

THE LEGISLATIVE ASSEMBLY OF MANITOBA  
2:30 o'clock, Friday, May 11, 1973

INTRODUCTION OF GUESTS

MR. CHAIRMAN: Before we proceed this afternoon to continue our Estimates on the Department of Health and Social Development, I have two announcements. In the gallery there are two schools, one the La Salle Elementary School, 23 pupils of Grade 5 and 6 standing, and they're guided by Miss Simon and they are from the constituency of the Honourable Member from Morris.

And the other school is from Pilot Mound, Grade 9 standing, 20 pupils. Mr. Hildebrand is their teacher this afternoon and they're from the constituency of Rock Lake.

On behalf of all the members here this afternoon I'd like to welcome you to the Legislature.

Resolution . . .

MR. SCHREYER: Mr. Chairman . . .

MR. DEPUTY CHAIRMAN: Mr. Premier.

MR. SCHREYER: It is not the normal procedure but time has prevented, or the lack of time has prevented the appropriate message being brought to you so that you could make the announcement, but we have joining us in the Speaker's gallery, I believe, the family of the former Premier of the province of Manitoba, John Bracken. And with us today, I'm sure honourable members would want to acknowledge the presence of the son of the former premier, Dr. Bracken, and daughter and son-in-law, and son George Bracken who is farming in the Manic area of Ontario, and grandchildren.

MR. DEPUTY CHAIRMAN: On behalf of all honourable members, I'd like to welcome you here to Manitoba once again and may your stay be a pleasant one.

SUPPLY - HEALTH AND SOCIAL DEVELOPMENT

MR. DEPUTY CHAIRMAN: The Health and Social Development Estimates, we reverted back to resolution 59 (b) and we were on the resolution (b)(3) -- passed. (Resolution 59 was read and passed.)

Resolution No. 60. The Honourable Member for Fort Rouge.

MRS. TRUEMAN: Mr. Chairman, in the interests of moving on to other Estimates in which many of our members are interested, we're going to not make any further statements on this item. I just want to say that it's not because we don't have a great deal of interest in it and a great deal of concern. We shall be watching it very closely, particularly the new programs that are developed. And with those remarks I think we're prepared to see this item moved and passed.

MR. DEPUTY CHAIRMAN: The Honourable Minister of Finance.

MR. CHERNIACK: Mr. Chairman, on Tuesday last during the oral question period the Leader of the Opposition asked our Leader, the Premier, in regard to the position of the government and its reaction to the proposals which were made to the Ministers of Finance meeting which was being held that day, Tuesday, by the Federal Government. I am in a position to give a report on what was proposed by the Minister of Health for the Federal Government, the Honourable Mr. Lalonde, in regard to this matter and the accompanying proposal by the Minister of Finance as to financing of the proposal by Mr. Lalonde. Now I feel that since the Premier was asked the question, I should be prepared to respond to it and I am prepared to do so on the assumption that honourable members are in agreement that I should do so, otherwise of course I won't take up their time and I'll be prepared to sit down.

MR. DEPUTY CHAIRMAN: The Honourable Member for Morris.

MR. JORGENSEN: At the risk of creating the impression in the mind of the Minister that we're not interested, and I wouldn't want to do that because we are very much interested in the statement that he has to make, but I wonder if it might not be more appropriate if the Minister was to make that statement on Monday on Motions; there would be an opportunity then for replies from each of the recognized parties of the House and the question period during the normal question period. As the Member for Fort Rouge has indicated, we would like to pass on to the next department for at least a brief period of time before the 90 hours have passed us by. If that meets with the approval of the Minister we would be very grateful to him if he would postpone that statement until Monday morning, or Monday when the House meets.

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MR. CHERNIACK: Mr. Chairman, I'm not prepared to actually make a formal statement and invite comments. I would much rather that there were either an explanation and it appeared in the newspapers. It's just that I don't want the accusation that has been discussed by the newspapers not by this House, but I don't really feel that it's necessary to make a formal statement since indeed it will be information that's over a week old, and public; but if there were to be a question and answer occasion to discuss it then it seems to me this is the only place. But by all means--I've been waiting for three days to be asked questions and I wasn't asked questions on this matter, so I'm willing to let it rest and if questions arise that's fine, at any time. But I will assume now that this is not the time. I certainly wouldn't like it to be assumed that I am saying that the members opposite are not interested. I'm sure they are, and I quite agree with the Member for Morris that there's no such suggestion, but I know the limitation of time and I'm quite prepared to defer this statement that I could have made.

MR. CHAIRMAN: (Resolution Nos. 60 and 61 were read and passed.) That completes the Estimates of the Department of Health and Social Development.

I believe the order of Estimates next will be the Department of Highways. The Minister.

SUPPLY - DEPARTMENT OF HIGHWAYS

MR. BURTNIAK: Mr. Chairman, I don't intend to take too much time this afternoon, my remarks are going to be quite brief; and furthermore I understand we don't have too much time left. But I'm very happy to be able to report to the House the continuing development of Manitoba's road system in all areas of the province during the year 1973-74. Mr. Chairman, I'm proud to present the road program not only for the north part of the province nor the south part of the province but a complete program that will benefit all Manitobans. And I might say, Mr. Chairman, that I have just waved to the people above to go over to my office in order to present and distribute the road program that we have prepared for you. It will be coming very very shortly.

Although you will find that the total budget has increased, I would like to see double the amount so that we could perform all the essential work that is required in each town and each constituency in the Province of Manitoba. I am sure, Mr. Chairman, that we would like to eliminate the need for a priority system but unfortunately money is the limiting factor.

The program is made possible because of the fine work of my Deputy Minister Mr. Brako and all of the other people in my department, engineers and their staffs. The preparation of the budget that will meet the reasonable needs of all provincial groups and interests and yet maintain a balance with all other government services is not an easy task. This particular budget, Mr. Chairman, does I believe come as close as is humanly possible to meet the needs of all sectors. It is based on a reasonable balance of funds between development of roads, tourist roads, Trans-Canada highway and the provincial roads and provincial trunk highways that seem to be less glamorous but which are so essential to the well-being of a large portion of the Province of Manitoba. With the ever increasing tendency toward abandonment of railway lines, the requirements of all types of industry for fast, efficient and economical transportation, the need for frontier roads to encourage the development of one of the richest portions of Canada, namely Manitoba's north, and the continuous demands of the general public and the very profitable tourist trade, highway planning and highway construction, important as they were in the past, are becoming even more important today.

Realizing the tremendous value of a well-planned and developed highway system to the economy of the province every effort is being made to develop a planning section that will insofar as possible anticipate the future requirements of the province. Only by this advanced planning will it be possible to meet the transportation requirements of all phases of our economy without the introduction from time to time of crash programs which should be avoided if at all possible.

In 1969 and 1970 expenditures of our planning and design section amounted to approximately \$381,000; in 1973-74, it is anticipated the expenditures of this section will amount to approximately \$600,000, an increase which will insure an even better planning and design section that we have had in the past.

Again, 1969-1970, our total construction, maintenance, aids and administrative expenditures amounted to approximately \$51,500,000 - this was in 1969-70. In 1973-74 the comparable anticipated expenditures amount to \$66,800,000 or an increase of close to 30 percent

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(MR. BURTINIAK cont'd). . . in the short five years. The real need for increased construction expenditures on northern roads will be realized when it is noted that during the period 1965-66 and from 1968-69 inclusive, total expenditures of the construction of these roads amounted to only \$8,909,000, or on an average of approximately \$2,225,000 per year. Our planning and design section indicated that if the true potential of the north was to be realized much larger sums would have to be expended on northern roads. This need was translated into action and from the period of 1969-70 up to and including 1972-73 the average yearly expenditures on northern roads amount to approximately \$8 million. Relatively high expenditures of northern roads are going to have to continue for some years yet if the north is to have a reasonable highway system capable of insuring the development of that very rich area.

The department's policy of calling for tenders and awarding the contracts for many projects during the late fall, winter and spring has proved very satisfactory. This method enables both the departments and contractors to plan their operations well in advance of actual construction operations, thus insuring well planned projects. Since October 1, 1972 tenders have been called for 104 projects having a value, exclusive of material and engineering costs, of approximately \$21 million, much of which represents work to be done during the summer or fall of this year 1973.

In the fall of 1972 the responsibility for the Motor Vehicle Registration and Insurance was assumed by the Manitoba Public Insurance Corporation, acting as an agent for the Registrar of Motor Vehicles. The physical transfer of staff, equipment and ancillary records was completed by March 31, 1973. The Motor Vehicle Branch are now responsible for driver licensing, highway safety, licensing of dealers and salesmen, snowmobile safety, bicycle safety and the legal responsibility with respect to motor vehicle registration. In driver licensing there has been a further increase in the number of drivers licensed in this jurisdiction during this last year. Preliminary planning and development work is being conducted to facilitate conversion to the class system of driver licensing. Driver education has experienced a further expansion in the provision of high school driver education courses in our schools. Although the number of schools only increased from 107 to 108, the number of students taking advantage of the course increased from 4,963 to approximately 5,300 this year. Driver education cannot be offered in a number of schools who wish to participate in the program because of a lack of driver education instructors. In order to alleviate the situation an additional driver education instructors course was conducted on weekends during the winter of 1973.

