two to get a report from them. I expect some dramatic recommendations in that. As you know, Winnipeg has been growing by leaps and bounds over the last ten years. There has not been an increase in cabs in this city for many, many years and there are businessmen in this town and many of the public who use taxis who feel it's long overdue for getting another 50 or 100 cabs into Greater Winnipeg. I didn't want to make that decision, I felt with the far-reaching effects it would have on the present owners that it would have been irresponsible for me to simply say we'll licence 100 cabs tomorrow. This board will look into the matter, report, and as a result of this report - and may I say this is the first such enquiry in the history of this province which is long overdue - I expect when they make recommendations the government is going to have to be making some pretty serious decisions in this area.

Another group that we have set up is to study the local transportation, it's called PAC, Provincial . . . I can't remember the name, it's a group set up to study the transportation problems of Greater Winnipeg. I'll simply read from a report that was released, or was supposed to have been released through the press but it was never released, but to give you the details and for the record we'll put down the terms of reference.

The committee established by Order-in-Council is headed by Frederick John Kemp, 49, who resigned as director of transportation and communications for the Province of Newfoundland to take this post. He was born in Saskatchewan, received a degree in engineering and a diploma in business administration from the Polytechnic, London, England. He served in the British, French and Indian army during World War II and he was deputy director of allied transportation for southeast Asia command.

Following the war, Mr. Kemp held several positions in Great Britain, including one with the British Transport Commission. After coming to Canada he worked for a number of firms before establishing his own consulting firm in '66 with offices in Lakewood, Ohio and Windsor, Ontario. His firm did a number of transportation studies. He left his business to join the government of Newfoundland. I understand he was Joey Smallwood's right hand man in the area of transportation.

Members of the Committee are George De Pauw who is our Chief Bridge Engineer, and probably one of the best bridge engineers in Western Canada. He is serving on this Committee. E. J. Gaboury, a member of St. Boniface architectural firm of Gaboury, Lussier and Sigurdson; Wm. D. Hurst, city engineer for the City of Winnipeg; Tom Ryans of the Department of Economics, Carleton University; Professor Dmitri Styliaris, Professor of the School of Architecture, University of Manitoba, who has produced a major study of urban transportation problems in the U.S. and Europe; Professor John Page, Rector of St. Paul's College, University of Manitoba; Fred Rehbock of M. F. Rehbock and Associates, Transportation Urban Consultants of Winnipeg; Professor Ralph Harris, Economic Studies at the University of Manitoba; Professor C. G. Gifford, Director of the School of Social Work, University of Manitoba.

The terms of reference for the committee are to review and examine the policies of the provincial and metro government with regard to land use and transportation goals and objectives relating to projected growth; to consider alternate plans and their resources required including public and private transport and to what extent public policy should influence individual transport choices; to consider increases in land value resulting from public investment and transport facilities and the possibility of securing a portion for the benefit of the public which provides those facilities; to consider the adequacy of existing legislation and protecting future transportation corridors and the effects of transportation corridors and the effects of transportation plans

(MR. BOROWSKI, cont'd.) . . . and programs under urban environment; and to recommend policies for provincial participation in the Greater Winnipeg transportation program.

May I say just briefly about this group they are not professional mercenaries hired at high prices to bring a report that the government wants to see. These are the cream of the crop in their field. They live here, they work here, they pay taxes here and one day when the report comes in they will have to get up publicly and defend their recommendations whatever they will be.

I expect - aside from the fact that this is a unique study in Canada, I expect great things from this group and I'm certain that when they have examined the total transportation needs of the new Greater Winnipeg, whether it's called uni-city or Chernacity or whatever, that the bringing down will coincide approximately the same time and when the new council, the 50 man council sits, they will have a brand new set of recommendations of how to deal with the transportation problems in the new city. May I also say in passing I'm delighted to see that common sense prevailed in Toronto where they stopped the Spadina Expressway after wasting \$74 million. I also notice in an article in the Financial Post - I don't really read the Financial Post, somebody sends it to me . . .

MR. JORGENSEN: . . . Spadina parkway come under his jurisdiction?

MR. BOROWSKI: Financial Post June 12, 1971, there is an interesting article here which is headlined "City does not Belong to the Automobile" and it talks extensively about the lunacy of going ahead with these super duper expressways, which all they do is encourage cars to come downtown and not only plug the city up but cause congestion and foul the air up. It's my personal hope that as a result of that courageous decision of the Davis government in Ontario - (Interjection) -- that's right, something you wouldn't do - this government maybe because it's an election year that they had to do it, I don't know, because there was a very powerful lobby fighting that from the Liberal Party and the New Democrat - in fact I am told that there were some powerful Conservatives in that lobby fighting that ridiculous expressway and I hope as a result of the stand taken by the provincial government in Ontario that other governments will have time to sit back and re-assess what they have been doing almost blindly and automatically for the past twenty years, that is building more and more expressways.

I would like to give a brief report on the Licence Suspension Appeal Board. As you know, since taking office we have made some changes, in fact, all but two of the members on the Licence Suspension Appeal Board are new appointees. I think they have been carrying out the government philosophy faithfully, and that is if they can't drive sensibly then they should walk and I think the record of suspension clearly indicates they have carried out the government philosophy very well.

