

**LEGISLATIVE ASSEMBLY OF MANITOBA**  
**Thursday, 19 February, 1981**

Time — 2:00 p.m.

**OPENING PRAYER** by Mr. Speaker.

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

**PRESENTING REPORTS BY  
STANDING AND SPECIAL COMMITTEES**

**MR. SPEAKER:** The Honourable Member for Virden.

**MR. MORRIS McGREGOR:** Mr. Speaker, I beg to present the second report of the Standing Committee on Economic Development.

**MR. CLERK, Jack Reeves:** The Standing Committee on Economic Development.

Your Committee met on Thursday, February 19, 1981, to consider the Annual Report of the Manitoba Development Corporation.

Mr. Hugh J. Jones, Chairman and General Manager of the Manitoba Development Corporation, and members of the staff, provided such information as was required by members of the Committee with respect to the operations of the Corporation.

The report of the Manitoba Development Corporation for the year ended March 31, 1980, was adopted.

**MR. SPEAKER:** The Honourable Member for Virden.

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

**MOTION presented and carried.**

**MINISTERIAL STATEMENTS  
AND TABLING OF REPORTS**

**MR. SPEAKER:** The Honourable Minister of Natural Resources.

**HON. HARRY J. ENNS (Lakeside):** Mr. Speaker, I have the pleasure of tabling the Annual Report of the Conservation Districts of Manitoba.

**MR. SPEAKER:** Notices of Motion.

**INTRODUCTION OF BILLS**

**MS. JUNE WESTBURY (Fort Rouge)** introduced Bill No. 23, An Act to amend The Condominium Act and Bill No. 24, An Act to amend The Condominium Act (2).

**MR. SPEAKER:** The Honourable Member for Fort Rouge.

**MS. WESTBURY:** On a point of order, Mr. Speaker. If I may make a correction in Hansard, Page 627, the

fourth line from the bottom, it refers to belonging to the Shanawan Band. I actually was referring to the Chemahowin Band I think is the correct pronunciation which is spelled C-h-e-m-a-h-o-w-i-n.

**MR. SPEAKER:** That correction will be noted.

**ORAL QUESTIONS**

**MR. SPEAKER:** The Honourable Leader of the Opposition.

**MR. HOWARD PAWLEY (Selkirk):** Mr. Speaker, my question is to the Minister of Education. In January of this year, if not earlier, the Minister has become aware of Estimates by the Canadian Association of University Teachers that the Manitoba governments share of post-secondary education has decreased from 36 percent of the total cost in 1976-77 to now in the neighbourhood of 15 percent 1979 to 1980. Is the Minister concerned that this sharp decrease in Provincial Government share of post-secondary education will not damage his government's credibility in the upcoming crucial discussions involving the federal-provincial financial arrangements re post-secondary education?

**MR. SPEAKER:** The Honourable Minister of Education.

**HON. KEITH A. COSENS (Gimli):** Mr. Speaker, perhaps I could suggest to the Honourable Leader of the Opposition that if one looks at the level of funding being provided by this government to post-secondary education this year, I would say that our position is indeed a positive one.

**MR. PAWLEY:** Mr. Speaker, then my question to the Minister by way of supplementary. Is the Minister denying that the decrease in the provincial share of post-secondary education funding has not dropped sharply since 1976-1977 and in fact has dropped much more sharply than in other provinces?

**MR. COSENS:** Mr. Speaker, I would have to check those particular figures. I certainly am neither denying nor agreeing with the honourable member until I would have the opportunity to check out the figures. I would doubt very much that what he says is correct but I would have to check it.

**MR. PAWLEY:** Mr. Speaker, then in the Minister checking out the figures in order to ascertain whether or not the Canadian Association of University Teachers Estimates are correct, figures which I would have assumed that the Minister, as one responsible for post-secondary education in this province, would have checked out not just now but in fact a month if not two months ago, would now advise this House whether he is prepared, if he disagrees with these Estimates, whether he's prepared to table his own Estimates of the share of post-secondary education share being picked up by his government.

**MR. COSENS:** Mr. Speaker, I'm quite prepared to take a look at the figures the Honourable Member

mentions and of course any other figures that are pertinent to this matter.

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

**MR. BILLIE URUSKI:** Thank you, Mr. Speaker. I direct this question to the Minister of Agriculture in light of his response to, I believe, the Member for Minnedosa yesterday concerning the corporation of Wells Land and Cattle Company. Mr. Speaker, could the Minister indicate since he's so well aware of those transactions as to the timing of those transactions, whether they were made after or before the enactment and the passing of The Farmlands Protection Act in June of 1977? Could he tell us the dates of those since he's so well aware of those transactions?

**MR. SPEAKER:** The Honourable Minister of Agriculture.

**HON. JAMES E. DOWNEY (Arthur):** Mr. Speaker, I believe that the land purchases were made prior to the introduction of the 1977 bill but I should add, Mr. Speaker, that there weren't any attempts to purchase land while their legislation was put in place, so we don't know how many loopholes were in theirs, but what we do know, Mr. Speaker, when we amended the legislation in 1978 it did restrict that company. They could have made it retroactive, Mr. Speaker, and they did allow 9,000 acres.

**MR. SPEAKER:** The Honourable Member for St. George. Order, order please. I realize that there are some members in this Chamber that want to laugh and I realize there are some that want to ask questions.

The Honourable Member for St. George.

**MR. URUSKI:** Thank you, Mr. Speaker, in light of the answer of the Minister of Agriculture, is the Minister preparing amendments to The Farmlands Protection Act which will be retroactive in dealing with corporations? Since he knows so much about Wells Fargo or Wells Land and Company, Wells Land Purchasing Company, Mr. Speaker, can he also tell this House whether that same company has been purchasing land under other corporate names, store front corporations or other corporations, Mr. Speaker? Can he give us an indication as to what other figures of non-farmer-owned corporations and Canadian corporations that he says have been established, have been purchasing lands since the legislation?

**MR. DOWNEY:** Mr. Speaker, I am not aware that the Wells Land and Cattle Company have tried to purchase any more land. As I did say, the legislation that is in place did restrict them from purchasing further lands. But I did say during my Estimates, in case the honourable members opposite weren't listening, that there were seven other corporations that were being investigated, in fact not allowed to purchase land and will be taken to task if in fact they proceed to try and purchase land in Manitoba. So we are using our Act, Mr. Speaker, to protect the rights or to protect the young farmers and the farm community in Manitoba.

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

**MR. URUSKI:** Thank you, Mr. Speaker. Could the Minister indicate the extent of land transactions that have taken place in the last two years in the Province of Manitoba with respect to outside interests, Canadian interests, or outside farmer-owned interests in the Province of Manitoba in addition to those 3,000 acres that he keeps talking about where we know that there have been many more acres sold to outside interests?

**MR. SPEAKER:** Order please, order please. May I suggest detailed information of that nature may better be taken by an Order for Return.

The Honourable Member for St. George.

**MR. URUSKI:** Yes, Mr. Speaker. The Estimates of this House have already passed. The Minister of Agriculture should be prepared to table the extent of the land transactions since we've been asking him now for three years to table the report from the Farm Lands Protection Board, he has not seen fit to do so. Is he now prepared to do so since he knows all the details about these transactions, be prepared to table the report about the land purchase and transactions that have taken place over the last two years?

**MR. DOWNEY:** Mr. Speaker, again the honourable member opposite wasn't listening during my Estimates because in the last two years I indicated that there some 8,000 transactions in Manitoba of which 96 percent were from farmer to farmer transfer or Manitoban to Manitoban; the other 4 percent, Mr. Speaker, were made up of either farm corporations which in a lot of cases are family farm corporations, which leaves a very small percentage, something that I think is not interfering with the farm community in a way in which the members opposite would indicate. And we have said, Mr. Speaker, we are prepared to move on legislation that will protect the rights of Canadians, not as the members opposite would be, Mr. Speaker, to disallow them the right to own property in this country.

**MR. SPEAKER:** The Honourable Member for Inkster.

**MR. SIDNEY GREEN:** Mr. Speaker, it's interesting to see that the Minister of Agriculture now says less than 3 percent doesn't mean anything because the public was buying much less and they thought it was a lot.

Mr. Speaker, I'd like to direct a question to the Minister of Labour. Can the Minister give us a current report as to the status of the industrial dispute between the oil, chemical and atomic workers and the Greater Winnipeg Gas Company?

**MR. SPEAKER:** The Honourable Minister of Labour.

**HON. KEN A. MacMASTER (Thompson):** Mr. Speaker, I can't give a detailed report. I can tell the Member for Inkster that, as in another dispute that's taken place now in the Province of Manitoba, we have offered conciliation services. I suppose we can say we would have hoped that it had been accepted,

that offer, but it has not been accepted by either side in this dispute.

**MR. GREEN:** Mr. Speaker, can the Minister of Labour tell the House and assure the House that this dispute is not being unnecessarily lengthened and prolonged by virtue of the fact that the Greater Winnipeg Gas Company is not paying service contractors for work that was previously done by the employees who are now on strike. Can he assure us that the strike is not being unnecessarily prolonged on that account?

**MR. MacMASTER:** Mr. Speaker, there's a lot of circumstances that come into play when a strike takes place and questions such as the Member for Inkster is posing are always questioned either by management or labour forces within the community to ask if one has not, at the particular moment, an edge over the other because of a set of circumstances. I can't answer the member as to whether that is prolonging it; I can't answer him as to whether the controversy in the press and within the community over it may be in fact doing the company harm; I can't answer those particular questions. It's a fight that's taken place and I prefer not to, if at all possible, involve myself in it but I assure you, Mr. Speaker, I have offered conciliation services to those two particular parties.