In the field of driver testing there were 52,597 driver tests conducted together with 7,845 interviews. There will be an expansion service to the north through the addition of a northern mobile unit which will visit selected remote northern areas. In addition, there will be an improvement in the driver recertification interviews. The motor vehicle inspection program continued operation during the summer of 1972 and a total of 11,719 were inspected. Of this number of vehicles only 27 percent were accepted, 67.6 percent were rejected and 5.4 percent were deemed to be hazardous. The motor vehicle inspection is continuing in Winnipeg and a selected number of towns during the summer of 1973. The number of drivers suspended during 1972 were 19,204 as compared to 13,277 or, an increase of 44.64 percent. The dramatic increase took place as a result of the institution of suspension for failure to pay a fine and an increase in incidence of suspension of probationary licenses.

The increase in use of bicycles has initiated action in the area of bicycle safety training of our children. It is anticipated that some 8,000 children will be trained, utilizing the services of the student employment program this summer. In addition service organizations and law enforcement agencies are lending a tremendous amount of assistance by offering bicycle training to children throughout the Province of Manitoba.

Mr. Chairman, as in the past, the present government is proposing this road program for the fiscal year of 1973-74 and you will find that it is, in my opinion, a good, fair program and I hope that it will receive speedy approval from this Legislature so that we can take advantage of the fine weather conditions this year so that we can improve and continue and do as much of this program as we possibly can in this year. Thank you.

MR. DEPUTY CHAIRMAN: The Honourable Member for Arthur.

MR. WATT: Mr. Chairman, I'd just like to make a few remarks on the Minister's Estimates and particularly on his last comment that he hoped that the House gives speedy

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(MR. WATT cont'd). . . approval to his program and to his initial remarks. There's no doubt about it that we have to give speedy approval because there's no time left. And it's interesting to note, Mr. Chairman, that here we are with the Minister's estimates just being presented to the House and a matter of minutes actually in which to compete the estimates of the Minister of Highways, and here we have the highways program just laid before us now, today. --(Interjection)-- And nothing for St. Johns. No. They probably got it all in the last four years. --(Interjection)-- I haven't had time. There's no doubt the Member for St. Johns has had plenty of opportunity to look over the road program for 1973-74 but in our side of the House we've had no opportunity to take a look over the program that the Minister has just finished saying he hopes will be passed speedily and that we will accept, in fact this is a program that will be acceptable throughout the Province of Manitoba.

Now, Mr. Chairman, I want to say that through the past weeks that I have constantly referred in the question period to the Honourable Minister about the condition of the provincial roads of the Province of Manitoba, and I want to go back, Mr. Chairman, and I want to make my remarks as brief as possible because I know that there are other members that want to take a few minutes of the little bit of time that is left with us to discuss the Minister's estimates. I want to go back to the days when the Conservative Government were in power, which they will be again of course shortly, to the days when we set up an agreement through the Minister at that time of Highways, Walter Weir, an agreement where we separated our responsibilities as of a province and municipalities. Where certain road were laid out to be the responsibility of the province and other roads known as market roads were the responsibility of the municipalities. And at that time it was the understanding, and it was made clear by the Minister of Highways at that time that the idea was to give a fair and equitable division of the resources, of the moneys available to that department to be equalized over all of the constituencies and the municipalities throughout the province. At that time it was agreed that a concentration of effort would be made on most provincial roads in order to direct the heavy traffic, the tourist traffic, the trucking traffic generally speaking over provincial roads, and the province would be responsible for the maintenance of those roads; to take the load off the municipalities and put it directly onto the responsibility of the province. And what has happened?

Mr. Chairman, up until 1969 the commitment made by the Minister of Highways at that time was carried out in full. Now it may be that there were some municipalities that probably did take some advantage of the fact that they were using their own equipment and that they probably did in fact maintain a little more in excess than what they should have on those particular provincial roads, but by and large over the province I think that there was a fair understanding between the government at that time and the municipalities that the concentration would, within reason, be placed on PR roads. Since 1969 that program was completely abandoned to the point where the provincial roads throughout the Province of Manitoba have deteriorated where they are now being described, and the Minister and the First Minister, has correspondence in their offices to this effect, that they are even deteriorated to the point where they are dangerous roads to drive on.

A MEMBER: Hear, Hear.

MR. WATT: The Minister has the correspondence of which I have copies. Dangerous, dangerous roads to drive on. I have constantly brought this up to the Minister of Highways in the question period and he has constantly said to me that the municipalities are more than delighted, more than delighted --(Interjection)-- No, you said it. --(Interjection)-- Well we won't argue. I say that you said it, you say that I said it. The fact is that you said it.

But I want to read, Mr. Chairman, at the last convention of the Rural Municipalities of the Province of Municipality held in the Fort Garry Hotel a resolution was passed, and I read now, which, Mr. Chairman, the Speaker denied me the right to read into the records a few days ago. I read the resolution: WHEREAS a great number of provincial roads in the Province of Manitoba have received little maintenance in the past years; AND WHEREAS these roads are in poor condition and have caused heavy traffic to direct to the use of municipal roads; BE IT THEREFORE RESOLVED that we request the Government of Manitoba to improve maintenance on all provincial roads in the Province of Manitoba." Now the First Minister said the other day that it could be that there were times and places, and I quite agree with him in one aspect, that there are times and places in the province according to weather

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(MR. WATT cont'd). . . . conditions, that there are roads that deteriorate from time to time and it is impossible to do anything about at the moment. But this resolution says that generally speaking over the Province of Manitoba that this government has neglected their responsibility, their responsibility which was set up by of course the former government to maintain those roads and to direct the heavy traffic onto those roads and to relieve the municipalities of the heavy responsibility charged up against rural property to cover and maintain roads for heavy traffic and tourist traffic throughout the province. And I say, Mr. Chairman, that the government and the Minister of Highways have been completely irresponsible in their undertaking, in their responsibility to carry out an agreement with the municipalities and the province to direct the traffic onto these roads and to make these roads passable and safe to drive on. And I say again, that I am quite aware of the correspondence that is on the desk of the Minister, the Minister of Highways and the desk of the First Minister, that the roads are not simply in bad shape but they are dangerous roads to drive over.

The Minister of course has made reference to the increase in expenditures on the roads in the north and we on this side, Mr. Speaker, really have no objection to the fact that there is need, always has been need, for an increase and for further development for a road system connecting up those areas in the north that are necessary to maintain a better standard of living for the lives of the people that live in the northern part of the province. But I think that it should be kept in mind, Mr. Speaker, that the tax base, the tax base on which we build our roads and increase our service to the Province of Manitoba, that the tax base still lies in the southern part of the province and particularly in the agricultural area. In the agricultural area where we depend to a large extent on municipal and provincial roads, and I say to you now that we are now depending on our municipal roads in rural Manitoba rather than depending on the movement of farm produce over the provincial roads.

There's no question about it, Mr. Speaker, that the government have saved money. They've saved money in every department as far as that goes in the past four years in order to pile up a surplus for an election year. And I have no doubt in my mind that from this day on that there will be an increase in the maintenance of the provincial roads throughout the Province of Manitoba because of the possible impending election that may possibly come sometime in the year of 1973. Depending on what agreement probably the First Minister and the Liberal Party are making, and certain agreements or certain deals that are being--certain deals that are being arranged and --(interjection)--Mr. Speaker, I have to say that it was quite apparent, quite apparent today, down in the hotel in the City of Winnipeg we found the First Minister with the Liberal Party sitting in serious discussion --(Interjection)--. . . in a Manitoba city, in consultation with the Liberal Party.

MR. G. JOHNSTON: Mr. Chairman . . . Mr. Chairman, if I may speak on a point of privilege. --(Interjection)-- Mr. Chairman, if I may speak on a point of privilege. . . .

MR. DEPUTY CHAIRMAN: The Honourable Member for Portage la Prairie.

MR. G. JOHNSTON: I know my friend is delivering his speech in a jocular manner but when Hansard is read--when Hansard is read it may not come out that way. I want to inform my honourable friend that the Member for Assiniboia and I were sitting in a St. Regis Hotel Restaurant and the First Minister happened to walk by. He was going to have a quick sandwich and we invited him to sit down with us. I think that there's still enough friendship left in this House that regardless of our political views we can sit down after we're out of this House and enjoy one another's company; and I would not want my honourable friend's jocular remarks to be interpreted across the province any other way.

MR. DEPUTY CHAIRMAN: The Honourable Member for Arthur's point is well taken.