The Chairman is Ray Cramer a practicing lawyer and the Vice-Chairman is Gordon Ritchie. Members are Mrs. O. McPhail, T. Fick and J. Poitras; and recently we appointed a member north of the 53rd parallel, Mr. D. Romaine. Previously we had a terrible situation; when a person up in the north lost a licence he'd have to journey all the way to Winnipeg at his expense and attend a board meeting and then go back to Thompson; so we appointed this person here. He'll cover the northern areas on a once-a-month basis to the various isolated communities.

During the last 12 months involved in this report 1, 209 applications were received by this office, with 1, 115 applications being processed. The discrepancy is due to the carry-over that occurs due to the time element necessary for processing. Some of the 1, 115 applications processed were received late in '69 and the same situations appear in the '71 report. I'd like to give some figures for the House of how busy, extra busy the board was in the last year. In 1968 there was 740 applications received. These are applications for hearings to try and get their licences back. In 1969, 745; 1970, 1, 209; so you can see the workload has increased tremendously and likewise they have had to schedule more hearings. Total hearings in 1968 were 125; 1969, 119; 1970, 183. We have reached a point now where the Chairman and members of the board are saying we almost have to make this a full-time board because of the large number of people that have been caught and are therefore coming before the board asking for consideration to get their licence back.

I'd like to give more statistics from the Licence Suspension Appeal Board. I'll just give you the ones that I think are important; if anybody wants any further information they can ask for them, I have the figures here. How many people had their licences taken away out of the province, 1969 figures, 92; last year, 61. Multiple Accidents and Convictions, 1969, 395;

(MR. BOROWSKI cont'd.) . . . . last year, 1,022. Physical Disability, 1969, 218; this year, or rather 1970, 205, a slight reduction. Mental Disability, 74; last year, 59. It seems that the mental state of drivers has improved under this government and that's very encouraging. Multiple accidents and Driver Proof of Financial Responsibility, 1969, 1,128; last year, 1,209. Mechanically unfit Vehicles, 1969, 19; last year, 28. Failure on Road Tests, 1969, 707; last year, 596; quite a reduction there. --(Interjection) -- Well that could have some effect on it. Impaired Driving, 1969, 1,932; 1970, 849. But before you raise your eyebrows I would like to bring to your attention that last year we got in the breathalyzer law which split the fines, there's two charges now; and under the breathalyzer law there was 1,789 convictions, so there's been a dramatic increase of hauling the drunks to court. Refusal to take a breathalyzer, 415, the first year that it's been in effect. Careless driving, 1969, 684; last year, 639, a decrease. Hit and Run or Failure to Report, this is one that's serious and I'm hoping to introduce an amendment in the Highway Traffic Act where anyone charged and found guilty in a hit and run would have his car impounded the same way as we are doing on those who drive while suspended. In 1969 there was 463 in hit and run and last year, 511; that's a pretty dramatic increase and that's a very serious violation. Driving while Suspended, 1969, 520; last year, 815; and I'm told by the police that for every one they catch for driving while suspended there's at least half a dozen driving that they haven't caught. Racing on Highway 1, 1. Court Suspensions, 1969, 347; 1970, 332. And Judgments against Fund, in 1969, 52; last year, 77. I suppose that . . .

. . . . Continued on next page

MR. CHAIRMAN: Pursuant to Rule 19 (2), committee rise. Call in the Speaker.

IN SESSION

MR. SPEAKER: The Honourable Member for Winnipeg Centre.

MR. J. R. (BUD) BOYCE (Winnipeg Centre): Mr. Speaker, I beg to move, seconded by the Member from Flin Flon, that the report of the committee be received.

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

MR. SPEAKER: The proposed motion of the Honourable Member for La Verendrye. The Honourable Member for La Verendrye.

MR. LEONARD A. BARKMAN (La Verendrye): Mr. Speaker, I beg to move . . .

MR. SPEAKER: The Honourable House Leader.

ORDERS FOR RETURN

MR. GREEN: Perhaps I'm wrong. Is a Wednesday -- is the first item that's called Orders for Returns?

MR. JORGENSEN: On a point of order . . . The item on there, Orders for Return are called when there are Orders for Return that have been transferred to this particular hour for debate. Since none of these Orders for Return have been decided upon, that is their ultimate disposition. Whether or not the government is going to accept them or reject them, there was no opportunity to determine whether or not they were going to be a subject for debate tonight, so therefore we proceed on to the next item.

MR. GREEN: Mr. Speaker, there perhaps is a misunderstanding on my part. I thought that perhaps some of the members were going to introduce these today on the basis that they would be accepted. If that is not the case, then certainly the next item that is called would be the one that follows Orders for Return.

MR. JORGENSEN: Mr. Speaker, I think that there should be a clear understanding now that Orders for Return are part of government business and should be brought up during the course of our debating on government business so that we could determine their disposition, and as soon as that is done, then we'll know whether or not they will be debated because, if my understanding is correct, under the new rules they'll only be debated if they've been rejected by the government.

MR. SPEAKER: Correct. The Honourable Member for Rhineland.