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

**MR. GREEN:** Yes, Mr. Speaker. In view of the fact that the Minister is unable to answer questions which I submit are very much in the public realm and also, in view of the fact, that the Minister indicated that this was a very interesting situation and I submit a unique one, isn't this, Mr. Speaker, an ideal case, indeed the kind of case that is just made for an industrial inquiry commission, to determine whether the Greater Winnipeg Gas Company is not using this strike, which is a public utility, to save expenses in terms of their obligations to their customers. Would the Minister consider in view of his admitted lack of information on this question, and in view of the fact that we are dealing with a public utility, consider the appointing of an industrial inquiry commission, not to interfere with the strike but so that the public can have answers to these questions?

**MR. MacMASTER:** Mr. Speaker, without accepting all the prefaces that the Member for Inkster has laid claim to being facts I do not think at this particular time an industrial inquiry into that situation would be appropriate.

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

**MR. SAM USKIW:** Yes, Mr. Speaker. I wish to ask the Minister of Agriculture whether or not it was his intention to leave the impression that The Farmlands Protection Act, as it was administered during the previous administration, did allow in fact the large transaction that is referred to the Winnipeg Free Press and which he alluded to in his statements in this Chamber, Mr. Speaker.

**MR. SPEAKER:** The Honourable Minister of Agriculture.

**MR. DOWNEY:** Mr. Speaker, not so much the legislation, the fact that the last government, the New Democratic Party, allowed it to happen.

**MR. USKIW:** Mr. Speaker, then the Minister is confirming the fact that that was pre-legislation purchases that took place over which legislation was subsequently introduced. So I ask the Minister then, given the fact that that was the case from the beginning of Manitoba's history, up and including to the period of the legislation being enacted, how far back would he recommend that retroactive legislation should have taken place?

**MR. DOWNEY:** Mr. Speaker, I indicated yesterday that the first parcel of land was bought by the Wells Cattle Company in the year 1973. They were in office till 1977, did it take the Leader of the Opposition, who was the Attorney-General of the day, to in fact put legislation in place, is that how anxious they were to move to protect Manitoba soils? I think, Mr. Speaker, that the facts are truly there. 1973 was the first purchase and they didn't move till 1977?

**MR. SPEAKER:** The Honourable Member for Lac du Bonnet with a final supplementary.

**MR. USKIW:** Yes, Mr. Speaker. Would the Minister indicate . . . ?

**MR. SPEAKER:** Order please, order please. It's very difficult to hear the questions with everybody trying to ask questions or give answers at the same time.  
The Honourable Member for Lac du Bonnet.

**MR. USKIW:** Perhaps the Minister would indicate just how far back retroactive legislation should have been implemented in 1977 when that legislation was introduced in this Assembly.

**MR. DOWNEY:** As I indicated, Mr. Speaker, I believe probably that if the government had made considerations or in fact introduced legislation quicker than they had, then they wouldn't have had all the subsequent purchases which they seem to be so concerned about and tried to leave the impression — the Leader of the Opposition tried to leave the impression — Mr. Speaker, that it our Act that wasn't restraining the purchase of foreign land investment in this province.

**MR. SPEAKER:** The Honourable Member for Fort Rouge.

**MRS. WESTBURY:** Mr. Speaker, my question is addressed to the Honourable Attorney-General. In view of the decision that the Manitoba Court of Appeal has ruled that legislation of this Provincial Government has deprived a mother of her rights under a provision of The Child Welfare Act, will the Attorney-General be bringing forward corrective legislation in this session, Mr. Speaker?

**MR. SPEAKER:** The Honourable Attorney-General.

**HON. GERALD W.J. MERCIER (Osborne):** Mr. Speaker, it's a question of which mother was deprived of her rights and as I understand it the Minister of Community Services has this matter under review and it is still subject to appeal and

under those circumstances, Mr. Speaker, I think it would be preferable not to comment any further at this time.

**MRS. WESTBURY:** Then I will direct my inquiries to another Minister and pass up on the opportunity to follow that one at the present time. This question is addressed, Mr. Speaker, to the Honourable Minister of Health. I wonder if he would inform the House whether health insurance covers the cost of an interpreter when a deaf person needs to consult a physician.

**MR. SPEAKER:** The Honourable Minister of Health.

**HON. L.R. (Bud) SHERMAN (Fort Garry):** I'm not sure of that, Mr. Speaker, I'll take it as notice.

**MR. SPEAKER:** The Honourable Member for Fort Rouge with a final question.

**MRS. WESTBURY:** My second question to this Minister, Mr. Speaker, in taking this as notice, would he also please see if he can find out whether there is a single doctor or dentist in the City of Winnipeg or the province who can use sign language and therefore eliminate the need for an interpreter? Perhaps I can incorporate my next question in the same one. I wonder if the Minister has been told about the pregnant deaf woman who wanted to take pre-natal classes and couldn't because nobody would find a way to pay for 20 hours of interpreter time for pre-natal classes thereby putting deaf women, I suggest, in a very disadvantageous position.

**MR. SHERMAN:** Mr. Speaker, I have no direct information on any of those points. I'll take all those questions as notice.

**MR. SPEAKER:** The Honourable Member for Rock Lake.

**MR. HENRY J. EINARSON:** Mr. Speaker, I wish to direct this question to the Minister of Agriculture. It's a question that was posed some weeks ago but I think has great importance to not only the farmers of Manitoba but to the farmers of Western Canada, and the question relates to the announcement made by the President of the United States, confirmed by the then Federal Government of Canada, when he put a restriction on grains being exported to Russia particularly. Mr. Speaker, I wonder if the Minister has had any further information to report to this House in his contacts with the federal authorities who are responsible for this matter as to whether or not they're going to make any payments to farmers of Western Canada because of the losses they have suffered, which I think should have been a national responsibility rather than the responsibility being put on the farmers.

**MR. DOWNEY:** I have no further information at this time, Mr. Speaker.

**MR. SPEAKER:** The Honourable Minister of Government Services.

**HON. WARNER H. JORGENSON (Morris):** Mr. Speaker, yesterday the Member for Inkster asked me

a question concerning a matter of what he termed a high degree of absenteeism in the Woodsworth Building. Since he was not sure which building it was I made inquiries both places of the directors of the staffs that are employed in both the buildings and the response that I received was that on a seasonally adjusted basis there is no greater degree of absenteeism at the present time than there is at any other time, considering the fact that there usually is a higher degree of absenteeism because of flu at this time of the year. The only possible indication that I could get that there might be a problem would be in the Norquay Building where, as I indicated yesterday, there was some construction going on on the 10th floor as a result of the departure of the Provincial Lab. However, since the Occupation, Health and Safety people are located in that building it would seem very unlikely that they would allow anything to happen that would be injurious to anyone's health. So I can report to my honourable friend that I find nothing to substantiate the charge that he made yesterday.

**MR. SPEAKER:** The Honourable Member for Inkster.

**MR. GREEN:** Mr. Speaker, I'd like to direct a question to the Honourable, the Attorney-General.

Mr. Speaker, in view of the fact that Manitoba's pursuit of a position is now subject to leave to appeal to the Supreme Court of Canada and it would also appear that by taking the position that we have taken relative to the Swiss judges, that what appears to have happened is we are now precluded from taking normal procedures, normal inquiries, or at least that's the impression that I get. Is the Minister going to review the status of this matter to determine what possible achievements can be made on the possibility that we are entirely successful as against the possible problems that we are bringing upon ourselves with continuing these proceedings?

**MR. SPEAKER:** The Honourable Attorney-General.

**MR. MERCIER:** Yes, Mr. Speaker.

**MR. GREEN:** Mr. Speaker, in the course of this consideration does the Minister feel that there is any problem associated with the fact that it would appear that the mastermind and the chief person who has always been identified, in any event, as the chief person involved with the problem that the Province of Manitoba experienced, namely, Dr. Kasser, has in effect found not to be guilty, although certainly I don't expect the Minister to agree with that, but nevertheless is now beyond prosecution, would it be an anomalous situation for the government to be pursuing people who are less responsible on the basis that the most responsible person is now beyond successful prosecution?

**MR. MERCIER:** That is a problem, Mr. Speaker.

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

**MR. USKIW:** Mr. Speaker, yes, I wish to follow up on the question put to the Minister of Agriculture by the Member for Rock Lake and that has to do with

the compensation that the Government of Canada is committed to pay to western grain producers as a result of the cash shortfall due to the grain embargo that was placed by the Conservative government, the Clark administration, Mr. Speaker, some one year ago. I would like to ask the Minister whether he would not agree with me that since the Clark administration introduced that measure as the measure of pure political expediency whether or not the Conservative Party shouldn't pick up the tab for whatever the bill is, Mr. Speaker.

**MR. SPEAKER:** Order please, order please. Questions of agreement in this House are not really questions seeking information and I would have to rule the question out of order. Does the honourable member care to rephrase his question?

**MR. USKIW:** Mr. Speaker, I'm prepared to rephrase it and ask the Minister whether he would be prepared to recommend to the Conservative Party that they pay the bill?

**MR. DOWNEY:** Mr. Speaker, I'd find it easier to agree with my honourable colleague from Rock Lake than I would the Member for Lac du Bonnet but I would suppose that the Conservative Party of Canada would be prepared to pick up the expenses that were lost in the grain embargo if the Liberal Party were prepared to pick up the cost of buying all the foreign oil from outside of this country.

**MR. SPEAKER:** The Honourable Member for Transcona.

**MR. WILSON PARASIUK:** Thank you, Mr. Speaker. My question is directed to the Attorney-General. Last week the case of whether 11-year-old Heather Kramble of Transcona could continue to play hockey for a minor hockey league team within that town was referred to the Human Rights Commission for a ruling. Has the Human Rights Commission made a ruling on that?

**MR. MERCIER:** Well, Mr. Speaker, I advised the House last week of the action that had been taken by the Human Rights Commission with respect to two complaints that they had received in respect to two of the girls who had been declared ineligible for playing in the Greater Winnipeg Minor Hockey Association. The Human Rights Commission had written to the Greater Winnipeg Minor Hockey Association with a copy to the Canadian Amateur Hockey Association appealing to them to allow the girls to be allowed to play and finish this season. They were proceeding under Section 13 of The Human Rights Act which gives them some general authority to proceed in that manner and I've not been advised, Mr. Speaker, as to whether a reply has been received from the Greater Winnipeg Minor Hockey Association or the Canadian Amateur Hockey Association.