MR. WATT: Well, Mr. Speaker, I should really retract that statement and there is no question about it that it is only a joke actually that Mr. Lewis down in Ottawa had been speaking with the Prime Minister of Canada down there. That is a joke I guess. But it seems to be generally conceded that they are sleeping together.

A MEMBER: I was sitting with Lewis one day.

MR. WATT: Well, Mr. Speaker, as I said, I do not wish to take up too much time on the Minister's estimates. I know that there are many in the backbench here, both in the Conservative and the Liberal Parties who would like to make some comments on the statements that have been made by the Minister of Highways. I don't know since telephones are not really listed in his estimates here whether I should discuss the Telephone System so we'll

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(MR. WATT cont'd). . . . probably wait till Public Utilities Committee to discuss that portion. But in the meantime I think that since we have not had the opportunity of going through the program for road construction, for road maintenance, in the Province of Manitoba until at this point, in the dying minutes of the hours that we have to spend on the estimates it is almost impossible to give a complete reply to the short statement that the Minister has provided us with at this point. So with these few remarks, Mr. Chairman, I will wait until further items come up on the estimates and have further comments.

MR. DEPUTY CHAIRMAN: The Honourable Member for La Verendrye.

MR. LEONARD A. BARKMAN (La Verendrye): Thank you, Mr. Chairman. I realize, as the member that just spoke that I think especially the rural members are very concerned about these roads, and I do not say that trying to indicate that the city members are not. Certainly they are also but perhaps not on such an economical sense as the rural members are, but I wish to thank the Minister for giving us this report on Highways.

I want to join in saying to his department that I've had the honour of working with quite a few of the people in that department over the past years and I was rather happy to see his present Deputy Minister come back to a natural position that I think he enjoys. He did a good job elsewhere but I'm sure he feels more at home in the present position. I'm referring to a certain Mr. Brako. Also, it is my honour in my constituency to have close relations with the people of District 2 and I have very often not received what I've asked for but I've always had good co-operation.

Now I have not had too much time in looking over the situation as far as highways are concerned but I do want to point out again that sometime ago there was an announcement that there would be . . . And I realize that these highways situations get very much to our own areas and perhaps this is boring to a lot of people around the Legislature that do not depend that much on highways, but I want to point out that the 1.2 mile that is presently started as a four-lane around the Town of Steinbach, it is appreciated and I want to let the Minister know this.

I also want to remind him that there are another, roughly nine miles or so from the point that they're working at now to the Village of Ste. Annes. I understand, and I'm not guessing this, I heard that the count was perhaps as high as between 13 and 15,000 units a day. I think consideration should be given to a four-lane highway all the way from Steinbach to Ste. Annes. I realize that this year the Minister pointed out he has only \$60 million to work with. I also realize that this is not very much money when it comes to the increase of construction and other expenses. In fact I've often wondered, and maybe the Minister has time to tell us, if he hasn't today it's not that important, I'm wondering what percentage of our gasoline taxes are going into roads, if not all at least what percentage, because I think there is some kind of a media that should be considered.

I also want to keep one obligation that I told the Minister sometime last winter that I would do. I'm referring to a delegation that was into his office some time last winter, and if I read the charts right there is finally, finally a possibility that that road between La Broquerie and through area will be built and I said then I would thank the Minister openly and I do so at this time.

However, as things go I'm sorry that some of the other areas that are so badly needed in the constituency of La Verendrye have not been able to be met with at this time. I'm referring now to 303. But I must say that what little I've said, I feel I've been handled fairly and I would much rather--I think it's much better politically speaking to run down and to ask for more roads than to thank the Minister, but being this close to an election that perhaps we shall just try and do it a different way than usually.

I am thankful also that, and I hope this will go back to other departments, when he says that the tendering has been going on so that people could be working before, for example these budgets will be passed and I doubt now if they will be passed today, but however I think the system of tendering should be upheld. I think this is very important. I'm sorry that in certain departments this has been neglected to some extent. And I'm not trying to bring in the school bus situation at this time but I am proud that at least in this department where this kind of money is spent that open tendering is taking place and I hope it continue for some time. Because this is part of the backbone of not just competition, there are so many reasons to uphold this tradition.

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(MR. BARKMAN cont'd)

So, Mr. Chairman, I know there's others itching and waiting, I shall not say any more at this time, but I do hope that in the future, regardless of who the government may be, there are problems and many problems and this is part of the whole program of decentralization, the whole program of keeping communities together. I know there are new transportation problems because of our rail abandonment but in the meantime I think the Minister is aware that roads are so essential. Other than religion education in schools there's possibly nothing more essential than roads to keep a community together.

MR. DEPUTY CHAIRMAN: The Honourable Member for Pembina.

MR. GEORGE HENDERSON (Pembina): Thank you very much, Mr. Chairman. In looking over this report I'm rather disappointed to see that there was only such a small increase in it, and this might sound funny coming from me but it's just barely two and a half million dollars increase. The way I work this out it's just around one-third of one percent of an increase in the Highway budget. Well nowadays where people used to only have one car in a family now you'll often see there's a couple of cars and a couple trucks. Roads are such a necessity that they're really an investment to people to have good roads. The cost of living is going up in leaps and bounds each year on a percentage, and wages is going up. All others are going up but it seems like as if the Highway Department is taking the least increase. Now whether the others are all justified or not I don't know but I realize that like on a highway where the contractors have to buy equipment and to hire men, the equipment is more, the wages are more and everything, that I think an increase in that total budget of just about one-third of one percent is just really ridiculous. Out of the total budget I think that probably the Highway budget must be the one that suffers the most because it's the most needed.

Outside of that I realize that you're doing a very conscientious job and I appreciate that but I would suggest that you fight harder if you're continuing in the Cabinet to see--or whoever is in the Cabinet, to see that there's a far bigger allocation of money for roads in Manitoba, because they really are an investment. And I have to speak in particular here of my own area where we have a large, the largest distance as I look at this map between the U.S. border and LaRiviere and we only have a gravel road there which has got stones flying. I mentioned this before and the Minister is aware of it, but here we have a gravel road connecting between two ports where we're trying to build up U.S. trade.

I might also mention here that we do get an awful lot of the people from the States coming over to LaRiviere on account of there's a ski resort and their lodge they have there and there's a lot of money in that area. So I just think that out of the total budget you're not getting your share of the increase at all. I hope another year that this will be given consideration.

MR. DEPUTY CHAIRMAN: The Honourable Member for Rupertsland.

MR. ALLARD: Thank you, Mr. Speaker. I want to assure the Member for Rhineland that I'll be very short to give him a chance too. We manage to get along with each other reasonably well in terms of procedure and sharing time.

Mr. Speaker, I can't help but agree with the Member for Pembina. I think that you know, oh for the days when the Minister of Highways, in terms of highways anyways, was a strong and a loud and a powerful man who spoke for the north and insisted on money for highways. There were some disagreements between himself and myself when he used that loud voice of course but those are days gone by and we'll forget about it. Eating together, sleeping together and all the rest.

Now I think it was something like 12 years ago that the Highways budget was in the neighbourhood of \$25 million you know and that was under the reign of probably the most conservative government that this province has known. I can't help but agree with the Member for Pembina, it's not only a poor rate of increase from last year but it's a poor rate of increase over the period of the last 12 years. And the north probably has suffered more, you know suffers more than any other area. The truth is that the east side of Lake Winnipeg, the east side of Lake Winnipeg which should have been receiving, you know deserves road building, you know funds for roads for some time. If one looks at the map it's incredible that an area so close, so close to the American border should be without roads, an area that so evidently lends itself to --(Interjection)-- Mr. Chairman, I find it very difficult to continue and I don't know whether it's my voice or your attitude that's getting on to Hansard at the moment. Certainly there is roads --(Interjection)-- I'm sorry, Mr. Chairman, my colleague is making

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(MR. ALLARD cont'd). . . . it difficult to concentrate.

Certainly the area on the east side of Lake Winnipeg is very badly in need of roads and we find in the north that roads generally go in as a function of the needs of Hydro or something like that. I'd hope the Minister could assure us that in this year that there would be roads going in to areas like Norway House and Cross Lake who are very sizable communities who would benefit a great deal from having year-round access to the rest of the province.

And whilst I'm on the subject of roads that connect with that area I hope that we'll soon be able to see maintenance on No. 6 done with something else than a grader. You know it's supposed to be an asphalt road and right about now it's so broken up that they're grading it to keep it in shape. I would hope that the whole road from here to Ponton will be paved this year, and this is the kind of a program that should be in this year.

I want to say that I'm a little disappointed in the lack of attention to the east side of the province. I had hoped when I came over to sit on this side of the House that with the vacuum that would undoubtedly exist in the constituency that efforts would be made to merit, to elect the next member on the government side. But I don't see the evidence of these efforts.