MR. JACOB M. FROESE (Rhineland): On that same point, they haven't been called in the past days, though, have they?

MR. GREEN: That perhaps has been the reason for my misunderstanding. The members have not had them called. I don't think that there's any purposeful intent that they not be introduced. Perhaps other members such as myself assumed that they would probably be accepted and were therefore going to be called on today. However, I believe that the Member for Morris is correct, that they should be introduced in the normal course and only be called on Wednesdays if a debate is indicated.

MR. SPEAKER: May we proceed?

MR. GREEN: Yes.

PRIVATE MEMBERS' RESOLUTIONS

MR. SPEAKER: On the proposed motion of the Honourable Member for La Verendrye. The Honourable Member for La Verendrye.

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

WHEREAS Rural Communities in Manitoba are suffering economic hardship and in many cases are declining in population;

AND WHEREAS it is a matter of urgent need for the Government of Manitoba to immediately institute programs which will relieve the economic hardship and lack of opportunity of those persons living in rural Manitoba communities which face decline;

AND WHEREAS it is a matter of urgent need for the Government of Manitoba to immediately institute programs which will guarantee that in the future a network of strong rural towns will continue to serve the farming areas outside Greater Winnipeg;

AND WHEREAS the people living in rural Manitoba, rather than planners living in Winnipeg and Ottawa, should control the development of rural communities and retain, by right, the freedom to choose where they wish to live;

(MR. BARKMAN cont'd.)

THEREFORE BE IT RESOLVED that the Government of Manitoba should consider establishing a Rural Town Growth Program, which assists the development of a series of growth centres throughout Manitoba's agricultural regions, these growth centres to be outside such established centres as Greater Winnipeg, and should guide programs to ensure that such rural centres are able to provide all rural residents with ready access to essential modern urban services, facilities and jobs;

AND BE IT FURTHER RESOLVED that the Government of Manitoba request the Federal Government to give urgent consideration to expanding federal regional development grants in order to assist rural prairie growth centres to develop social, cultural and recreational facilities, as well as to develop rural jobs;

AND BE IT FURTHER RESOLVED that the Government of Manitoba should immediately consider providing the people of Rural Manitoba with the funds and the responsibility for selecting Manitoba's rural growth centres, and should be committed to a policy whereby the people living in rural Manitoba rather than the planners living in Winnipeg and Ottawa have the final responsibility for specifying rural growth centres;

AND BE IT FURTHER RESOLVED that the Government of Manitoba should, as part of its Rural Town Growth Program, be committed to a policy similar to that presently offered in Newfoundland, whereby rural Manitoba families will be given assistance if they wish to move to specified growth centres located in the farming areas outside Greater Winnipeg, and should specifically provide that this policy includes the following:

- (a) the provision of basic grants for each rural Manitoba Household that resettles, grants to cover moving costs, and grants to assist families in acquiring serviced land in the specified growth centres;
- (b) the provision of counselling services, manpower training, and research planning;
- (c) the provision of special mobility assistance and grants designed to meet the needs of families living in the smaller rural communities which face decline.

MR. SPEAKER presented the motion.

MR. SPEAKER: The Honourable Member for La Verendrye.

MR. BARKMAN: Mr. Speaker, I find myself in the same position I did about last Friday where I tried to prepare a small contribution on this item and it would have turned out a little lengthier than 20 minutes so I hope the Speaker in this House bears with me if I follow my nose pretty closely and I may not even be able to finish then.

Mr. Speaker, it is a fact that conditions in our province today are such that there does not exist equal opportunities for each and every citizen. This is perhaps no more evident than in our rural areas. Today more than one-third of our population, more than 350,000 people, live in the rural areas outside of Metropolitan Winnipeg, northern Manitoba and, of course, the City of Brandon. These rural Manitobans face serious problems, problems which document clearly the reality of unequal opportunity, of neglect or injustice which hurts our free society. It is our hope, Sir, that government will strive during the 1970's to understand and act upon the problems of our rural people with far more resolve and far more commitment than was shown during the 60's or even before that.

Our future growth, our quality of life, our integrity, all that we stand for is challenged by the lack of opportunity which exists for so many of our rural citizens, and this lack of opportunity in rural Manitoba can be documented by fact, Mr. Speaker; by the fact, on the basis of criteria established by the Economic Council of Canada, almost half of the people living in rural Manitoba have incomes below the poverty line; by the fact that average per capita income in our rural areas is only three-quarters of the national average and only half of the average income found in Metropolitan Winnipeg; by the fact also, Mr. Speaker, that infant mortality rates in rural Manitoba are some 20 percent higher than the rates found in Metropolitan Winnipeg; by the fact that, according to the latest detailed census, more than 50 percent of rural dwellings were without central heating, running water, hot and cold water, flush toilets. At the same time, less than 15 percent of the dwellings in Metropolitan Winnipeg lack these facilities; and also by the fact that in rural areas such as the Central Plains region, as one example - not to be picking on Portage la Prairie; this is one area that I can speak of - where the university attendance is less than half the level found in the province as a whole. Furthermore, Mr. Speaker, the facts of rural disparity can be presented in far greater detail: the shortage of doctors; the shortage of lawyers - not so much any more but there still is some in

(MR. BARKMAN cont'd.) . . . . some of these smaller centres; and, of course, the shortage of dentists and other professional people; the shortage of modern shopping and the cultural facilities; the high cost of transportation - and I think we should add the continued brain drain of educated people from our rural areas.