**MR. PARASIUK:** My supplementary then is to the Minister of Fitness and Amateur Sport. Given the fact that the Human Rights Commission has indeed ruled in this matter by writing to the Canadian Amateur Hockey Association, has the Minister responsible for Amateur Sport taken this matter up

with the appropriate authorities that involves at least four girls and at least 12 teams that might be involved in the play-offs who may all be suspended. Is the Minister of Amateur Sport going to uphold the rulings of the Human Rights Commission with respect to amateur sport?

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

**HON. ROBERT (Bob) BANMAN (La Verendrye):** Mr. Speaker, I've pointed out to the Members of the Legislature on earlier questions with regard to this matter that the rules and regulations which govern the activities of any sports body in the province are established by the sports governing bodies themselves. Those sports governing bodies are comprised of individuals who are elected at annual meetings to run those particular operations. The unfortunate incident in this particular case is that the girls have been allowed to play over a number of years and now suddenly in the middle of the season are asked not to play.

But I would point out to the member that in the field of amateur sport, in many different sports, we have different categories as it deals with ages, as it deals with talent. Even in hockey, you've got tier one and tier two hockey and with regard to this particular incident, the Ontario Human Rights Commission, I understand, has ruled that the sports governing body has the authority to say whether it is a male or female category sport.

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

**MR. PARASIUK:** In view of the fact that the Human Rights Commission of Manitoba has written to the Canadian Amateur Hockey Association with a different position and also in view of the fact that the Minister himself describes the circumstance of four girls playing on these teams as being unfortunate, will the Minister indicate whether in fact he's not acting on this matter because he is against it personally? Is that why he won't act on this matter?

**MR. BANMAN:** Mr. Speaker, there is one thing you find out very quickly when you're charged with certain responsibilities and one of them, in the field of amateur sport is one, when the rules and regulations governing any one of these sports is the responsibility of that particular group that is running that sport. I have no direct input into those regulations, Mr. Speaker, and if there are contraventions to any of the rules and regulations established, they will be dealt with by the proper authority. If they contravene some of the statutes, the Attorney-General will look after it, Mr. Speaker.

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

**MR. URUSKI:** Thank you, Mr. Speaker. I direct a question to the Minister of Agriculture. Approximately two years ago the Minister of Agriculture accepted an Order for Return from my colleague, the Member for Lac du Bonnet, dealing with land sales transactions. Could the Minister indicate when that information will be provided to the House?

**MR. SPEAKER:** The Honourable Minister of Agriculture.

**MR. DOWNEY:** Mr. Speaker, I am quite aware of the fact that there was an Order for Return put forward and when I'm satisfied that all the information is properly assembled, I'm quite prepared to table it.

**MR. URUSKI:** Thank you, Mr. Speaker. Since it's taken the Minister to become satisfied two years, will it take another two years for him to decide whether he's satisfied or not, that the information is available on this matter as well as the information that he promised to provide the committee, dealing with regional sales of lands in the province?

**MR. DOWNEY:** Mr. Speaker, I'm quite prepared, as I said, when the information is prepared then it will be made available. The member should also remember he was prepared to file or give me some information on accusations that he made during my Estimates, a reflection on a decision made to do with Crown land, which I haven't received yet.

**MR. URUSKI:** Mr. Speaker, the letter is in the mail to the Minister. I ask the Minister as well, could he indicate the amount of staff that he has available to him to investigate the land transactions that he says they're only involved in 3,000 acres of corporate land sales in the province? How many staff are involved in this?

**MR. DOWNEY:** Mr. Speaker, again in Estimates, I think that question was answered. If not, we have one full-time director; we have hired several months ago one full-time investigator and there is a request to have some more staff made available. So that is pretty well the number of people that are there.

**MR. SPEAKER:** The Honourable Member for Churchill.

**MR. JAY COWAN:** Mr. Speaker, my question is to the Minister responsible for the MU-2 and I'd ask the Minister as it is now long past the timetable which was self-imposed by the department in regard to replacing the damaged MU-2, if the Minister can report as to what his department is doing in regard to providing equivalent or perhaps even better aircraft for medical evacuation.

**MR. SPEAKER:** The Honourable Minister of Transportation.

**HON. DONALD ORCHARD (Pembina):** Mr. Speaker, as I mentioned to the member when he last posed this question, that the department is investigating several alternatives and we are still investigating those to come up with the most appropriate one.

**MR. COWAN:** Thank you, Mr. Speaker. I appreciate the fact that the department does have to make investigations but I'm certain the Minister must also appreciate the fact that the northern communities have been without what would be called suitable medical evacuation aircraft for some time now. Can the Minister indicate specifically when it is he expects that his department will have completed those

investigations? Further to that, can he indicate specifically when it is that a suitable aircraft will be put in place for medical evacuation from Northern Manitoba communities?

**MR. ORCHARD:** Mr. Speaker, first of all, the member has indicated that there isn't suitable medical evacuation available for the residents of Northern Manitoba. That is not correct because we have two aircraft which are on backup to the medical evacuation performed by the MU-2, one in Thompson and one in Winnipeg, and they are providing to date not as good, not as fast a service as the MU-2 but as I understand an adequate service for medical evacuation. When we have a suitable replacement aircraft, I will advise the Member for Churchill and it will be in service as soon as possible.

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

**MR. COWAN:** Thank you, Mr. Speaker. As the Minister himself has just stated, the aircraft that are in place now are not as good and therefore not as suitable for medical evacuation as are other aircraft which would be available to the Minister, I'd ask the Minister if he can be more explicit as to exactly what investigations are taking place right now in regard to finding a suitable aircraft and if he can indicate to us if he is prepared to impose upon his department a consideration for urgency, which I think is long overdue in respect to the replacement of the MU-2.

**MR. ORCHARD:** Mr. Speaker, in the matter of urgency, I might inform him that the day after the MU-2 went down, I told them to proceed and try to find a replacement aircraft, that the matter was a pressing matter. They have been pursuing replacement of the MU-2. However, I might point out to the honourable member that finding a suitable aircraft is not quite as easy a task as he may think as a layman, into the field of aircraft. There, Mr. Speaker, we have had aircraft in Winnipeg which were supposedly to be good replacements and available immediately. Those aircraft have not proved suitable for the type of operation that we have to put the aircraft to work in, namely, our gravel strips in remote communities in Northern Manitoba. We are proceeding with the replacement of the MU-2 posthaste.

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

**MR. SAUL CHERNIACK:** Thank you, Mr. Speaker. I'd like to address a question to the Honourable Attorney-General who on February 10 stated that in connection with the CFI proposed hearings before Swiss authorities, that the special prosecutor was acting on his behalf and in compliance with his instructions to clarify for us whether or not it is correctly stated that the special prosecutor had recommended procedures other than that which were followed by the government, and would he therefore clarify what the recommendations were and what the procedures were in relation to the method in which the government decided to proceed.

**MR. SPEAKER:** The Honourable Attorney-General.

**MR. MERCIER:** Just perhaps for my clarification, Mr. Speaker, is the Member for St. Johns referring to the statement in the news article of today where Mr. McGregor is quoted as saying the procedure of the government followed was not the one he recommended?

**MR. CHERNIACK:** Mr. Speaker, with your permission and in order to clarify the question, I would say that yes, I am referring to a newspaper comment where the paragraph reads: "While Hirt would not comment on whether the Manitoba Government should have better prepared the Swiss for the finer points of Canadian law, McGregor said the procedure the government followed was not the one he recommended." I read that to mean the Manitoba Government.

**MR. MERCIER:** Mr. Speaker, I thank the member for clarifying that question and I can well understand his concern because I think any reader might make the assumption that the reference is to the Manitoba government but the reference actually is to the Swiss Government. The Swiss Government did not follow the recommendations of Mr. McGregor.

**MR. SPEAKER:** The Honourable Member for Elmwood.

**MR. RUSSELL DOERN:** Mr. Speaker, I'd like to direct a question to the Minister of Government Services. In view of an \$80,000 expenditure to computerize Hansard and the fact that it's running seven to ten days late in the first few weeks of the session, can the Minister indicate what the problem is? Is it this new computerized equipment or is it a shortage of staff?

**MR. SPEAKER:** The Honourable Minister of Government Services.

**MR. JORGENSEN:** Mr. Speaker, it's partly as a result of a shortage of staff, a problem we are endeavouring to correct and it's also because there are some considerable other tasks that are being performed. We are going to be giving priority to the publication of Hansard and, hopefully, that we can correct the situation that exists at the present time.

**MR. DOERN:** Mr. Speaker, I'd ask the Minister whether he can assure the House that we will at least reach our previous standard of having Hansard one to two days later than the actual event, which has been the tradition in this House for many years and doesn't extend until late into the session. Can he give us that assurance?

**MR. JORGENSEN:** Mr. Speaker, we'll do our best to not only reach that standard but to exceed it.

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

**MR. DOERN:** Mr. Speaker, my final question is difficult to ask of an old cow-puncher who's been attending the Morris Stampede for many years, but in view of the \$70,000 wasted on this so-called new sound system in this Chamber — and I might point out to the Minister if he looks around he will see that most of his colleagues don't in fact wear their

earphones and don't like to wear them — will he make some attempt to bring the level of sound, the quality of sound in this Chamber up to its previous standard?

**MR. JORGENSEN:** Mr. Speaker, as I have attempted to point out to my honourable friend, the quality of the sound in this Chamber has improved. If my honourable friend is too vain to wear the device that has been provided for him, then he will have to suffer the consequences. The devices as provided for him would enable him to reach the level of sound that he chooses, his own choosing, not somebody else's, and I advise him to use it.