Mr. Speaker, I spoke of compensation for an asset before - the north. The north has reached a point where they don't feel that they should be receiving handouts anymore, that they're contributing a great deal to the rest of the province. They have a right to certain things. One of the things that they want is parity of costs in the north, roads are one of the essentials and there has to be more effort in this area. And certainly the small size of the increase in the budget in an election year, and a year in which, a year in which there is a fine, you know, the economic situation of the province is in very good shape; in this kind of a year, that you know no increase or the increase of this size augers poorly for the future, when after an election there will be no more pressure to get things done. Now having said these few things I think I'll yield the floor to my colleague from Rhineland.

MR. DEPUTY CHAIRMAN: The Honourable Member for Rhineland.

MR. FROESE: Thank you, Mr. Chairman. I too would like to congratulate the Minister. This year especially, since the allocation to Rhineland constituency is I think remarkable and I'm sure will be appreciated by the people back home. --(Interjection)--Well - the Member for Thompson says they want to win that constituency. Well well and good. I still feel that the people in the area will benefit and regardless of what happens in the election that the people will benefit.

I noted that they're going to complete Highway 30 which they have bought the right-of-way and contracts are let.--(Interjection)-- Yes. And then I find that Highway No. 14, they are allocating funds so that the right of way can be acquired, another 16.8 miles. This would be from Highway 30 to 32. Some years ago, it's quite a number of years ago, when the Conservatives were in power they did part of Highway 14 just to .1 mile east of Winkler, and just one mile further that's where my constituency started, so that's where the cut-off was made. Now we find that finally we'll get the whole stretch widened to the Rosenfeld corner. From there we have a much improved highway, a concrete road that was built some number of years ago by the Conservative administration.

I also see that Provincial Road No. 201, this is from the Village of Rhineland to Highway 32 will be blacktopped and--pardon me, that's No. 201, that's the one a little further north, and on 243 which takes in the Village of Rhineland to Provincial Trunk Highway 32. A distance of four and a half miles which will be new grade and gravel and I hope that in a year from now that it'll be hard surfaced. Because we have a number of those villages up in south of Winkler, I think there's about ten of them that at one time were entitled under the access roads for hard surfacing, but at the time that they were supposed to embark on the program the policy was changed and nothing came about it and I feel --(Interjection)-- well this was in the sixties. I always felt that the people of Rhineland constituency and especially those south of Winkler were short-changed at that time.

I also find that Provincial Road No. 243 will receive attention and that 10.8 miles right-of-way will be acquired, and also 5.1 miles of grade and gravel on that same road. So all in all I think the people of Rhineland constituency should be very happy and will be very appreciative of the work that is contemplated for that area.

The Member for Pembina mentioned the over-all picture as far as the Highways Department is concerned. No doubt all members would like to see work done in their

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(MR. FROESE cont'd). . . . constituencies and would like to see an increased amount spent on highways, but I know there is a limit to this, to the amount of funds that can be secured for government spending and for government purposes and that this has to be divided amongst the various departments and so that there is a limit as to what can be done. But I want to take this opportunity of expressing our thanks and gratitude as far as the people of Rhineland constituency are concerned and we hope that the program that they're embarking on will be carried forward in another year.

MR. DEPUTY CHAIRMAN: The Honourable Member for Gladstone.

MR. JAMES R. FERGUSON (Gladstone): Thank you, Mr. Chairman. I understand we have about 13 minutes left so I won't take up very much time. I haven't had time to look over the program but apparently the Minister of Highways is one of the fellows you have to be awfully nice to. I guess I wasn't quite nice enough to him. However, I think that we hear pleas from the north and I think that over the last couple of years --(Interjection)-- Is that right eh?--that the north has been suffering and we were in agreement with this for a considerable length of time but we're now starting to feel in the south that we're the neglected part of the province. I think you can go through this whole issue here, in a quick scan through it I couldn't find any roads in my constituency at all that are going to be done. In four years I think that you should get the odd bit.

There are absolutely no new programs the Minister is bringing out. Under the Conservative administration villages were paved, villages over so many of a population had roads built into them. I'd like to know what program the Minister has. The roads have been in a continual decline since 1969 in rural areas--well in some areas, I guess I'd better add that. I see in some areas where they're putting pavement on top of pavement pretty nearly. Now in a year and an increase of budget that we have had I think that when we can raise social welfare 40-50 million dollars every year or \$30 million whatever the case may be, that \$3 million is a very niggardly amount to be putting into a road system in a province whereby we have long distances to move. We're going to have to haul our produce further; we're going to have to do it on poor roads apparently. --(Interjection)-- That's all right. They still did some work. When you include the cost of inflation and the increasing costs why I don't think that there's any doubt but what the work is just not being done. I don't think I want to add a great deal more, Mr. Chairman. Several other fellows want to speak, so that will be all I'll have at this time. Thank you.

MR. DEPUTY CHAIRMAN: The Honourable Member for Lakeside.

MR. HARRY J. ENNS (Lakeside): Thank you, Mr. Chairman. Mr. Chairman, I just want to take this opportunity to once again appeal to the Minister, recognizing as I do so that undoubtedly when the election call is made the action will be taken that I've asked him to undertake some days ago and he promised to undertake, namely to begin the dust prevention program on our rural roads as rapidly as possible.

I think, Mr. Speaker, without being unkind to the Minister there is always a problem in a bureaucracy where we do things by calendar and not necessarily by the conditions as they appear. We've had an unusual condition, two, three months of our time already has elapsed since we've had snow cover on any of our roads. I recognize that the necessary material has to be ordered and has to be on hand and the roads themselves have to be in condition, initial work has to be done on them so that the application can be put down for its best and permanent effect. But I do appeal to the Minister to begin the dust control program as rapidly as he can throughout the Province of Manitoba.

I suspect that he will be getting those orders from his Leader very shortly when the election is called in any event and that we will have the kind of dust control program that this province has never seen before. But in spite of whatever politics there may lay in that, I appeal most honestly to him and to the government generally to proceed with that course anyway because it is a matter of really life and death in many instances because the roads are in such unsafe conditions by the amount of dust that we have on so many of our provincial roads.

The other day, Mr. Chairman, the Minister indicated to me that he was aware of the situation and that within a few days of me asking him the question that this would be undertaken. Well I have yet to see any area where it is being undertaken. If the Minister is telling me that the crews are out, fine. I would like to leave him with a thought - although I won't because I know that he's not going to be the Minister responsible for anything in a month or

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(MR. ENNS cont'd). . . . two- but I had always hoped that somehow or other we could devise a way of looking after our PR roads through a treatment, an oil treatment, that would not be a sealing treatment. In other words would not prevent the maintenance of the roads. But the time really has come where we look at a lot of our PR roads, the kind of traffic that they're bearing and do something of a permanent nature to rid ourselves of the dust and the safety problem that we have. I've spoken to the members of the department from time to time, I would hope that maybe the Minister, even in the short time that he has left in office, will consider the suggestion and do something about it. Thank you, Mr. Chairman.

MR. DEPUTY CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I just have a few points on . . . I would like to get a couple of roads in my constituency just like the other members who have got up and spoke on the Estimates of the Minister. My first concern would be, and I wish to raise it to the Minister at the present time. I think it's the most serious problem, the cracking of the bituminous and cement roads in this province. I know that the engineers may say that it's because of lack of moisture and perhaps water getting into the cracks between certain sections of the highway, that's what causes the expansion and deterioration and that's why the cement roads deteriorate. But, Mr. Chairman, one doesn't have to go too far. If we get on Trans-Canada East and it's a recently new road, new highway, and one would at times wonder if you're driving horseback. It's really in places in very poor condition. I don't know what's the problem; either we're not maintaining the roads like we used to or perhaps we're not building them to the specifications that we did at one time.

Because you don't have to go far, you can go into the Province of Ontario or you can go across the line into the United States, not too far, just across the border, and you'll find some of their cement concrete highways that have been built five six and ten years ago seem to stand up while ours do not, so I believe that there is a requirement on the government to have better research why the present roads are not standing up. Either we're not making them as well as we used to or we're decreasing the strength of the cement, but certainly they do not stand up like they used to.

The other point, Mr. Chairman, I wish to bring to the attention of the Minister is perhaps there should be more consideration given to such things as safety of highways and roads, such things as knolls on the highways and sharp turns and I'm sure that I would like to bring it to the attention of the Minister. He doesn't have to go far, but on Sturgeon Road, the street between Portage Avenue and Inkster Boulevard on the west side of Winnipeg where you have a straight stretch of road and all of a sudden you come to a severe curve with no build-ups and there has been some serious accidents on that highway. I know the Minister will say it wasn't his responsibility, he didn't build it, but I'm sure that he contributed 50 percent to the construction of that road and I believe the ratio is still the same what it used to be, so I'm sure the engineers probably from his department were working on that stretch and this is something that we should give consideration to.