But surely, Mr. Speaker, members on the government side, and I hope all members of this House, are capable of getting the message. Surely we can grasp the real human problems hidden beneath these statistics. For the resident of a farm, a village, or for that matter a hamlet, the process of decline is both painful and costly. Recreational facilities, churches and even schools built up by hard work gradually lose the people necessary for their continued operation. Children have moved away. Houses and stores in declining centres become unsaleable, thereby stripping people, many of them, of their lifetime investments.

The fundamental problem of our rural areas is that we have not been able to keep pace with the rapid rate of technological change. Our farmers have given us phenomenal productivity, increases during the recent decade, but for a host of fundamental economic reasons, the result of this process has been to force drastic decline as far as farm population is concerned. And I could go on to say that since the last war we've seen the automobile and of course a lot of first class all-weather roads spread throughout rural Manitoba. We've seen the growth of larger stores, the hospitals and schools, designed to bring substantial cost savings to the consumer. The problem is that rural Manitoba was settled and built before these changes occurred and many of our rural centres were created in an era geared for a three or five mile-per-hour wagon traffic rate.

Impersonal technological change has thus presented an established rural society with major problems of human adjustment and, as we can see today, Mr. Speaker, technological change exacts harsh penalties on those who cannot adjust, those who have the least formal education, the least income, and perhaps even the least freedom. Does this mean that large-scale migration must occur from rural Manitoba to Metropolitan Winnipeg or other urban centres in Canada? Does this mean that we must all accept continuing decline in rural Manitoba? Of course the answer is no, a definite no. In fact, as the TED Report states, immense opportunities exist for development throughout rural Manitoba if we are prepared to adopt appropriate policies, policies designed to control change rather than to surrender to change. By themselves, individual rural citizens have little power to control the forces shaping their society. That is why rural people have begun to work together to form major regional development corporations and that is why all Manitobans, including the people of Winnipeg of course, including this government for that matter, that all of us must dedicate the decade of the 1970's to the task of rebuilding our rural communities.

Mr. Speaker, rural Manitobans do not want handouts. Rural Manitobans do not want grand master plans designed by distant experts living, as the resolution called for, in Winnipeg or in Ottawa. What rural Manitoba does want, Mr. Speaker, and what we must all want as Manitobans, is a commitment to provide the tools with which rural people can begin to build a new rural life. We must be prepared to support programs that will assist rural resettlement by providing for the costs of moving and the capital losses which arise from rural community obsolescence. I had a very good chat with the Honourable Member of Winnipeg Centre the other day and he had some good ideas on this, and I think much could be said on that line alone. We must be prepared to support programs that will assist the development of modern urban growth centres throughout rural Manitoba and we must be prepared to support programs that will decentralize government planning and industrial development so that all Manitoba regions will share real opportunity for self-directed growth.

Steps must be taken immediately, Mr. Speaker. We must develop industry that will provide more and better jobs for the people of rural Manitoba. Any plan for industrial growth must be accompanied by well-developed approach to locating industry in rural Manitoba, where they will have the best economic effect on the region and on the province, while at the same time providing the best opportunity to become successful and also become viable operations.

Mr. Speaker, it is impossible to over-emphasize the need for regional development plan. The process and problems of adjustment are relieved very little by development only in Winnipeg or perhaps now even in Northern Manitoba. If anything, rapid development in these two areas alone will only tend to encourage more migration out of rural Manitoba. Rising income and higher standards of living in these two areas does little to stimulate employment and income growth in rural Manitoba. On the other hand, it is impossible to believe that we

(MR. BARKMAN cont'd.) . . . . can possibly establish a factory in every single town and village or hamlet in Manitoba, so the only alternative then, Mr. Speaker, is that a position be struck midway between these two extremes, a position that will see no one region totally ignored nor will it see a few areas reaping all the benefits of a concerted development plan.

To accomplish this, the province should be divided into a series of regional growth zones. The growth zones could or would be centred around our smaller urban centres such as Dauphin, Steinbach, Minnedosa, Gimli, and I can mention many more, for it is these centres that must act as the focal point for industrial activity throughout Manitoba. -- (Interjection) -- I did say that I think. Under such a plan, people now living within a particular zone would be able to commute to and from their jobs on a daily basis without having to relocate to other areas in the province to find work. I think we have many examples. I believe in fact that Morris is one, and many more could be named. It is true that some may have to drive as far as 30 or 40 miles from their homes each day, but reflecting this to a large urban development, Mr. Speaker, it often takes a city dweller - I'm sure most of us know that - oh, half an hour to an hour to get to work, so really there is not much difference in this respect.

It is my belief that it is more desirable to take industrial development and new jobs to the people than it is to move the people, to move their homes and families to the jobs. If a province were broken down into these smaller regions, it would also present a clear picture of the task at hand and make it possible to classify the types of operations that would be best suited to a particular area. Once these areas are established, Mr. Speaker, then the government should give consideration to making funds available to the people of these areas so that they can effectively plan their own course of action, for is it not more equitable that control of an individual life be in the hands of that individual, not in the hands of the people as the example was given of Winnipeg or of Ottawa?