**MR. SPEAKER:** The Honourable Member for Brandon East.

**MR. LEONARD S. EVANS:** Thank you, Mr. Speaker. I'd like to address a question to the Minister of Health. I wonder if the Honourable Minister can confirm that there is a very pressing need for new nursing home facilities in the Westman area of this province.

**MR. SPEAKER:** The Honourable Minister of Health.

**MR. SHERMAN:** Mr. Speaker, I would be inclined to put it somewhat differently and say that there is a pressing need for replacement of existing personal care facilities in a number of areas in Manitoba including Westman, replacement of older nursing homes, and that certainly is contemplated in the government's current and ongoing health facility program.

**MR. EVANS:** Mr. Speaker, inasmuch as according to the December 30, 1980, issue of the Brandon Sun, there is a shortage of 500 nursing home beds in the Western Manitoba area and inasmuch as 195 of these are estimated to be in the City of Brandon, is this member of the government prepared to proceed immediately with a construction program to take care of this great need that now exists and is recognized by authorities in that area?

**MR. SHERMAN:** Mr. Speaker, I don't know where the honourable member gets his figures and I don't where the Brandon Sun gets its figures. I can tell this House that Manitoba with 7.5 personal care beds per thousand population ranks well above the national average, above most provinces in terms of personal care bed supply, that Westman is the best supplied region of the province in terms of personal care beds, ranks well above most other regions in the province. There are other needs in other regions that must be addressed ahead of Westman. The need that must be met in Westman, which I've conceded, is replacement of some older existing nursing homes, not additional new homes.

#### ORDERS OF THE DAY

**MR. SPEAKER:** Order please. The time for question period having expired, we'll proceed with Orders of the Day.

The Honourable Government House Leader.

**MR. MERCIER:** Mr. Speaker, I move, seconded by the Honourable Minister of Natural Resources, that

Mr. Speaker do now leave the Chair and the House resolve itself into a Committee to consider of the Supply to be granted to Her Majesty.

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

## **CONCURRENT COMMITTEES OF SUPPLY**

### **SUPPLY — LABOUR AND MANPOWER**

**MR. CHAIRMAN, Morris McGregor (Virden):** Call the committee to order. We're in the Department of Labour and Manpower. 1.(a).  
The Honourable Minister.

**HON. KEN MacMASTER (Thompson):** Mr. Chairman, as we begin the review of the Department of Labour and Manpower and its spending Estimates for 1981-82 I want to assure you, and other members of this committee, that I will be co-operative in responding to their questions and inquiries. The Estimates review of all government departments is a vital part of our legislative and democratic process. I fully intend to do my part in making sure that this review of my Estimates proves to be a constructive exchange. The Estimate review shouldn't be a showcase, in my opinion, for self-serving rhetoric or character assassination.

The honourable members of the Opposition have a valuable role to fulfill in our parliamentary system and I recognize that. In the past years they have been very thorough in reviewing the Department of Labour and Manpower or in any other of the portfolios in which I have served. Their responsibility is to examine the programs being offered, the services being provided, the policies being followed and the direction that's being taken. Mr. Chairman, I believe I know the members of the Opposition well enough to know that they will keep a good eye and watch on the Department of Labour and Manpower 365 days of the year.

Although our political philosophies may differ and although we have different experiences in the workplaces in Manitoba, in the mining industry and various skilled trades, our common concerns should be for the working men and women of our province and I believe that I think it is. I know our government's concern will be demonstrated as we proceed through the individual branches of my department. Mr. Chairman, I don't believe this is the time for me to begin outlining in any amount of detail the activities of the individual branches. Past experience has taught me that the members opposite will be requesting considerable amounts of specific information at the appropriate time.

Members will note that the Department of Labour and Manpower now operates with three divisions. The appointment of a new Director of Administration has allowed us to consolidate many of the central administrative functions. This recent development will help in the department's daily functions and overall performance.

In the diverse field of women's issues the most dramatic development since last year's Estimates

review has been the appointment of the Provincial Advisory Council on the Status of Women. Major organizations, speaking for Manitoba women, have been advocating the council since 1972. As the Minister responsible for the Women's Bureau I'm proud to be a member of the Government which responded to that very legitimate request. The advisory council reports to me and I can ask it to review certain issues or situations; however, unlike my federal counterpart, I do not intend on telling the council when it can and cannot meet. I respect the integrity and the ability of each of the ten women on the council and I'm confident that they will act in the best interest of all Manitoba Women. In the coming year, I expect the advisory council will be active. The department's consultant on the status of women is ready to assist the council.

On the International scene, I was pleased to submit Manitoba's contribution to the Canadian Plan of Action which was tabled at the United Nations Mid-Decade World Conference for Women in Denmark last July. Manitoba was one of five provinces which contributed to the National Plan. The Women's Bureau will continue its efforts in this coming fiscal year to help all women who seek assistance to become active members of the Manitoba labour force. It's career counselling is particularly important to women who have been out of the workforce a period of time. Workplace Safety and Health has always been important to workers and employers. When I was president of the Steelworkers in Thompson, I often met with management on the need to improve this or that situation; but the onus on Workplace Safety and Health is not only in management, it's also the responsibility of individual workers and of their unions.

In recent years a much higher profile has been accorded Workplace Safety and Health by the workers, by unions, by management and by the media. This has happened not just in Manitoba but across Canada, throughout North America, and in fact in many other countries around the world. I believe that in day to day operations and achievements my department's Workplace Safety and Health Program ranks with the best of them. I am talking for example about the joint union management safety and health committees which actually function in a meaningful way and about the laws and regulations which are applied with common sense.

Mr. Chairman, it's very easy to write laws and regulations which make it appear you are actually accomplishing something. For example, if you were to read about the Russian Constitution, you would think the Russian workers actually enjoy individual freedoms and liberties; the reality, as all members on this committee know, is much much different. There are provinces which have more workplace safety committees than we do, but then I hear that only a small percentage of those committees operate effectively. You read about laws being passed, but then you always hear that those laws aren't being effectively applied.

We have added 162 workplaces to the 303 originally designated; at the same time we removed 40 others; another 19 workplaces with staffs not large enough to warrant a full-fledged committee



now have been designated safety and health representatives.

A Noise Control and Hearing Conservation Program currently is being developed. It will provide a comprehensive package to deal with the complex problem of noise-induced loss of hearing, hearing loss amongst Manitoba workers. In developing this program, my staff are working closely with the Canadian Standards Association Committee on acoustics and noise control as well as with technical experts from agencies such as the Manitoba Medical Association, the Manitoba Speech and Hearing Association, the University of Manitoba, and the National Research Council.

The asbestos and lead control programs have proven quite effective. Our safety and health officers now examine workplaces for asbestos as part of their regular routine.

The program to identify and control cancer causing products in the workplace is in the early stages with considerable work to be done. For example, reliable data on Manitoba workers has to be compiled before we begin implementing regulations or legislation. It has never been my policy to rush blindly into a program without basic information on the situation being addressed. As one author recently wrote, in a *Journal of Occupational Medicine*: In the past ill-advised legislation has come about largely due to the lack of good data, or the absence of any data whatsoever.

Reacting to extremists on the fringe of any side of a particular issue is not in the best interests of anyone. The members of this committee don't need a lecture on the dangers inherent in that sort of crisis management. It is against my nature to take seriously every self-annointed expert who preaches gloom and doom.

Members of this committee are probably aware of the important role which the mechanical and engineering branch performs in insuring public safety. Staff enforce the Manitoba building code in most centres outside the City of Winnipeg, as well as providing other services such as inspecting buildings, passenger elevators, or testing steam pressure boilers.

The branch plans to have the third edition of the Manitoba Building Code finalized soon. It will include amendments proposed by the Provincial Building Standards Board, amendments partly based on the McDermot Report into the Fairlane Meadows fire. In a direct public role the branch has conducted about three dozen seminars during the last three months on how to safely install and use fireplaces and stoves which burn wood or coal.

With the new training facility almost completed in Thompson, the office of the Fire Commissioner will be expanding its fire prevention and protection programs in northern Manitoba. In addition to basic fire fighting training, courses on the control of dangerous goods will be available to northern fire personnel. The Fire Commissioner's office will also continue to provide regional training to emergency services such as police, fire, ambulance personnel, on the control of dangerous goods.

A new program on fire prevention and protection in the mining industry will be offered through the Canada Manpower Industrial Training Program. Negotiations are currently under way to provide this

training to more than just the mining industry. These developments are in addition to the training already available to paid and volunteer fire departments and to institutional staff.

Mr. Chairman, I would like to announce that over the next two or three years the Office of the Fire Commissioner will be establishing a training facility in the city of Brandon. The first phase of this project is contained in this year's capital estimates. Together with the Thompson facility, the new Brandon Centre will allow a full range of services to be offered, including advanced training to full-time firefighters.

The Manitoba Labour Board obviously plays an important role in the Department of Labour and Manpower. You might be interested to know, Mr. Chairman, that the number of applications filed under The Labour Relations Act increased to 240 in 1980 from 159 in 1979.

As an aside, Mr. Chairman, I think all of us have watched with great interest the efforts by the workers in Poland to rid themselves of outside political party control. No doubt there are many working men and women in Canada now questioning why their unions must be handcuffed to a single political party.

The hundreds and hundreds of hours of work and patience by the Cam McLean Committee and by the union and management leaders in Manitoba's construction industry bore fruit last year when a two-year collective agreement was signed without a work stoppage. It was the first time in many years that the industry had settled in direct negotiations, certainly without assistance from my department's superb conciliation branch. That achievement in the construction industry says a lot about our government's approach to labour relations. It proves beyond a doubt that you don't need a law for this and a regulation for that to make labour relations work.

Although disputes at a number of health care facilities occurred, the number of man days lost last year was the fourth lowest in the last ten years. My officers are hopeful that labour and management will continue to build and strengthen meaningful labour relations this coming year.

The Pension Commission of Manitoba last year started a program aimed solely at businesses and firms employing less than 50 people and which have pension plans registered with the Commission. About 100 firms have already been visited with an employee benefits analysis providing information to both the employers and the employees. In this way the services of the Commission are becoming better known. Initial efforts have concentrated in the Winnipeg area but the program will be extended to rural communities this year.