I believe that the local, the government should give much more serious consideration and participate much more in the construction and play a much larger role than they do at the present time in respect to roads inside the city or municipalities, main thoroughfares. At the present time in the west side of Winnipeg we have a real serious problem. We have two large shopping centres, two, perhaps largest next to Polo Park, and another one on the way and there's great concern from the residents of that area. I know that there has been a petition signed by at least over 500 and their concern is not so much against the shopping itself, but because of the roads, the streets and because Portage Avenue at the present time is congested.

I would like to tell the Minister that he must give serious consideration to improving the highway or building a highway from Headingley along Saskatchewan Avenue to the Perimeter. I'm sure that's his responsibility, it's under the Manitoba Government, it's not --(Interjection) --well it's --(Interjection)-- Is this what the Minister's stating, that it will be done this year? because it's not being done now. The other stretch right along Saskatchewan even between Sturgeon Road and the Perimeter which goes right through the residential area, it's in real poor shape, real poor shape, to the extent that it's a completely residential area and in the spring, in the last - you could get stuck on that road right now, it's dusty. So again I believe that the Minister should play a much, much bigger role as far as main thoroughfares are

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(MR. PATRICK cont'd). . . . . concerned in urban centres. I would hope that he will give consideration to the points that I have raised. I know that there is only a couple of minutes so I'll give the floor to somebody else.

MR. DEPUTY CHAIRMAN: The Honourable Member from Morris.

MR. JORGENSEN: Well, Mr. Chairman, since there are only a couple of minutes left it seems a pity to have them wasted and although I hadn't intended to participate in the debate I do want to say that I am disappointed in the Minister's failure to take into consideration the very well thought out brief and presentation that was made to him by the people of the St. Claude area in connection with Highway 240. It's a pity that the contents of that brief were not duly noted and the recommendations therein acted upon, because I believe that the people of that area have a very valid case in some improvements along that particular stretch of highway.

And having said that I also note that in the estimates for this coming year there is going to be some work done on Highway 75. One can't describe the condition of that road adequately, the kind of deterioration that has taken place in the past few years. Now, I don't think that the Minister, and I'm certainly not blaming the Minister, I don't think he's entirely responsible for that. I think perhaps there is a tendency on the part of Canadian engineers to look upon American engineering, and American expertise, and attempting to apply those results up here in Canada, and the conditions are not similar. Frost conditions in this country provides a situation that is not encountered in the United States and therefore the kind of experience that they have in engineering techniques do not necessarily apply here, and I wonder just to what extent research is being carried on in an effort to determine improved ways of highway construction, and there has been some tremendous strides made in the past few years, the widening of shoulders has stabilized the roads considerably, and that is an improvement-- and I see that the Chairman is looking anxiously at the clock, and I presume that means the time allotted for the consideration of the estimates has expired, and with that I will sit down.

. . . . . continued on next page

ESTIMATES

MR. DEPUTY CHAIRMAN: Thank you. That is correct. Pursuant to Rule 65, subsection 5, at the end of 90 hours in Supply, unless the debate has previously been concluded, the Chairman shall interrupt the proceedings and forthwith put every question necessary to the dispose of the remaining resolutions.

The Estimates of the following departments were read and passed:

Legislation . . . . .	\$ 1,913,000.00
Executive Council . . . . .	2,314,800.00
Colleges and Universities Affairs . . . . .	75,529,700.00
Co-operative Development . . . . .	721,100.00
Education . . . . .	134,727,400.00
Finance . . . . .	13,092,900.00
Highways . . . . .	60,032,700.00
Industry and Commerce . . . . .	4,895,900.00
Municipal Affairs . . . . .	21,817,400.00
Northern Affairs . . . . .	9,152,800.00
Public Works . . . . .	12,909,300.00
Urban Affairs . . . . .	1,785,400.00
Education Property Tax Credit Plan Administration . . . . .	338,500.00
No. 1 Supplementary Supply	
Education Financial Support Public Schools. . . . .	4,500,000.00
No. 2 Supplementary Supply	
Health and Social Development Manitoba Health Services . . . . .	21,000,000.00
No. 3 Supplementary Supply	
Health and Social Development Pharmacare Payments . . . . .	1,500,000.00
No. 4 Supplementary Supply	
Municipal Affairs Unconditional Grants to Municipalities and Local Government Districts . . . . .	2,000,000.00
No. 5 Supplementary Supply	
Urban Affairs Urban Assistance . . . . .	2,000,000.00
No. 6 Supplementary Supply	
Education Property Tax Credit Plan Advancement . . . . .	28,000,000.00
No. 7 Supplementary Supply	
Education Property Tax Credit Plan Advancement . . . . .	19,000,000.00

That completes the total Estimates, main Estimates and Supplementary Estimates. Committee rise. Call in the Speaker.

IN SESSION

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

MR. WILLIAM URUSKI (St. George): Mr. Speaker, I beg to move, seconded by the Honourable Member from St. Matthews, that the Report of the Committee be received.

MOTION presented and carried.

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MR. DEPUTY SPEAKER: The Honourable House Leader.

MR. GREEN: Would you call the resolution standing in the name of the Honourable Member for Souris-Killarney on Page 3 of the Order Paper.

MR. DEPUTY SPEAKER: On the proposed motion of the Honourable Member, on the Honourable Minister of Mines and Natural Resources, the Honourable Member for Souris-Killarney.

MR. EARL McKELLAR (Souris-Killarney): What? I'm not going to read a speech. I'll tell you right straight from the shoulder, Yah, straight from the shoulder, and I only wish my friend the Minister of Labour was here because he's the one I want to lecture. I wish somebody would go out and get him and bring him in here, because without him I'm only talking to mid air. Can't penetrate--I don't think I can penetrate his skin either but --(Interjection)--they're all leaving me so I don't know who I'm going to talk to, Mr. Speaker.

## SPEED UP

(MR. McKELLAR cont'd)

Mr. Speaker, this is about the twentieth time I've heard this motion come before this House. Twenty times this motion's been brought forward. But I want to relate today, Mr. Speaker, the difference between the Conservative Government in the past and the present New Democratic Party, and the way they handle the business of the Province of Manitoba. And I'm going to tell you, Mr. Speaker, my thoughts on how inconsistent the government of the day are compared with when they were over here on this side of the House. And I remember the House Leader, present Minister of Labour, when he was on this side of the House and he had his night-cap waving here on his mike (I think it was this mike here) pleading with the Premier of the Province of Manitoba, pleading with the Premier of the Province of Manitoba, don't keep us here all night. Let us go home to our families and have a few hours sleep. And my gosh what did he do to us last year? What did he do to us last year? My gosh we only got out of here for breakfast. That's the kind of treatment that we got from the Minister of Labour. But what a difference it makes when you change from this side to that side. Their memories are all failing.

And I want to relate, Mr. -- I'm going to read a speech, but I'm going to wait awhile until I see whether he comes in because there's no sense in me making this wonderful speech here this afternoon and he won't even read it in Hansard because I don't suppose he'll ever get it in Hansard before the session ends anyway.

Mr. Speaker, we have witnessed in this House something this year, and in the past years, that was never even dreamt of or thought of, 55 days in this House, not one Law Amendments Committee has been held yet, not one government bill has been passed with the exception of the money bills, supply bill, which had to be passed by the 31st day of March. Is that the kind of is that the way we want responsible government run in the Province of Manitoba? --(Interjection) -- No it was never intended to be that way. It was meant to be - have your bills flowing through deal within the Law Amendments every week, get the business of the House carried through. --(Interjection)-- The Honourable Member can say baloney all he wants. If he wants to run a dictatorial type of government, tell us, tell us right now. I want to know right now because I'm going out to the people of the Province of Manitoba and I'm going to tell them, they're not concerned about the way this business of Province of Manitoba--my gosh how would a corporation, or how would any company, or how would a farmer run his business if he ran it the way they do. --(Interjection)-- You don't, you don't do business that way. But this is the only way they know how. This is the only way they know how. And did they cry, did they cry when they were over here when we kept them till at least 12:00 o'clock at night, on Speed-up.

And Mr. Speaker, I want to relate something else when I reading these speeches here in this Hansard. That at no time did we ever keep them in Speed-up over one week, at no time in all those years we were the government. But, Mr. Speaker, you know what happened last year. You know what day the Speed-up motion was passed last year? 13th of June. You know what day we got out of here, the 20th day of July. Five and a half weeks later, on Speed-up motion. Is that the kind of business--is that the way to run a good government? Mr. Speaker, that's the worst form of government you can have, a dictatorial type of government. A dictatorial type of government. I'm healthy enough I can stay here forever. Three years ago I couldn't. You know, it just about would have finished me. But I tell you, Mr. Speaker, I'm in the pink of health right now. I'm just ready and willing to watch for five weeks, watch for five weeks and I intend to do that starting the 24th of May.