MR. SPEAKER: Order. The honourable member has three minutes.

MR. BARKMAN: Thank you, Mr. Speaker. However, Mr. Speaker, we all realize the task at hand is so vast that the province alone cannot accomplish what is to be done. Indeed, many of the things which must be accomplished if we are to remove rural disparity in Manitoba are matters of federal responsibility. Therefore, Mr. Speaker, the First Minister and his government should make it their top priority to renegotiate the Canadian federal system, the structure of our tax, fiscal, transport, tariff, immigration and regional development laws, so that we in Manitoba will have the tools with which to develop ourselves. We must insist upon the rewriting of the Canadian Constitution to guarantee political, social and economic equality of opportunity that does not exist today. Specifically, Mr. Speaker, this government should be calling upon the Federal Government and urge an expansion of regional development grants, grants that will assist our growth centres to develop social, cultural and recreational facilities in addition to job development.

That, Mr. Speaker, in essence is what our resolution on rural town growth is about. We've laid our commitment before this House. We can only hope that this government will accept the same commitment and use its position, not for the political gains or selfish advantage, but for the good of the people, the people it was elected to serve, the people of Manitoba. I would like to just say in closing that, Mr. Speaker, just today the Minister of Industry and Commerce made certain recommendations and started, in my opinion, on the right road toward this commitment. This is appreciated but much more is needed and has to be done.

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

MR. JORGENSEN: Thank you, Mr. Speaker. One thing that is beginning to become very obvious and it's very interesting. The change in the rules insofar as private members' hours were concerned was primarily designed to ensure that private members, and particularly government backbenchers, would have the opportunity to contribute to the debate on some of these matters, but it seems very obvious that the front bench opposite is determined that they shall be silent. On the first two occasions, the Minister of Industry and Commerce made sure that there was no opportunity for a backbencher to rise and today obviously the order has gone out, "Thou shalt remain silent and nameless."

MR. SPEAKER: Order, please. Order, please. I realize the honourable member must have some leeway in his introduction but I think we do have a resolution before us. I would like to have him contain his remarks on the resolution. The Honourable Member for Morris.

MR. JORGENSEN: Yes, Sir. That was a way of introducing the remarks that I am about to make, because I think the silence of the members opposite is very similar to the silence

(MR. JORGENSEN cont'd.) . . . . that we hear in the rural areas of this country and particularly of this province because of the very grave economic conditions that exist in rural Manitoba today, and I want to express my agreement with the Member for La Verendrye in his thesis that there is a serious problem that has to be dealt with. I agree with the resolution in the manner in which it points out the problem and the need that some action be taken to correct the drift and the trend that is now obvious in rural parts of this province.

There is no doubt about the problem. It does exist, and there does not appear to be any indication that the trend within the near future is going to be reversed. I think, Sir, that the economic situation that has existed within the past three years has contributed greatly towards this drift, and unless the economic situation improves somewhat the problem will no doubt get worse. I see the Member for Crescentwood is in his seat now and I am sure that he will want to avail himself of the opportunity of dealing with this resolution since it does mention something that he seems to be interested in, and that's the development of rural communities, and we hope that his words of wisdom will be heard in this House on this particular resolution.

Sir, the rural communities that the resolution speaks of must survive in order to serve the farming community. There is no way that farmers can carry on their responsibility in the producing of food for this nation, and indeed for the world, unless there are opportunities for them to obtain the services that are required in production, unlike the Greater Winnipeg Report that was mentioned the other day by my colleague from Brandon West which seemed to indicate that there was nothing required in the rural parts of this province other than the farmers themselves. I wonder where the Greater Winnipeg planners would think that the farmers get the fuel from to run their tractors or the services to maintain the equipment that they have. That is one of the difficulties with planners and, Sir, that is one of the reasons that I'm a little bit skeptical about the effect of this resolution, because what it's going to do is to put more planners in the field and we've had enough of that kind of planning.

One of the alternatives to the present trend, and there are several alternatives, but the fundamental cause of the problem is that rural income is not keeping pace with income in other areas, either income in the City of Winnipeg or income in other parts of the country. And notwithstanding the philosophical approach of my honourable friends opposite when they say that profit is a terrible motive, that the profit motive should be eliminated, the fact is that it's the desirability of having a profit in whatever you are engaged in that motivates people, and they're moving off the farms and out of the rural areas simply because there is no profit in remaining on the farms when you compare the incomes in other parts of the country. And so the alternative is either to bring farm income up -- and that sounds very easy and my honourable friends opposite have some very fancy ideas about how that can be done without taking into consideration the effects of putting arbitrary prices on farm products. The Premier in his statement in Victoria the other day said something, talking again about the two-price system. Well, I have done some rough calculations on what that would amount to, and on the basis of approximately 88 million bushels consumed in this country, that is of wheat, and even if you increase the price of that domestic consumption by \$2.00 a bushel, which is a pretty substantial increase over what they get today, that would amount to less than \$175.00 per farmer. If the honourable gentleman opposite can tell me that that's going to be of any material benefit to the farming community, I'd like him to explain just how it can be done.