I might add, Mr. Chairman, that any employer that submits an application to register a newly formed pension is contacted and the Pension Legislation is explained.

As Manitoba businesses plan for the economic development which is certainly to occur in the coming years, whether it be hydro, manufacturing, or mining, the Department of Labour and Manpower will be involved in a variety of ways through its Manpower division. For example, the Research Branch this year intends to expand its activities; among the studies being considered are further

research into the area of corrective agreements, upgrading information on industrial Manpower requirements and monitoring and analyzing Federal activities in the Manpower field. The Federal-Provincial Training Agreements Branch was consulted on changes to the Federal Adult Occupational Training Act which is now before Parliament. When approved it will give Manitoba more flexibility in meeting with requirements for qualified workers in selected occupations. A prime objective is to train workers with the skills which industry needs. Women, youth, natives, and the handicapped will be given priority service in certain Manpower programs. We will also be negotiating a new adult training occupational agreement with the Federal Government to assure us of continuing Federal support, more program flexibility and long-term planning to meet Manitoba's future manpower needs.

The Training and Development Branche is our key unit in developing courses and training programs to equip workers with the skills and training which Manitoban employers require. The Branch has worked with employers and unions to revise and update the training for various trades and it has cooperated with both groups in designing new trades such as a tool and dye maker and mold and pattern maker.

Mr. Chairman, this is exactly what I believe the Department should be doing. We should be using our expertise and cooperating with employees and employers. We shouldn't be . . . them or ultimately imposing our ideals or pet schemes on them. During the coming year the Training and Development Branch will continue to refine the apprenticeship, curriculums as we get feedback and proposals from those in the different trades. The areas of critical skill shortages will be emphasized; efforts will be made to increase the number of trades designated for apprenticeship training in Manitoba; and we will be promoting the value of apprenticeship training to both employees and employers.

The Department is fairly successful in responding to ideas and to the needs of industry and unions. We listen to their suggestions and proposals; furthermore, we don't like ultimate unilaterally imposing programs on them. Manpower training programs can't achieve their full potential without the cooperation and support of the unions and the companies and we gain nothing by arrogantly proclaiming thou shalt do this or thou shalt do that.

Mr. Chairman, the Labour Management Review Committee under its Chairman, Cam McLean is well known to members of this committee. Its most recent success having been dramatically involving the labour relations climate in the Construction Industry and it also played a role in last summer's hospital disputes. Given Manitoba's climate and the seasonal nature of work in the trades, some of us had pondered how those employed in the trades could make better use of their time during the winter months when employment sometimes isn't always available. The thinking of the Labour Management Review Committee dovetails perfectly with the philosophy of my department and myself. This week, in cooperation with the Federal Government, we began providing upgrading courses for people with journeymen qualifications. The six-week program will

cover eleven trades and will include both upgrading courses in a particular trade as well as instruction in Workplace Safety and Health with the classes taking place at the Red River Community College.

The Unique Women in Trades project, which began last fall in Manitoba, will also be expanded. Women who want to pursue careers in the skilled trades face very real problems, including male chauvinism and social conditioning of both men and women. The women selected for the program can't escape the spotlight because ours is the first in Canada. However, at the first National Women in Trades Conference last fall, held here in Winnipeg, I pledged my personal support and the resources of the department in making the program succeed. I also believe the Federal Government, which is helping with funding, wants the program to work and I expect they will continue to support it.

The employment counselling and support services will continue its excellent efforts in helping workers and their families from remote communities, relocate into larger northern centres where there are more employment opportunities.

I would be negligent, Mr. Chairman, if I didn't mention the activities of the Selkirk Training Plant and the New Careers Branch in helping those from disadvantaged groups. Their programs are fulfilling certain needs.

I might add that in the current 1980-81 fiscal year, a new policy was implemented for New Careers, under which one-third of the resources were allocated to the Provincial Government; one-third to publicly-funded agencies; and one-third to the private sector. This policy allows for considerable flexibility and is working extremely well.

Our government has recorded a number of successes in the areas of summer youth employment through the programs offered through my department. The Private Sector Youth Program chalked up a new record, with 5,400 jobs in the private sector approved for the salary support from our government. The Northern Youth Core, again provided employment in northern communities. The projects improved the communities in which the young people, who were employed, lived.

The Employment Services Office is a central agency responsible for referring students for all summer positions within the Manitoba Government. The office has converted its operation from a manual key-dex system to a computerized one. This will enable the Employment and New Services Branch to identify very specific qualifications of applicants. It will further help us to match a student with the most appropriate job next summer.

The Hire a Student Job Centre Program has expanded to 42 centres in rural and Northern Manitoba and this past summer placed almost 6,300 students. This program will continue to be an important part of Manitoba's youth employment strategy.

The Northern Summer Education Program, which provides an outdoor education and recreation program for children from northern communities will expand its counsellor and training component to 15 weeks from eight weeks and through which eight unemployed northern youths will work with other counsellors hired.

The Immigration and Settlement Services Branch works with various volunteers and publicly-funded

agencies and with the federal officials in helping recent immigrants make a new life in Manitoba. Established as a separate branch just recently, the staff are working to develop a co-ordinated approach to settlement services in our province. They also analyze issues concerning immigration, citizenship and demographics. Last fall the branch played a pivotal role in helping to establish a special day care program at the International Centre for children whose parents were enrolled in citizenship classes and English as a second language instruction.

The Career Resource Branch opened its first office last summer in Thompson, with the operations cost-shared through the Northlands Agreement. The services of the professional counsellors have been so readily accepted that an additional counsellor is being hired six months ahead of schedule to keep up with the demand. The branch was established to set up and operate a network of career resource centers in the province. Our policy calls for a program which stimulates awareness and which combines informational material with career planning and counselling; our objective is to develop a full range of career programs from strategically located centres; our service does not duplicate any other federal or provincial program but it is very carefully structured to compliment other programs now in place and to bridge gaps where they may exist. Because our career resource centres are designed to serve the communities and the surrounding region in which they are located, local advisory boards are important. The members may include local residents drawn from labour, education, parents, industry, business, students, and the Federal Manpower Offices. The boards are to monitor the operations of each centre, providing feedback and recommending possible changes.

The centres will include some of the most outstanding career resource material ever developed. There's the Choices Computer which talks to people about more than 1,100 different occupations. Choices provides considerable detail about the salaries paid in different jobs, the qualifications needed to get into the particular occupation and where to get the necessary training and at what cost.

There are also the Reed Career Films which in 10 minutes show the working conditions of almost 140 different occupations. A person can watch the film on TV equipment and get a first-hand idea of what a job is about and if it interests them.

Mr. Chairman, I have been concerned for a long time about bringing together a program which would provide sound vocational counselling together with up-to-date labour market information. When a person chooses a career he or she should know how to reach that goal and have a reasonable idea of what to expect when finished his or her training in education. The Career Resource Centres do just that. I'm happy to announce that three more Career Resource Centres will be opened in the coming fiscal year, one in Dauphin, one in Brandon, and in a central location to serve parts of south central Manitoba, that will be in the Altona, Carmen, Manitou, Morden area.

Mr. Chairman, in the past few minutes I have attempted to give an overview of what the Department of Labour and Manpower has been doing and the direction it intends to go. I look

forward to the comments and the questions from the other members of the committee. Thank you.

**MR. CHAIRMAN:** The Member for Churchill.

**MR. COWAN:** Thank you, Mr. Chairperson. We have to note that the Minister started out his remarks today in a more conciliatory manner than he did last year when he likened the estimates process to a duck hunt, if I remember the analogy correctly, and it was our job to try to shoot at the Minister as he flew over our heads, quacking away; at that time I recall he said that we should have a great deal of difficulty in that because all we had to fire were blanks. If the criticisms and the comments we were able to make last year were made with blanks, then I think that the Minister is in for a bit of a rougher time this year because, given the conditions of the past year, I can assure him that we are now armed with magnums. Having said that, and not wishing to take away from the conciliatory approach that the Minister indicated he wished to proceed with, I do have to mention that as he went through his remarks it did deteriorate a bit and he did get in a couple of shots, to use the colloquial on it, and we do appreciate the fact that he did not allow the opportunity to throw a couple our way, to pass without him having taken advantage of it.

I do want to talk more about the substance of the Minister's remarks than the approach which he lectured us on in regard to our responsibility in Estimates.

I think it is important that we, in Opposition, provide an overview of what has happened from our perspective in the province over the past 12 months or the time which has transpired between us having last reviewed these particular Estimates. It is not a pleasant picture, Mr. Chairman, notwithstanding what the Minister has to say in regard to labour conditions.

The Minister indicated that the Manpower Division was performing its function adequately and perhaps it is. Perhaps the circumstances which confront that division, or that particular branch of the division, are so overwhelming that it cannot, given the laissez-faire attitude of the government, perform its function any better. I don't wish to take away from the work of the individuals in that division because I think for the most part, they are doing a more than adequate and a laudatory job.

However, if one looks at the statistics, which one must with regard to the labour force, and Manitoba's labour force in specific over the past year, one will find that the situation is in fact deteriorating.

The unemployment rate has gone up marginally from an annual average of 5.4 in 1979 to 5.5 in 1980. The only way in which that figure would look in the least to be a positive factor would be if one compared it with 1978, where the annual average, the monthly average for unemployment in the province, was 6.5. But the fact is that it has increased and it increased at a time when the federal rate stayed the same. In other words, in 1979 Canada as a whole had an unemployment rate, an annual average unemployment rate of 7.5; in 1980 that was the same, while in Manitoba it had increased. It must also be noted that in five other provinces, the rate went down; the unemployment rate in 1979 versus 1980 in actuality, decreased.