Mr. Speaker, but I want to relate back, and I guess my honourable friend the Minister of Labour isn't going to appear, he isn't going to appear. He isn't going to appear. I've been ready for three days to make this speech. I was hoping he would at least sit in here and attend and listen to me. I listened to his speech. I listened to his speech. But I'm going to read you now a speech he made in 1967 when he was crying and crying and crying and had that red cap on there hoping that the Premier of the day would only bend a little and forget about the Speed-up motion. But what did he do at that time? He voted against it, along with all the other members in the front row, the Minister here, of Colleges--the Minister of Mines and Natural Resources, the Minister of Finance, the whole works of them. They voted against -- the Liberals voted for the motion. But I don't know what they're going to do this time. But this is what happened in 1967. Mr. Speaker, the only consistent party in this House is the Conservative Party, we are voting for this motion. --(Interjection)-- We're voting for this motion. We're

## SPEED UP

(MR. McKELLAR cont'd) . . . . the only consistent Party in this House. You've got to be consistent on both sides of this House if you're going to ever get anywhere in public life. And you can't retract just because you've changed your side of the House. Let's be consistent. Let's be consistent. But I'm going to relate back here. I got a - it's right here. 1967, 1967 --(Interjection)-- And I'm going to relate part of the speech that the Honourable Minister of Labour at that time - he made an excellent speech, an excellent speech. He made the complete opposite speech here yesterday, or the day before yesterday. And I'm going to read this because sometimes it doesn't hurt--I've had many of my speeches read over, and I tell you some of them shouldn't have been read over either. But that's part of life in this place. If you can't win one way you win another. So you got to - I can hardly lift this thick book here, such a long session.

A MEMBER: Well think it's a bale of hay.

MR. McKELLAR: April 25th, April 25th, you know what day? This is when the Speed-up motion was brought in. In 1967 you know what day we closed down? May the 4th. One week later. That's what I said. One week, one week, one week later. And there was no election that year either. It says here, also Mr. Speaker--this is halfway through his speech. "May I suggest the rules of the House make provision for 80 hours of debate on the Estimates for the fiscal year that we are now in. It's true that we all have already expended 77 hours and 20 minutes"--something like it was there about this morning, about the same time, two hours and forty minutes left. "If memory serves me correctly it's the consideration of those Estimates. In other words, Sir, we have only about two hours and forty minutes more to go on Estimates before the question is put and concurrence is a considered termination. But I want to warn the Honourable Leader of the House" - that's the former Honourable Sterling Lyon - "I want to warn the Honourable Leader of the House, I want to warn the government that as far as we are concerned, when we come to the 80 hour limitation, we are going to plead with the government for an extension of . . . 30 hours in order that we may give ample consideration to all the Estimates yet undealt with by the Committee of Supply. It's most vital in this House now, that I respectfully suggest that we do not terminate our sittings, that we full considerations to the 354-odd million dollars that are under scrutiny. --(Interjection)-- The Leader of the Liberal Party can agree all he wants with the House Leader on this beat" - I don't know if there's a misprint somewhere of resolution. But I want to say, Mr. Speaker, as far as us in this group are concerned, we do not agree with this. There was some difference of opinion as to whether we were worth \$7,200 or \$4,800" - and that was the salary we used to get, a few years ago. "I want to say that we are prepared to earn our \$7,200, and stay here if necessary for the balance of the year to give consideration to the business of Manitoba. And we are going to oppose the resolution. We are going to oppose the resolution suggested by the Honourable Leader of this House.

"And I want to say, Mr. Speaker, to you, to him, and to the members of the government we have not wasted time in this House at all on considerations of vital matters. I respectfully suggest there are other matters as well that have to be considered and I reject on behalf of this group as I have full consideration of the business of Manitoba. We are told quite frequently in this House, particularly by the government, that the destiny of Manitoba rests in our hands and I respectfully suggest, Mr. Speaker, it does rest in our hands and it's worthy of scrutiny without three sessions a day. I know, I know that many, or most of us in this House at the present time are mentally and physically exhausted, and I make no excuse for that. I know that I'd love to get out of here. I'm tired after five years, hear that, I'm tired after years of five months, rather. It seems like five years it's true, Mr. Speaker. It seems like five years that we have been in session because of the job that has to be done. But I suggest, Mr. Speaker, that the job is not yet done. We have a lot to do and unlike the Liberal Party, we of this Party are going to oppose the proposition of the Attorney-General in his capacity as House Leader, so that we can get out where the air may be just a little sweeter and the horizons a little greener."

So, Mr. Speaker, that's the speech that the Honourable Minister of Labour made. He doesn't--he particularly didn't like that government at that time, and he particularly didn't like to go into Speed-up motion on April 25th--that was 1967.

So, Mr. Speaker, what a difference a few years makes. So he gets up, Mr. Speaker, and he relates, and he relates about how important it is for us to go into Speed-up, and it is important that we get the work done.

## SPEED UP

(MR. McKELLAR cont'd)

Mr. Speaker, as I related before, the time for a lot of this work to be done, these bills that are on the Order Paper here, they've been on the Order Paper for at least five weeks, should have been during that period of time, where everybody could have an equal opportunity to study them, and here the second readings progressed through and into Law Amendments. You know, Mr. Speaker, what'll happen? That many interested people in Manitoba will be not given that opportunity to come before the committee because the committees will give them less than 24 hours notice. And this is unfortunate, Mr. Speaker, because, just because of the guidance of the House Leader, He thinks he's going to pull a fast one on the people who are interested, on the people who are interested, the garage keepers, there's many other bills that the people are interested in these bills. And I can tell you, Mr. Speaker, the public do not like this. They do not like it and they will not stand for this.

Mr. Speaker, I want to read you another speech - 1972. Same man, same place, same speech.

A MEMBER: Same face, same party, same inconsistency. Consistently inconsistent. You need some help Earl? What year are we talking now?

MR. McKELLAR: June 13th, 1972. Many of you will remember that. Motion went through that given day, as I mentioned. Speed-up went into effect, July 20th we finished, five and a half weeks later. Physically exertion second to none. Bad enough to be sitting here till 1:00 or 2:00 o'clock at night, but when the last night came, lo and behold, breakfast time when we got out of here. And I'm sure nobody knows that better than the press because they stayed right with us that evening. They stayed there right with us that evening.

Mr. Speaker, I want to just quote one short paragraph here and just show the difference of the same man, the Minister of Labour in his speech. "Mr. Speaker, to members of the Assembly I ask them to accept it in a spirit in which I am presenting it." Yeah I'm quoting here from the Hansard. "Not in the atmosphere of imposition on the members of the House but in a realization that this has been historic in the 18 years or more that I have been a member of this Assembly. And I as the present House Leader, give my assurance, I do not intend to abuse the contents of this resolution even though at times I may be accused of doing so. I recommend the resolution to the House." Well that's another statement, exactly opposite, directly opposite. But the one thing he said he does not intend to abuse the contents of the resolution. The resolution was never intended to last for five weeks and a half. It was never intended--it was just only intended to clean up the business, a small portion. And I can remember many years after I became a member of this Legislature, the most we were ever on Speed-up was at least one or two days just to clean up the normal business. That is what it is intended for. Now I realize that when I'm talking about five weeks, I know we're not going to be here for five weeks. I know we're going to be here at the most is about eight sitting days at the most, maybe seven. But the fact of the matter is that if you're going to run a government, or if you're going to run a business, or if you're going to run whatever you're going run, do it in a businesslike way; don't try to deceive the public, don't try to fool the public, don't try to fool us, we know what's going on. We only want justice. Justice is all that the people are asking for in the Province of Manitoba, not the kind of government that you're giving us.

MR. DEPUTY SPEAKER: . . . passed--the Honourable Leader of the Liberal Party.

MR. ASPER: Thank you, Mr. Speaker, The Liberal caucus will oppose the motion for Speed-up, and we note that at the time I am addressing the Chamber, there are eight government members in the House, and, Mr. Speaker, the First Minister, and the Minister of Labour who has made a number of speeches on this subject over the last number of years, are all absent. Mr. Speaker, the issue --(Interjection)-- Yeah, we've declined, Mr. Speaker, in government side to six, and perhaps that's the degree of respect that the government shows for the process, the essence of the democratic process which is now being put to the Opposition and asked to give up their rights to continue debating.

Mr. Speaker, before entering public life I had followed the debates in this Chamber with some interest as an interested Manitoban, and I'd always seen the Speed-up debate come on, and I wish to say, Mr. Speaker, that the Liberal Party, neither the Liberal Party nor I, oppose the principle of increasing the number of sittings, but what we oppose is the present use to which it's being put. We have been asked to give a blank cheque to the government House

## SPEED - UP

(MR. ASPER cont'd) . . . . Leader. The government House Leader has displayed a manner of handling this House over the past, well few years since he achieved that office, which does not inspire the confidence or the respect of members opposite in his sense of what he considers fair play or the open process. We've been given the resolution to write the blank cheque with no assurances, no caveats, no built-in protection. There are three committees of this Legislative Assembly which are in process. There's the Public Utilities Committee which is sitting to consider the report that is in effect the moment of final truth on the expenditure of at least \$100 million, some might say 345 to 350 million dollars in the Churchill River diversion and the Lake Winnipeg regulation scheme, and that committee has not even begun to get into the question of whether or not it wants to hear other witnesses, and there exists a resolution in that committee which has been tabled through the insistence of the Honourable Mines Minister's motion, I believe, at the time in the committee, in which we members of the committee called upon the committee to hear or invite others to testify, and that motion hasn't been dealt with, and there's no assurance in the resolution before the House that it will ever be dealt with or that the committee indeed will ever reconvene. And the people of Manitoba are expected to consider that we are doing our duty, if we allow the government to take into its own hands the sole discretion as to whether or not that committee will ever meet again.