The other alternative, and the one I believe is the proper alternative, is to do something about bringing prices down. Costs are raised, and I've mentioned this before, I'll mention it again. Farm costs are raised primarily and at the initiative of government action. When taxes are raised, when minimum wages are raised, when pension plans are introduced, when all sorts of welfare measures are brought in, it's bound to raise the cost of the goods that the farmer must use in order to produce, and if we continue to think that the government is going to be the answer to everybody's problems the inevitable result is that there will be nothing left for anybody. It will all go into the maw of the government, and they will then very generously and very kindly provide us with a pension when we are too old to enjoy it. They won't leave a nickel for us to spend on our own because they don't believe that people have the brains to know how to spend money on their own. Take everything away from them and return it to them in the kind of government largesse that they buy votes with, such as was done in Ste. Rose, and programs that are of no substantial benefit to anybody, but they have a way of making it sound very appealing to the average citizen. I think that the time has come, Sir, when we must . . .

MR. SPEAKER: Order. The Honourable Minister of Mines.

MR. GREEN: Mr. Speaker, is the honourable member really suggesting that the Ste. Rose farmer is gullible enough to sell his vote for a program such as was introduced by the government? Or any farmer?

MR. JORGENSEN: . . . much more than that. You know, the dollar an acre - that was just the beginning. The stills are going to come yet, and the toilets, indoor toilets, and all of these other things; and there are roads to be built and I hear skating rinks and the like. Bribing with their own money.

Sir, the resolution suggests that somehow or other the government can guarantee - and I'll read the wording of that resolution - that the government can guarantee that in the future a network of strong rural towns will continue to serve the farming areas outside Greater Winnipeg. Sir, there's no way that that guarantee can be given without compulsion, and I doubt very much if any community wants to be placed in the position where they are going to be guaranteed, guaranteed that their community will survive. It is only on the actions of the people within the community themselves that will guarantee the success of any rural community. What they require is fewer levels of government dipping their hands into their pockets so that they have some money to spend on their own -- (Interjection) -- One tier in Winnipeg, he says. Well, I don't know how that's going to help the rural community.

What they require are the services that will enable the community to thrive, and it was rather interesting, Sir, one of the things that will assist a community a great deal is a proper network of communications, and we had that very interesting, very interesting dissertation by the Minister of Highways just a moment ago, and we were all listening very eagerly to hear him tell us what kind of highways he was going to build and where he was going to build them. And what did we get? We got a philosophical dissertation on highway traffic accidents. He's become obsessed with this, but he doesn't realize that with the kind of government that we're getting here, more people will be killing themselves in other ways even if he does prevent highway traffic deaths. There'll be more suicides, for example. But the rural community requires communications, water supply and we've been trying to urge upon this government the need - and I see the Minister of Mines and Resources is interested in this - the need for the construction of the Pembina River Dam, some action to be taken up. That should be a very high priority with this government if they intend and if they are sincere about helping rural communities to survive.

What is required perhaps - and there were some tentative steps and some feeble steps been taken in that direction - are changes in the Municipal Act which will permit towns and rural municipalities cooperating more with one another rather than the very firm boundaries that currently exist between municipalities and towns - and I'm not suggesting the removal of the present boundaries. I am suggesting the opportunity for the rural councils and the town councils to be able to work together in developing communities so that they have a chance for survival.

There is a great opportunity for the government to provide that kind of service. What they don't need, in my opinion, Sir, is another set of planners to come in and tell them how they must live and where they must go and how they must move. The resolution suggests that there should be grants for moving, there should be grants for resettling, there should be grants for recreation, there should be grants for a host of other things, and the thing that disturbs me about this is that before those grants can be made, people have to be taxed to pay for them, and the increase in taxes itself brings about another round of price increases - price increases that increases the disparity between those who are able, such as the highly organized industrial unions, to get higher wages in keeping with the change and the increase in the cost of living, something that the farmer and the rural communities do not have and are not likely to get if they have to depend to a large extent on the sale of their products on the international or interprovincial markets.

It seems rather strange, Sir, that we deliberately attempt to encourage policies that prevent our rural youth from remaining in the rural areas and then make it necessary for us to increase the taxes on those who remain in order to pay for the services that are required.

MR. SPEAKER: Order. The honourable member has three minutes.

MR. JORGENSEN: Thank you, Sir. And then at the same time we have to raise taxes again in order to provide for the services and the facilities and the homes for those who are moving into the city. There are many enterprising businesses in the rural communities who

(MR. JØRGENSON cont'd) . . . . . would happily remain there if they were given half an opportunity, but the government saddles them down with a load of tax-collecting chores that are so burdensome that they are unable to carry it on, and in this respect I agree with my honourable friend that some change in the Constitution is necessary in order to make it unnecessary to saddle businessmen with the responsibility of collecting taxes for the government. They have to carry on so many bookkeeping chores that they go broke trying to do it. And then, Sir, then we create a department of government in Ottawa that spends \$333 million a year - and that is the latest budget of the Department of Manpower or whatever they call it, Mr. Marchand's department - in order to try and lure businessmen back into the rural areas again, and the minute you get them there you make it impossible for them to survive. Last year, 2,200 business failures, and those business failures are largely as a result directly of government action, of government making it impossible for people to survive under the tax load that they are asked to pay.