Which brings us to looking at it from a different perspective, although we are looking at the same subject, and that is looking at it from the perspective of the number of unemployed persons. Again, we are dealing with an annual average in regard to increases in the number of unemployed in this province. What we find in Manitoba, using 1980 monthly annual average figures in comparison to 1979 monthly annual average figures, we find a 3.9 percent increase. The number of unemployed on that basis, increased from 26,000 to 27,000. One must also take into consideration that this was an increase greater, although it was only marginally greater, than was the national increase.

So we find that in regard to the number of people who are looking for jobs, who are forced out of work because of the economic conditions in the province, Manitoba has not fared well in comparison with the rest of the country.

When we look at the number of individuals entering the labour force — and I have to note that the Minister did not once in his remarks, at least I do not recall him having once mentioned — the problem that this province is experiencing in regard to net out-migration. But it certainly shows up in the increases in the size of Manitoba's labour forces. Again, we use the same statistical basis and that is the monthly average annual figures from Statistics Canada, comparing 1980 to the year 1979 and we find that Manitoba had the lowest percentage increase out of all of the provinces, a 1.7 percent increase, which was less than one-half of the national average. That is using the year-end figures. So in that respect, the labour force grew very poorly in comparison to other provinces.

When one looks at the number of persons coming into the labour force who found jobs, the situation is much the same. We find that, using the same figures again, that the number of employed in the province on a percentage basis, was the lowest increase out of all the provinces and was less than one-half of the national average. So as far as Manitoba workers being able to find jobs, and I think that is a part of the work of the Minister's department as well as other departments within the government, Manitoba's workers did not fare very well.

This brings us to a specific issue which we feel that the government has allowed to deteriorate, because of a lack of action on their part, and that is the issue of plant closures and we will examine plant closures in more detail and ask the Minister for some of his comments as the opportunity comes to pass during the detailed study of the line-by-line Estimates, but it's too important an issue to allow to pass at this point without having made some comments to. We do believe that it is a demanding issue that confronts not only the Province of Manitoba, and I don't wish to say that the Province of Manitoba is alone in regard to its problems with plant closures, it is part of a greater overall economic change which is occurring throughout the industrialized world but there are other jurisdictions, when confronted with this, are taking a more positive response to the problem. Manitoba has done very little.

So when the Minister talked about pensions, I had expected him to say something about how they were going to protect the pensions of individuals in the events of plant closures, and the Minister of course

will, and justifiably so, suggest that when there have been plant closures such as Swift's and such as Maple Leaf Mills, that he has directed and worked with the unions and the management, through his Pension Committee and through his Pension Branch, to try to deal with the problems that are created by the plant closure. But that ad hoc response is not suitable because it means in every instance, one has to develop a program; in every instance, one has to go through the whole process time and time again. There has to be a more co-ordinated, a more systematic, and more comprehensive response to the problems with pensions and plant closures.

As well, the Minister indicated during last year's Question Periods and sometimes during this year's Question Periods, that there are some problems with the advance notice system. We had expected the Minister to provide us with some insight into what he was going to be doing, what his government was going to be doing in order to further protect the workers who are faced with plant closures, loss of employment due to plant closures, in regard to advance notice, and we heard nothing. Again, we will discuss that in more detail as the opportunity presents itself.

We also think that one has to discuss the whole concept of severance pay in regard to plant closures. Other jurisdictions are looking at mandatory severance pay. The Federal Government has mandatory severance pay and as a matter of fact, it has just increased its provisions for mandatory severance pay, although not enough in my opinion, they have taken some action in that regard.

As well, one has to look at the problems that workers are experiencing in transferring within a closing-out facility to other companies that are owned by the same owner and one has to look at many other problems which workers in this province are experiencing because of plant closures. If one wants to use a statistical approach to it, it is a significant problem. The figures for December, 1980 showed that of the 24,000 unemployed in the province, 13,000 were unemployed because of a lost job or a layoff and if one looks at the research material that is available in respect to that, one will find that 90 percent of those persons in a category of lost job and laid off, are actually there because of a layoff, not because of a voluntary dismissal. So it is a significant problem for the Province of Manitoba. We will discuss it in more detail.

I would like to address myself specifically now, in very brief order because I know that there are others who wish to speak, but I wish to address myself to the details of the Minister's opening remarks. I note that he had read them from what appeared to be a prepared speech and I would ask if he could make a Xerox copy of that available to us so that we don't have to wait for the Hansard to come out to get the exact details of it.

In the meanwhile I have made brief notes on it and I hope they are correct but I would like to discuss in specific, some of the issues that he brought forward.

One is the area of Workplace, Safety and Health and the designation of joint committees. I have to point out to the Minister that when we discussed joint committees last year in Estimates, there were 313 designated in 1977 by Order-in-Council. There was one designated later during the first three years

of the government, that was Canadian Bronze, which brought it to a total of 314, but the specific number for designations according to the information which he provided to us last year during Estimates was 313, and this year he is using a figure of 303. So I would just ask him where the discrepancy is in regard to those two sets of figures.

My recollection of the remarks he made last year is substantively correct. I have checked it with the Hansard from last year's Estimates and in fact it was 313 at that time. I also have to inform him that he uses the number of 303 in his Annual Report and that is what first brought it to my attention. So that may be a typographical error but the fact is, that even with the new designation of number of committees, I believe the Minister indicated it was 162, it is our opinion that there are not enough designated committees in place today and we want to discuss the whole process.

I would indicate that I know, while it is not our opinion, that that is the process that should be followed; it is also not the opinion of the Advisory Council in regard to designation of committees and it is my information, and the Minister may be able to correct me on this, that they have suggested a much broader approach to the problem of designating mandatory joint employee-employer Workplace, Safety and Health committees.

The Minister also indicated that other provinces have approached the problem from that perspective and are experiencing problems in regard to their approach. We will want to discuss that further with them because I would suggest that as there are always problems with any approach, including the approach that the Minister has chosen to take, in fact the experiences in other provinces may be able to lead us to a different plan of action in regard to how we want to deal with mandatory committees.

The Minister mentioned the Noise Control and Conservation Program, that was mentioned in the Throne Speech of last year. We had expected to see some positive information come out in respect to it. We have heard very very little. There are no regulations. There does not seem to be any program and it appears as if the wheels are turning very slowly in respect to this.

The Minister also mentioned his Asbestos and Lead Control Programs and we know that an asbestos committee was set or an asbestos sub-committee was set up as part of the Advisory Council to Workplace, Safety and Health, and we want to know what they have been doing and why it is we have not seen more action in regard to asbestos control.

We will be talking more specifically at the line-by-line opportunity in regard to the Cancer Control Program which again was mentioned in the Throne Speech of last year and of which we have heard very very little. We would like more information on what is happening there.

So we are not satisfied, or at least I am not satisfied, with what is happening in Workplace, Safety and Health in this province. I think that it is a situation that needs some great discussion. I think it is an area where the government could have been much more active and much more aggressive in its approach.

Having said that, I do want to commend the Minister for his approach to the fire control problems

in this province and if the discussions during the Estimates are the same as they were last year, I think we will find that there is much that we can be supportive of the Minister in this regard. He seems and appears to have done a fairly good job in regard to a very serious problem in Northern Manitoba. I know it is the Minister's own experiences in Northern Manitoba that probably prod him on as much as anything in regard to this particular problem.

So we do want to suggest that he is doing a good job or at least lend our support to where we believe he is doing a good job and that is in one of the areas where I have no information to the contrary. I am certain that the Member for Brandon, as will all persons of this province, welcome the new facility in Brandon for the office of the Fire Commissioner.

The Minister touched briefly on the situation in regard to labour-management disputes in the province and we will want to discuss that again more specifically in more detail. But what the Minister did not say when he suggested that the work days lost due to strikes and lockouts last year was the fourth lowest in the last ten years, what he did not say was that it was almost double the year previous. So there was a substantial increase in the number of work days lost and there are other statistics that we will want to bring forward which will show that is an area which needs considerable work.

We mentioned pension programs in regard to plant closures. A lot of the work that has been done by the pension department appears to be providing a positive function and that more information is given out among the workers and the employers in this province in regard to pensions and I think it is an area of great concern and we do not wish to be totally negative in respect to the Minister's activities in this area because in fact there have been some very positive approaches taken by him.

However, there is a situation which will be talked about in the House more I am certain, which was talked about last year and which is one that demands immediate attention and we were surprised not to have heard anything in respect to it in the Minister's statements, although I am certain when we get to the specific department we will discuss it more, and that is namely the situation in regard to mandatory retirement. We have a problem in this province. It is not a problem that is peculiar to this province. This problem is not isolated but it is something that confronts all of us now because of the demographic changes in the society at large, because of different opportunities for people who continue working past 65 and it is one, where I find myself quite frankly, at odds with organized labour on, the Canadian Labour Congress, Manitoba Federation Labour, having the stance that they strongly support mandatory retirement, the Winnipeg Labour Council having just taken that stance, and I find myself arguing it within the movement as well as outside of the movement, constantly and consistently. I believe that we have to change our concept, we have to change our ideas and we have to change the legislation in our approach to forcing people at 65 to quit their employment if they do not wish to quit their employment. That is an issue that is a burning issue and one which we should direct immediate attention to.

Also when talking about pensions, one has to talk about early retirement provisions because that too is

important. We talked about it last year during the Estimates and we will talk about it again.

By not going over some of the items that the Minister has brought up in his initial remarks, I do not wish it to be suggested that I am not providing enough attention to them. However, I know that the Member for St. Johns wants to begin some remarks on an issue and would therefore yield the floor for that. I believe the Chairperson would agree that this would probably be an appropriate place to discuss it and I think it is an issue of some urgency.

So having said that, we thank the Minister for his remarks. We hope that the Estimates procedure will be as conciliatory as he has suggested they should be, however, we remember the "duck hunt" of last year and I am certain from time to time we shall be taking pot shots at one another and I think that is part and parcel of the process. Hopefully when we have completed our review of the Estimates we will understand the department a bit better; the Minister will understand our perceptions and our philosophies a bit better and the public will have had an opportunity to listen and to review what the Minister is doing and they will make the ultimate judgment as to whether or not the approach of the Minister and his Conservative Government is in fact the proper approach for the time and the place.