And the same applies to the Economic Affairs Committee. Mr. Speaker, we have documentary evidence filed by the Government of Manitoba in that committee indicating that multi-million dollar losses in Crown operations have been sustained. And Mr. Speaker, we want-- not only want, we require, in order to discharge our duties, assurances that that committee will meet and continue doing its job. Mr. Speaker, there are those members of the committee, and those who are not on the committee, who take their responsibility seriously and do preparations, and are equipped to deal with the issue before that committee. And the thrown out work, the wasted hours of people preparing for that committee's work, it makes a mockery out of what the House Leader is requesting of this House, the abolition of our rules, the introduction of Speed-up.

And I refer also to the Public Accounts Committee which has the responsibility to scrutinize the individual spending items of the last year of this government, and that's a very serious and onerous responsibility, one we prepared for. And there's no assurance in this resolution that that committee will ever be called. And there are some extravagances, there are examples of waste, there are statements in the Auditor's report that require definite discussion, questioning, and examination.

We've often heard in this Chamber from the Speaker's Chair, that the issues raised by the Opposition are valid but cannot be discussed at the time raised; it's the wrong time or the wrong place, but there's another place. Mr. Speaker, I waited patiently during this session on many issues that were raised, I watched not a single emergency motion for debate pass this Chamber because at every time the ruling was that there was another time, another place in the estimates. Mr. Speaker, the estimates of most of the departments have not been put before this House. I believe, Mr. Speaker, that rules are flexible, that they should be subject to variation, alteration, but I don't hear a resolution from the government side calling for an extension, a change in the rules to extend the question period, or I don't see them call --I'm sorry, not the question period, Mr. Speaker, the estimates' debate time. Now if the government is serious about having the affairs of Manitoba properly scrutinized and debated, surely it would occur to the government to pass concurrently a resolution allowing the estimates obviously until at least 66 or 75 percent of the spending of the government for the year had been covered. Mr. Speaker, not a single emergency debate was allowed this year when requested, because at every turn the Chair ruled that there was another time, another place, that place being the estimates. Mr. Speaker, I ask that this be underlined and emphasized because no longer can one who raises an emergency debate be confident that the ruling that there exists another time, another place, has any validity, has any merit.

Mr. Speaker, we have seen Private Members' Resolutions, which is the sacred duty and right of members of the Opposition to bring in proposals for debate, and for the resolution thereof by a "yes" or "no" vote in this House, we've seen them voted through amendments, obliterated; we've seen them talked out, and only, I believe, one or two have come to a vote. And so the mockery, the abuse continues, because as of the passage of this resolution there will be no further opportunity to raise the important matters which are before this House

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(MR. ASPER cont'd) . . . . through the Opposition benches.

Mr. Speaker, we have no assurance that any of the departments that have been missed will be covered in any way; no assurance that the day after this is passed there will not be a flood of bills; no opportunity for the Opposition to seek advice; no opportunity to consult; no opportunity to go to the people that they represent and get their consent to voting patterns; no opportunity for research; no assurance in the resolution that the members of this House will be given the opportunity to do the duty that they owe to the people of Manitoba.

I could accept it, a Speed-up motion, Mr. Speaker, I could accept one, given certain constraints, even a time limit, given an assurance that the House will not be whipped, as it was whipped last year, as it was whipped the year before, and as I observed, as a citizen of this province, it being whipped the year before that.

Now, Mr. Speaker, the honourable gentleman in the back row, one of the few of the government bench who is here says "you weren't here". No, Mr. Speaker, I wasn't, I was not a member of this Assembly. I watched as a Manitoban, and I shared the feelings of the majority of Manitobans as they observed our work, and that observation, Mr. Speaker, is not one that is flattering to the profession of politics, and particularly to the government in office today.

Now, if we were given some conditions, if we were given some assurances, that the House will not be whipped, that the House will not sit past 10:00 o'clock at night, that it will not reconvene before 10:00 o'clock in the morning, that it will not have bills foisted on it and be required to make judgments without public submissions to Law Amendments, and the usual kind of things that happen, well before you get into a speed-up motion; that there will not be a flood of bills that there will be no time to consider. There are no such assurances forthcoming, Mr. Speaker.

We face at this time in Manitoba some very serious issues. There is a conference coming up in a matter of weeks between the First Minister of this province and the four western Premiers and the Prime Minister of Canada, designed to shape the negotiations as to where new policies for a new national development scheme that will change, we hope, the destiny of Manitoba, and in the Question Periods, and in the emergency debate, Mr. Speaker, and in the debates on Private Members' Resolutions, there was some assurance, there was some indication given to this House by the First Minister that there was another time, that there was another place where the matter of the western position, the Manitoba position at that conference would be debated. Mr. Speaker, we were led to believe that we were premature in demanding an all-party committee, that was the nub of the debate, an all-party committee to deal with this subject. We were also led to believe that the First Minister would make his case to this House so that we could debate, so that the First Minister would go to that conference on western re-negotiations on western policy, on a new national policy, with the expression of opinions in this House. Such has not occurred.

We were told that we would have an opportunity when we raised it to discuss the issue of jobs, that there were 50,000 jobs, 40,000 jobs required in this province, and there would be an opportunity in the economic department, or some other department, to debate this and to offer suggestions and to see what programs the government had in mind, and that hasn't happened. No time limit, unconditional blank cheque, that's what we're requested to sign.

The Speech from the Throne contained reference, Mr. Speaker, to a number of bills and measures that would be brought to this Assembly. They are not before this Assembly. The rules are going to be suspended, and they may or may not come to the Assembly. If they come to the Assembly, they'll come in a manner which the Opposition has no right, no opportunity, to protest or use the few rights that Opposition members are given to at least focus attention on. I'm referring to the reference in the Speech from the Throne that there would be something about a Bill of Rights at this session; and, Mr. Speaker, I'm referring to the fact that on the Order Paper as a Private Member's bill there is a bill that requires a "yes" or "no" answer to, the bill that guarantees the popular electability of the Mayor of Winnipeg, and everybody in this House stands and says, we agree to it. People take one position one day, another position the next day, but when confronted say, we agree to it -- but we can't even have the luxury of a vote on that bill.

There are reports in the Speech from the Throne that were promised to be given to this

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(MR. ASPER cont'd) . . . . House but have not been given and we lose the possibility of insisting that they be given if we pass this resolution. I refer, Mr. Speaker, to a commitment to the people of Manitoba in the Speech from the Throne that said: "Conferences on fiscal and economic policy are planned, as are meetings on higher education and health insurance financing, and income security programming. My government will present full reports on the discussions to this Assembly at the appropriate time. But when is the appropriate time, Mr. Speaker? When we are in a speed-up? When we are being whipped? When we are being forced to study and analyze legislation that you require legal advice on? That you require consultation on? The Speech from the Throne said: "We are going to put to the people in this session our economic prognosis, our blueprint--guidelines as they ultimately became called--where there would be a chance for debate--and it said so, that there would be a chance. And the First Minister said on many occasions that there would be an opportunity for discussion, dialogue and debate. That, Sir, is now foreclosed unless further assurances are built into this resolution.

There is a resolution that the Liberal Party brought to this Chamber. We called for a proposal to implement children's denticare in Manitoba, and the Chair, Sir, rules that out of order because the Speech from the Throne promised that we would have that opportunity. Well, Mr. Speaker, where is that opportunity? When do we get an opportunity to put to this House the proposal for children's denticare? I see no opportunity. --(Interjections)-- I was here. I was here.

Mr. Speaker, the Speech from the Throne gives some indication (certainly I interpret it that way) that the Manitoba Lotteries Commission will finally account, where are the proceeds, where they've gone. It's been promised on several occasions in this House, a report to the Assembly --(Interjection)-- I was here during the Estimates, I was here to hear the Minister say "in due course" he will give an accounting. Mr. Speaker, passage of this resolution takes away, in the main, the Opposition's right to insist, the Opposition's opportunity to insist that these things happen.

We've been told, Mr. Speaker, the Minister of Mines, the House Leader says "that's ridiculous". Perhaps legally, perhaps legally he's correct, but in practical fact, Sir, having observed speed-up, having observed the proceedings of the House when that occurs, having observed and knowing the legal position that the Opposition is placed in, once the total conduct of the House is in the hands of the government and there are no rights left to the Opposition, there are no such assurances left, Mr. Speaker.