Sir, what this resolution should ask for is a decrease in that burden, and farmers in the rural communities will be able to survive on their own.

MR. SPEAKER: The Honourable Minister Without Portfolio.

MR. DOERN: Mr. Speaker, I listened with some interest to the comments of the two speakers, and I think that the intention of the honourable member who introduced this resolution was good, namely that he has recognized, what is obvious to everyone, the problems of our rural part of the province and in particular the specific problems of declining towns and declining areas, and this is, I suppose, a rational attempt to allocate our resources properly and to take people from declining areas and move them into growth centers, and so to that extent I think that the resolution is well designed. But there are a host of problems and a host of technicalities and difficulties that were not answered by my honourable friend. For example, one of the key problems connected with this resolution is who will decide which areas are growth centers and which areas are not, because the problem with designating an area a growth center is, by implication, you designate another area as a non-growth, declining or dying center.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Speaker, I wish to ask the Minister a question. I understand the government has designated growth centers but it's a very highly kept secret, and I want to know if it has or has it not; and if it has, I think that it should be made public; we should know about it.

MR. DOERN: Well, I'm not aware of such a list, Mr. Speaker, and if there were such a list - if there were, and I don't believe there is - I think it would be somewhat dangerous to release it for the very comment that I made, namely, that when you designate specific areas, are you not in fact at the same time categorizing other areas as areas that are declining, and therefore in a sense you are, you know, killing or perhaps harming, or at least not helping other areas of the province. The question here is, who will decide? And according to the resolution it suggests that the people themselves shall decide. Of course, Mr. Speaker, one of the ways that people decide now, as the saying goes, they vote with their feet and they move from one area to another where opportunity seems to arise. That is a sort of natural method of, I suppose, deciding, and of course it also points out in the resolution that it shouldn't be planners who decide it but the people themselves, and I say that is fraught with problems because are you going to designate, say, a certain area, a Regional Development Corporation area, and all the people in that area, all the townspeople and the mayors and the public will get together and they will decide which cities and which towns in their areas will be designated growth centers? It seems to me there has to be some mechanism of decision which is not spelled out in this resolution. And then, Mr. Speaker, when you come to a case of conflict, where you have a difference of opinion, how is it going to be resolved? Can a declining area appeal to someone else?

Now, I take for example the Bible of the Conservative Party, which is the TED Report, and which I think has some useful information in it, and I can give some illustrations from it. For example, the Town of Winkler, which from 1951 to 1966 was the second fastest-growing center in Manitoba - it grew 93 percent in that time, partly as a result of, I suppose, annexation or amalgamation with nearby communities - only grew, from '61 to '66, 1.6 percent. And then if you take a list, you get a list of areas given in the TED Report on page 444, areas that grew from '51 to '66, over a 15-year period they increased, but when you look at the

(MR. DOERN cont'd.) . . . . five years, '61 to '66, many of those areas declined, and the problem again is: how do you make a projection? Do you take the last 20 years, the last 30 years, the last five years? Because depending on your measurements and depending on the tools of economic analysis, you will come to a different conclusion. And then some areas, of course, declined absolutely in '51 to '66 - Winnipegosis, Dunnottar, Emerson, Flin Flon and so on.

My honourable friend who comes from the bustling center of Emerson, which I am familiar with since I once taught in that area - although he's now -- he doesn't live in his constituency any more; he lives in St. Boniface now, but he and I both once resided in Emerson, and many years ago Emerson of course was a bustling boom town and it had its ups and downs. Lately it's not too good -- (Interjection) -- Well, it's true. It's partly because the two of us left.

MR. L. R. (BUD) SHERMAN (Fort Garry): I'm afraid to answer that question. So, Mr. Chairman, I see that as an essential problem. In addition to that, of course, the honourable member said that of course these rural centers should have all modern urban services, facilities and jobs, and I think it's really the "jobs" which is the key word there, in a way, because you must provide employment for people who are going to move to new centers, otherwise what are you doing? You're going to provide new houses; you're going to move people; you're going to put in modern plumbing facilities; you're going to put up the telephone line, maybe extend television into that area if it doesn't have it, and it's all worthless unless you have either commercial activity generated by the area around it, or unless you have some new industries that would develop in that particular area.

Mr. Speaker, the reason of course for all of this is well-known, namely the fact that farms are, I suppose, becoming more highly mechanized, that people are leaving certain areas to go to areas of greater opportunity. For instance, there is an article in the paper just yesterday about Saskatchewan which, according to one objective commentator, a Mr. Blakney, had a loss of some 31,000 people who he says were driven into economic exile by the activities of the Saskatchewan government and the writer of this article, Don McGillivray, says that if you want to find these people you'll find them in Edmonton, Calgary, Winnipeg and Vancouver, which of course are larger urban centres and Saskatchewan isn't fortunate in really having cities of that size. It has Regina and Saskatoon, but a lot of our people, of course, from the rural areas come into the Metropolitan Winnipeg area. Mr. Speaker, obviously with the development of the car and in particular, you once had these small towns every so many miles and people would travel, I suppose, by horse or walk perhaps a few miles. Nowadays you have a car and it's simply nothing for a person to travel 30 or 40 or 50 or 60 miles to go shopping, if necessary, or to go to a hospital, or whatever facilities are needed.