**MR. CHAIRMAN:** We will be returning to 1.(a) later; we will go on to 1.(b)(1) — the Member for St. Johns.

**MR. CHERNIACK:** Thank you, Mr. Chairman. I wanted to ask some questions dealing with specific matters that were raised of a general policy nature. The first one was raised, I think, two days ago with a Minister regarding his policy of not prosecuting certain types of investigations or infractions. The question arose dealing specifically with withholding of wages and benefits illegally — chart, I think it's 3 of his report — and then there's subsequent breakdowns. I wanted to discuss this policy with the Minister, not that I disagree with a policy that permits a person to correct an error without publicity, but rather I would like to know the extent to which the department proceeds against persons who may have deliberately evaded payment, and ask the Minister how he accepts the concept that public embarrassment is more effective than a fine, in the light of his policy not to proceed with public charges.

**MR. MacMASTER:** Mr. Chairman, the member is raising a question that was dealt with substantially, I think, in the House; and secondly, if he would look at his estimates he will find Employment Standards is the exact precise place that we will deal with that particular issue; we can philosophize about it; we can give him as many details and I have attempted, I have some details now and some numbers that he may be interested in, and we are still attempting to get more. I would appreciate dealing with the subject matter that the member is raising under Employment Standards. I don't have the number — it's under 2.(d), which in all likelihood, subject to how things progress, may be dealt with tomorrow or Monday.

**MR. DEPUTY CHAIRMAN, LLOYD G. HYDE (Portage la Prairie):** The Honourable Member for St. Johns.

**MR. CHERNIACK:** Mr. Chairman, I appreciate the Minister's desire to deal with matters in a certain

sequence, but I'm not talking about the general policy of his department, and his policy, in relation to the conciliation process behind closed doors and the need to publicize certain laws and infractions against the law in order to attempt to, by example, have people know that infractions against the law are not to be countenanced. That would cover fire prevention, that would cover various safety features; it's not just employment standards, although the example that was raised was employment standards, I'm really talking about a general policy. I would not like to let the general administrative section leave and then discover that I'm being held tightly to employment standards or fire prevention or any other of the responsibilities of this Minister. I would like to suggest that we obtain from him a response on the general attitude, his attitude, his policy, in relation to the behind doors investigation and conciliation and the public one; and also the question of whether or not the law, which provides for a penalty, should be enforced or set aside and ignored in many cases. I would invite the Minister, if he would make a statement on his policy in that regard.

**MR. MacMASTER:** Mr. Chairman, the Member for St. Johns said he doesn't want to see himself hamstrung or have his hands tied in any particular area of the estimates. I have witnessed his operations for the last two years and I have never seen his hands tied on a particular issue, on a particular topic, on a particular section of any sets of estimates. If he wishes to pose that particular question on every section that I have, every line that I have in relationship to my entire estimates, I'm prepared to deal with it because your approach is different in a variety of ways because of a variety of circumstances and because of a variety of legislation as it deals with every item.

The question that he is posing now deals precisely with Employment Standards. If he wants to talk under the Fire Commissioner; how we deal with problems of investigation there, I will do my very utmost to elaborate on how we approach that particular topic. If he wants to talk about conciliation services there, how we deal with that, I'll do my very best in that particular section. But when you have a set of Estimates outlined and each one is reasonably self-explanatory, and the Member for St. Johns has been here a lot longer than I have, he knows what each one of those titles means. I intend, as I was somewhat complimented by the Member for Churchill last year on giving, not a lengthy but certainly a good set of introductory remarks, a page or a page or two on each section as we go through.

The Member for Churchill who is the main critic and the others have a pretty good idea of the kind of things and I think they have found in the past that certain areas cover different segments of the Department that they weren't really aware of within it. I've had compliments from the Opposition on the introductory remarks which really opens up every particular division. I'm quite prepared to do that this time on each particular division, but I do not wish, with all respect, Mr. Chairman, to get into a debate on policy on one section, to another section, to another section, at this particular time.

**MR. DEPUTY CHAIRMAN:** The Minister has stated his case. We are dealing with 1.(b)(1), and I would

suggest that we deal with Administration, Salaries, 1.(b)(1).

The Member for St. Johns.

**MR. CHERNIACK:** Mr. Chairman, I asked for the floor, do I have it?

**MR. DEPUTY CHAIRMAN:** All right, you have the floor at this time.

**MR. CHERNIACK:** Mr. Chairman, I'm dealing under the item which is Administration which is general policy of the department, and I would like to tell the Minister that I hope that by the time we are through I too will be able to compliment him on the way he's conducted himself in these estimates. He's appealed for that kind of attitude and I hope I can do so.

At the same time, if he wants to flatter me he may do so, but I would like to discuss the general policy of his department in relation to its attitude to enforcement of law. I don't know, Mr. Chairman, the way in which this Minister can develop different policies on a matter of principle; I don't understand how he can say we deal with conciliation one way; we deal with fire another way; we deal with workplace and safety another way, and deal enforcement of labour standards still another way. It would be unfortunate if he does make that kind of distinction, Mr. Chairman. There is no doubt that responsibilities are such for some of us that we cannot be in the same committee at all times waiting to deal with each item separately, and there has been the opportunity given for a discussion on general policy, not specific, but general under this item of Administration.

Now I'd like to ask the Minister again, whether he's prepared to discuss the general policy in regard to the point I made at this stage; or insist that he will not do so at this time, but subdivide it up in accordance with his estimates. There's no way I would think of trying to insist that he respond but I'm suggesting to him that a general statement of his policy would be useful at this stage.

**MR. McMASTER:** Well if I can get to the procedure that we followed last year which was accepted. The compliment that I gave the Member for St. John, was that he had been here many years; I didn't compliment how well he had served. It's always the question about how long you've been in a place and how well you did what you're supposed to do while you were there, I suppose.

In the Administration portion of the Estimates, I'd like to make the opening statement on it, so that we can see what we could or should be dealing with, in that particular section. The Administration branch is responsible for the development, co-ordination and overall management of the department's policies and programs and for the provision of administration services, required for the financial and personal management function of the department.

Specifically, the activities of the branch include the development and review of policy proposals and recommendations from within the department and from other interested parties and the overall managements of programs delivered by the department's operating divisions and branches.

The provision of the Personal and Payroll Services, including recruitment and selection, staff training,

performance appraisal, staff relations and personnel and payroll documents and records.

The provision of Financial Management Services include accounting services for both expenditures and revenues, budget co-ordination, preparation and control and financial reporting and control.

The provision of General Administrative Services relating to government vehicles, office machinery and equipment, accommodation and other matters.

The provision of Support Services to the regional offices in Brandon and Thompson and a provision of communication services relating to the development, production and delivery of media news releases, information bulletins, publications and inter-departmental communications; as well Funding and Administrative Support for the Advisory Council on the Status of Women, is provided in this appropriation. As you know the Advisory Council was appointed last October to advise the Minister of Labour and Manpower on matters relating to the status and rights of women in Manitoba and also to refer to the appropriate Cabinet Minister, matters for which it recommends government study or action.

Staffing. With respect to staffing in the administration branch, last year there were 44 staff man years — this is the numbers that I always provide every year — last year there was 44 staff man years; we are requesting 48 staff man years for the '80-'81 year, an increase of four staff man years; and again, to answer that, they're all funded. You may recall at one time there was a system in place in Manitoba where X amount of positions were in place and they weren't all totally funded. We had 44 last year, 44 funded, this year we're requesting four additional ones.

Two of the additional ones are for two special projects officers, and we can't think of a better title at this moment, to assist the Assistant Deputy Minister of the Manpower Division. The basic functions of these two positions will be to act as an extension of the Assistant Deputy Minister's office with respect to meetings and negotiations and other duties relating to special projects. Example, the inner-city core development and the hydro development.

One position is requested as an assistant to the Minister, to provide assistance to public civil servants and officials from other governments, labour, business and other organizations on behalf of the Minister. This position would act on behalf of the Minister at meetings and conferences, if required, and would assist in managing the administrative system within the Minister's office to deal with the volumes and volumes of paperwork. The position would handle special assignments dealing with Federal Government and other various new or existing programs and would co-ordinate requests for statistical information.

The further explanation is we now have, for example, three new programs in Manitoba: The Women in Trades Program; the Critical Trades Program; and now the Upgrading for Construction Workers. The Federal Government are consistently coming out with a variety of different approaches to manpower problems, some quite applicable, some aren't, and we just find ourself so short of good talented people that have time to get out and work with the communities and industries and the unions

to take as much advantage of the new approaches to manpower that's taking place in our country.

And the third is a secretary to the Director of Administration to handle typing, filing, receptions, stenographer and other duties. The Director of Administration is a new position just recently filled, and there was no provision in the 1980 budget for a secretary to the position.

That, Mr. Chairman, is the general outline of what the Administration people do.

**MR. CHERNIACK:** Thanks, Mr. Chairman, I appreciate the statement that was read by the Minister and it is of course helpful and supportive to the position which I had earlier taken and that was that this section is the one that is involved with the, I think the words he used were, the development and co-ordination of policy; and that's my understanding of this division. That is why I thought that this was the proper, I still think this is the proper occasion in which one can understand or attempt to understand the policy of the Minister in relation to investigations and the public and the statement of the government on public or private settlement of complaints or investigations.

I again ask the Minister whether he is prepared to make a statement on the general policy in that regard?

**MR. McMASTER:** Mr. Chairman, I did not deliberately refuse to read the statement. I know what it says; I understand what it says and it talks about policies and you can't deal with that in a vacuum, you have to appreciate, and the Member for St. Johns just has to appreciate, the fact that in each section of your department you have a different method of dealing with the manner in which that department operates.