Mr. Speaker, we were promised legislation to update the liquor laws in Manitoba, that's in the Speech from the Throne. No such legislation before us. Will we be required to make a judgment on that at 2:00 o'clock in the morning, without advice, without reports from sociologists, without the reports that we feel in the discharge of our duty we would normally have the opportunity to get? We were promised an Act to amend the Civil Service Act. We were promised it both in the Speech from the Throne and we were promised it in the House, rather the Acting House Leader's remarks yesterday. Where's the Act that will perhaps, we hope, extend a new kind of civil right to civil servants in allowing them to participate in public affairs? Will we be asked to judge that at 2 o'clock in the morning?

Mr. Speaker, we were told in the Speech from the Throne and several times in the House, that there would be a report, that there would be a decision on the minimum wage for the people of Manitoba. Will we be asked to dialogue on that, will we be asked to vote on that, will we be given the opportunity to debate it, or will we be through a speed-up proposition where there is no opportunity, it will be simply announced in the newspaper, and the Opposition deprived of its opportunity and the responsibility that it holds.

We were promised in the Speech from the Throne that there would be proposals before us in due course to divert this government from its mania for state ownership of homes and to bring in some sort of a program to encourage individual home ownership. Mr. Speaker, I know of no opportunity unless the government brings in a bill after speed-up where we'll have an opportunity to debate this--(Interjection)--Mr. Speaker, I'll take very little more time, and I'm sure the Minister of Mines would like to join the debate.

Mr. Speaker, we were promised legislation in some flowery language in the Speech from the Throne to strengthen the rural communities of Manitoba. Mr. Speaker, I have seen no such legislation. And one of the most paramount issues in Manitoba today is rural

(MR. ASPER cont'd) . . . . depopulation. The government has studies, many of which we've asked for and been unable to get because they are interdepartmental or some other excuse being advanced.

But, Mr. Speaker, there are studies that indicate that if this problem is not arrested shortly, the depopulation will continue and that as I said in the Budget response reply by the Liberal Party, the tax cost for the people of Winnipeg will escalate by some \$50 million in the next decade. So we welcomed, under false pretenses, we welcomed the Speech from the Throne's statement that legislation dealing with rural strengthening would occur. It's not before the House, Mr. Speaker, and we're asked to sit without any agendas, without any control over when we sit, where we sit, what we debate. And Mr. Speaker, the Opposition has not delayed the proceedings of the House. It has not obstructed. It has co-operated in every which way to advance government business. This government by this motion at this time, with no qualification, makes a saddening mockery of the open government process, and it's a mockery which will haunt the New Democratic Party and will fit adversely into its history as people look back on the kind of government this government has given us, the kind of openness it's given us, when in government as compared with what it offered, the hope it promised when it was elected from the Opposition side.

MR. SPEAKER: The Honourable Member for Morris.

MR. JORGENSEN: Mr. Speaker, in the few moments that remain before the hour of adjournment I would like to make a few comments in connection with this particular motion that is before us at the present time.

I feel, Sir, that there should never be the need for speed-up, and I say this recognizing the necessity of having some mechanism whereby rather than sit here over a prolonged period of time that we can deal with the matters that are brought before us in such a way that it is possible to clean up the job that we have without unduly circumscribing the rights of members from all sides of the House to make their contributions and to conduct the kind of examination that they feel is necessary to do the business of the House properly.

Sir, the fault of the mechanism which we employ is in my view a basic fault of socialism, and no more is it manifested than in what we are doing in this House here. That is the concept of restriction. And I know that my honourable friends didn't bring that concept of restriction into this House, it was brought into this Chamber by the Roblin administration. The limitation of 80 hours in the consideration of debate which I reject, which I say is wrong in its concept and should never have been brought in. It would be far better, Sir, if instead of imposing a limitation of 80 hours in the consideration of Estimates that we remove that restriction and we remove a further restriction, and that is the 10:00 o'clock adjournment hour and leave the adjournment of the House in the hands of the government who have the majority, and then we can proceed with the consideration of Estimates to all hours of the night if we choose, but it will not deny anybody the right to make a contribution on the debate. We're sitting here anyway. And as far as I'm concerned, it doesn't bother me to sit till 2:00 or 3:00 o'clock in the morning when we're considering Estimates.

I would much rather, Sir, spend that time in the wee hours of the morning considering Estimates than I would considering bills, because I do think that to a large extent members who come into this Chamber have some preconceived ideas about what they would like to see and what they would like to say in the consideration of Estimates and because it is a much more informal thing, a question and answer thing, it requires less preparation than the preparation that is necessary for the consideration of bills. So I find that the mechanism that we're using is wrong in its concept.

Sir, I don't know why it isn't possible that by the removal of the restriction of the 90 hours that we have at the present time, the removal of the 10:00 o'clock adjournment hour-- and I know it might create a hardship to some people--but I don't think that that is really that important. There are enough people that are going to remain in this Chamber who are interested in a particular department that debate will continue and an examination will take place. Then, I might make two exceptions. I might say that the normal adjournment hour take place only on two occasions. On Wednesday night and on Friday night, so that members will at least be guaranteed one night off in the middle of the week. In those days, Sir, then what is wrong with considering bills? What is wrong with considering legislation during that period so we can have an orderly progression and a flow of bills through the Law Amendments

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(MR. JORGENSON cont'd) . . . . Committee during the morning hour. That way we will have all of the legislation or at least a major portion of the legislation dealt with by the time the Estimates are completed.

I'm confident Sir, that if we remove those two restrictions, the 10:00 o'clock adjournment hour and the 90 hour consideration of Estimates, that we're going to get through the Estimates, we're going to get through this session much quicker, much quicker. We won't have to sit here three and four months in order to consider the business that is placed before this House.

We could then go back to the good old days. I am told that at one time the Minister of Highways, for example, when his Estimates came up he had this sheet before him and he held it before him until his Estimates were completed. And as members rose to speak, if they were in any way critical of the Minister you could see him stroking out road projects. That, Sir, speeds up the consideration of Estimates. I am sure that under those circumstances there are many ways that we could give full consideration to the Estimates that are placed before us without unduly restricting any member of the House; that we take a great deal of exception to the honourable gentlemen opposite in the back bench when they take up the time in the Estimates because we have a feeling that that is normally the time allotted for the Opposition. But I would have no objection at all if the opposition members, as is their right in this Chamber, occupy as much time as they choose in deliberating the estimates of any one of the departments. Then the Minister as far as I'm concerned could take as much time as he wants to answering. But I'm sure Sir, you're going to find if those restrictions are removed that the answers will be much more concise, the questions will be much more to the point and the--(Interjection)-- well it won't be like my honourable friend says like George Hutton's answers. Because it's just as much in his interest to get his Estimates through as it is the Opposition when that restriction is removed. It is the basic concept of restriction that creates the problem in the first place. I suggest, Sir, that when we remove those restrictions, we have dealt pretty effectively with the problem that we're confronted with each year.

We've tried several methods. We have extended the hour to 90, we tried to allocate hours as between departments, that didn't work. I don't think there is any way that you are going to get at the basic problem and still permit members the right to continue the kind of examination and the kind of debate that they want to take place in this Chamber unless the restrictions are removed. And I would suggest Sir, it doesn't matter who forms the next government, I would suggest that one of the first things that is done is the setting up of the Rules Committee to examine that particular aspect of our--I'm going to right now, as House Leader on the government side in the next session, I'll give an undertaking right now, that the committee will be set up and that I will recommend that we give consideration to the elimination of those two restrictions that I feel is the basic cause of the problems that we have in this Chamber.

I see, Sir, that it is 4:30 and I move that we adjourn.

MR. DEPUTY SPEAKER: The debate will stand in the name of the . . .

MR. GREEN: I just wish to have it clear on the point of order, whether the honourable member is still speaker. I think that that's what he said. Therefore the debate stands in his name definitely.

MR. DEPUTY SPEAKER: The Honourable House Leader.

MR. GREEN: It's 4:30 now. My information tells me that there's disposition to adjourn. If I'm finding correct in that thought somebody speak now or forever hold their peace.

Mr. Speaker, I move, seconded by the Honourable the Minister of Education that the House do now adjourn. I note that people didn't use their sacred right to employ the Private Members' Hour.

MR. DEPUTY SPEAKER: I wonder if the Honourable House Leader would give us the order of business for next week.

MR. GREEN: Yes, Mr. Speaker. The business next week will be to deal with the bills that are now standing on the Order Paper, I will give Opposition appropriate advice as to when the concurrence motions take place and I expect that members of the Liberal bench will inform their Leader as to what concurrences mean so that he will know what "opporution" he has to debate. And perhaps there will be longer sittings next week.

MOTION presented and carried and the House adjourned until 2:30 Monday afternoon.