The TED Report has one paragraph that I would like to quote from, wherein they describe what they think is the future of the Province of Manitoba outside the Metropolitan Winnipeg area. They say that "unless some completely unforeseen new development occurs, virtually all the residents of Manitoba's rural regions will be served by no more than 30 to 35 major centres spaced generally at distances of 40 to 50 miles from each other. This system of urban centres, each with more than 2,000 people, will be capable of providing to all the residents of the rural regions the same major goods and services that the resident of a metropolitan area is likely to demand during a six-month period - for example, doctors, dentists, lawyers, clothing, consumer durables, luxury goods, supermarkets, major recreation facilities, etc. In order to obtain these facilities, no resident will have to drive more than 30 to 45 minutes, a time period that many metropolitan residents would envy." Of course that's true, because all you have to do is drive through Metropolitan Winnipeg at this hour and attempt to get through the downtown traffic rush, or start at 4:30 or 5:00 and you'll see that many of us who live in this area do in fact drive for a half an hour to get to our homes.

Mr. Speaker, another facility or service that of course has to be provided, and I don't see it mentioned in the resolution, of course, but it is a fact that education is also a key, and that some form of equal access or equal opportunity for training and education, first of all, I suppose, at the secondary level and beyond the secondary level, has to be provided throughout the province. This is costly and very difficult and causes all sorts of problems, the old problem of one area versus the other; "We want the school." And the old rivalries that exist between certain centres, and of course this is the nub of the problem.

The resolution concludes by saying that there should be grants to cover moving costs

(MR. DOERN cont'd.) . . . . and grants to assist families in acquiring serviced land and so on, counselling services, etc. Well obviously, as has been mentioned, this will cost I would suggest an incredible, if not astronomical, amount of money to pay for all the moving, to put in the industry, to put in the urban level of services to provide the schools -- (Interjection) -- Well, It's always better for a man to work than to receive welfare, you know, due to our ethics. There are people across the street in Memorial Park who may take the opposite point of view, and you know, they can make a case too. I don't know if they're on welfare but they don't believe in working, some of them, and -- (Interjection) -- Well I've never been on welfare so I can't make the comparison.

MR. SPEAKER: Order, please. Would the honourable member address his remarks to the Chair?

MR. DOERN: Well, Mr. Speaker, I was trying to say that I have never been able to make the comparison because I've never been on welfare. I did have the honour one time in my youth of being unemployed for a number of weeks on a couple of occasions. I can tell you, that I found a very depressing experience so I imagine that a person who is unemployed for a long period of time or is on welfare for some period of time is in a very bad state of mind as well as financial state. So obviously, if any plan along these lines was entertained, then we would have to have massive Federal Government support.

I find the very last section in the proposal is being unclear, and if it reads the way I think it is, this would even be more difficult to implement because the resolution (c) part says that "the provision of special mobility assistance and grants designed to meet the needs of families living in the smaller rural communities which face decline." Now I don't know; I can read that two ways. I either read that in terms of this is a general grant to help people to move, or it seems to me that it might mean that people who are left behind should also receive some kind of assistance. But perhaps that's not the intention of the honourable member.

Mr. Speaker, the value of this resolution is the suggestion that there should be incentives to attract people to productive environments, to use our scarce resources, our people and our money and our brains, and to put people into areas where we'll get a high return on our investment. That is, of course, the value; and the point has been made many times, it will be made many times again, that the whole economy of Manitoba is inter-related. You know, it's true that the City of Winnipeg would not prosper if there wasn't the Province of Manitoba. But it is also true that the Province of Manitoba benefits tremendously by the fact that we have a large metropolitan centre which is also a centre of commercial and industrial activity, and I think that point must be recognized as well.

So, Mr. Speaker, I would simply sum up, since we are now at the end of the day, by saying that there is no doubt that there is some merit in this proposal but the questions that remain unanswered make it very difficult to decide what one should do, whether this is correct in principle but because of detail doesn't merit support. There are many questions connected with this which my honourable friend would have to put forward before I think he could expect support and policy formation and policy implementation. Who will decide as to which are the growth centres? How much money will be put in? Where will the money come from? All of these questions must be looked at, and then as I said, there's a question of conflict. When there is a disagreement, who will be the ultimate judge or the court of last appeal?

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. PATRICK: Will the Honourable Minister permit a question? Does the Honourable Minister feel that there should be no planning, that we should agree that the growth should take place in Winnipeg and by 1990 we should accept that 85 to 90 percent of the people should live in Winnipeg? Would he agree with that statement, which was made by one of his colleagues?

MR. DOERN: Well, Mr. Speaker, obviously I think there should be planning, but the kind of planning which says these are the growth centres and these are the areas that, you know, are the centres that are doomed to die, I think that is bad planning.

MR. SPEAKER: The hour being 5:30, the House is now adjourned until 2:30 tomorrow afternoon (Thursday).