I am prepared to talk to him about policy on every particular segment as we go through it. If he wants to talk about how the Administration operates and has specific questions about how the staff that I referred to, the 44 or 48, how they operate, that's fine. If he wants to talk about the Fire Commissioner's office, how they conduct themselves and what our policy and attitude is, I think it should be appropriately dealt with under there and, more precisely, the one that he wishes to talk about. I have no hesitation of talking about that at the appropriate time under Employment Standards.

**MR. DEPUTY CHAIRMAN:** The Minister has indicated that we're dealing under 1.(b)(1) Administration. I would ask that the Member for St. Johns would keep this in mind, we're dealing under Administration.

**MR. CHERNIACK:** Mr. Chairman, I suggest to you that you review in your mind, or borrow from the Minister, a copy of the statement which he just read to us, indicating this department, is at 1.(b)(1); this aspect which deals with the development and co-ordination of policies. Mr. Chairman, I don't know that you want to prevent my speaking on this question. I believe it's right on point. If you think I'm out of order, you'll have to say so. But the Minister and I have started to discuss policy development and what the Minister said was that there are different attitudes or policies which he may have, depending

on the various enforcement provisions throughout his Estimates.

Mr. Chairman, I am looking at Page 3 of his 1980 Annual Report and I have not counted, but there must be 25 to 30 Acts which are being administered by his department. I would guess that most of those Acts carry with them enforcement provisions to ensure that the law is complied with. I want to understand, from the Minister, whether he says that dealing with this legislation as he does, subdivided into various departments, he has different policies relating to the various Acts or the various divisions within his department. If he is saying that, then I can well understand the need to deal with them separately each time it comes up. But I am still trying to get from him a general statement of his policy approach on enforcement of his legislation.

Mr. Chairman, he almost suggested that we forced him to read the statement; that is not so. I said I was glad he read it because he confirmed what I thought was the case, that this is the place to discuss general policy development. I would still, and again, ask the Minister whether he has a general policy relating to enforcement of his legislation, or whether he has different policies relating to each aspect of his department's work. If he tells me he has different policies, I might make a comment, but then I would let that go.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. MacMASTER:** Mr. Chairman, I thought I made it reasonably clear that as you get into each division, or each department, or each section, whichever term you wish to use, that there just has to be a relationship to the way the department operates, a different method of dealing with each particular set of circumstances. The Labour Board, conciliation, fire commissioner, employment standards; you have to take a somewhat different approach in some of them and I have no hesitation or reservation in the world in discussing the approach we take, which I think is a credible one, on all aspects of the department and at that particular time, if the Member for St. Johns or others does not like our approach to it, my goodness, he is open to say what he wishes and then he can be specific, "I don't like the way the Minister is dealing with this particular department or his approach to it." But to generalize I don't think it is appropriate at this time; I think we should deal with Administration and get on to the particular divisions and deal with them. That is my opinion and position, Mr. Chairman.

**MR. CHERNIACK:** Mr. Chairman, it is clear the Minister does not want to expose an overall policy or attitude that he has in relation to the enforcement of the legislation that comes under his department. I believe I am stating correctly the position he took, because he said that different Acts under different divisions required different approaches, which means that there is no one overall approach to the enforcement of the law which is entrusted to his hands.

I must say I am critical of the absence of a general statement and I guess what we will have to do is to watch how he responds and the variations he applies to his responsibilities depending on what situations are revealed during the Estimates review. I must say



one thing, he has avoided saying today, which he said a couple of days ago, he seemed to reject the thought that it was his policy that was being carried out by the department when I asked him a couple of days ago how he reconciled public embarrassment to be useful, more useful than a fine, and then refuse to make public the information that would have been made available. However, that I would think, is a general approach to enforcement of his legislation and one that he now avoids dealing with in a general way, saying, "Let's deal with it item by item."

Well, that is fine; he will have to deal with it item by item in that way but it certainly, Mr. Chairman, reveals a peculiar approach that he has; firstly, in shrugging off the acceptance of the policy as being his, just because it may have been in the department for many years; if it is not his, then, by golly, I'm not sure I know what he has been doing since he became Minister of Labour if he is not carrying out his own policies and seeing to it that his department should. It seems obvious now that there is no point in pressing him to make a statement of his general policy approach to enforcement of legislation so I'll move on and ask him what he is doing in relation to the review which he says must be made on the question of mandatory retirement that was raised by the Member for Churchill. I have his press release which is dated February 13, 1981, where he poses a number of questions and doesn't give answers, and I certainly don't fault him for that. When one starts looking at a problem one should not have preconceived ideas, but he said that the question on mandatory retirement, there are fundamental questions which have to be asked and need to be answered. He then proceeded to ask a number of questions, or point out a number of doubts.

I would like to know what positive efforts are being made to review the government policy as it will have to develop on mandatory retirement?

**MR. MacMASTER:** Mr. Chairman, I don't want to refer this to the Pension Commission or the Civil Service Commission or Labour because I think it involves a whole host of areas, it is one precise question.

I have had a great number of conversations with our Pension Commission people. I intend to continue having discussions with the Manitoba Federation of Labour, for one, regardless of the fact that I am as aware as the Member for Churchill is that their position is 65 and that's it; of course, they have made some strides towards earlier retirement.

I wish to carry on discussions with industry itself and see if it was opened up precisely for all people over 65, what that is going to mean to them. I think maybe the Advisory Council on Aging that we have established in Manitoba should be reviewing this particular topic. I hope to be discussing further with the Attorney-General his thoughts on the matter and I am sorry to say to the Member for St. Johns that it is an issue that I do not have a public Minister of Labour or governmental position on at this particular time. The questions that I posed at the Pension Seminar given in conjunction with the MFL, some of them are still not answered in my mind and I suspect that I could have thought of 30 more questions because we are at a point in time in Canada, and I suspect maybe in other countries, but certainly in Canada, where there are some very real challenges

facing our society. The Federal Government is calling, and I don't have the date, but they are calling for a national conference on pensions. Our particular Pension Commission people are constantly in touch with other provinces; legislation is being reviewed, a report just came down, I think it took three years, in Ontario that report has just now come down. I understand Saskatchewan either has or is making some dramatic changes. Alberta, I know is reviewing theirs. I think that maybe it is time for the Federal Government to, in fact, have a very conference that they're talking about. Our federal plan, I understand, is in pretty bad shape. We're blessed, I know in Manitoba, pensionwise of being a bit of the envy of our country; we're one province who our Superannuation Act is in extremely good shape but that isn't the case right across the country. So, Mr. Chairman, I'm not trying to evade it; I precisely say I do not have the answers to those questions; I say that an awful lot of good people are looking at that particular problem. What the outcome will be I cannot say at this particular moment, so by saying precisely I don't have the answers, that's a precise answer even though I don't have the solutions.

**MR. CHERNIACK:** Mr. Chairman, I agree with the Minister, I don't know really who has all the solutions. I'm not now exploring what are the answers to his questions because I agree with him there are probably more questions that would arise even in discussing the questions he posed. What I am trying to explore is what the Minister or the Government is doing to deal with the problem, both intelligently and expeditiously. Before I pose my next question, I might interpellate this question, is the Minister the person within the Government who is responsible for developing or reviewing the policy or are there other Ministers that are involved?

**MR. MacMASTER:** Mr. Chairman, the Attorney-General is certainly involved and the Minister of Health and myself.

**MR. CHERNIACK:** Mr. Chairman, that's what I hoped he would say. I would have added the Minister for Economic Affairs to that list because it seems to me if the Minister is going to explore with employers in industry, I think he used the expression in industry, then he is obviously looking at the economic impact of a change in the attitude to retirement and I would like to suggest to the Minister that this matter is a subject of such importance that there ought to be a committee within government dealing with it; whether they are Ministers or Deputy Ministers or specially assigned people looking at it is a matter for the government to decide, but I think it ought to be looked at because time will not stand still while the investigation is taking place. We already have had court rulings; The Human Rights Act appears to be in conflict with practise and that's why the Attorney-General is involved and should be. I want to suggest that the government and the Minister has to reveal a definite program of investigation, not leaving it to any general reading that may be taking place what's happening across the province.

It would appear that the Minister is pretty well aware now of what concerns are being expressed outside of Manitoba and it would be reassuring, I

would think, to many of us if we had a much better idea of the method in which the investigation of the questions and the solutions are being investigated. Is there not a formal group within government that has been charged with the responsibility of looking into it? Has there thought been given to appointment of a commission? Would the Minister care to suggest taking this question out of the realm of the political decision-makers and into the non-political realm by appointing an outside commission; or would he like to take it out of partisan politics and put it into the hands of a committee of the House. I could suggest to him that the Marital Property legislation was a very good example of a development on a non-partisan bases of a law which the Attorney-General now proudly proclaims as the best in Canada and maybe he's spread it even beyond that. So there are different approaches that I think could be taken in studying the problem that has been raised and I would like to have the Minister's reaction on which way he thinks we ought to proceed or whether he has reached the stage of deciding or recommending which way we ought to proceed.

**MR. MacMASTER:** I'm sorry, Mr. Chairman, but I haven't reached that stage but the thought of a outside commission, be it singular or one or two or three, has been thought of; referring it initially to the Council on Aging in the Province of Manitoba has been thought of; and I, at the moment, don't want to repeat what I said before but I certainly want to in-depth familiarize myself from outside sources on how they perceive the problem and I'm sure that the Minister of Health and the Attorney-General are doing that also. I agree that time will not stand still that we must, in fact, decide rather quickly just how we wish to pool this information, the three of us — and the suggestion of the Minister of Economic Development is a good one, I've taken note of that — pool our resources, what we have found and come to a conclusion as to just what groups should be dealing with that particular problem and giving us more advise.

**MR. CHERNIACK:** Mr. Chairman, I'm not entirely clear on the present status of this. It seems to me from what the Minister said that he is looking into it; and he assumes that the Attorney-General is; and he assumes that the Minister of Health is. The point that I'm getting at is that I'm sort of inclined to assume what he assumes and if they're each independently looking at it then already it seems to me to be an unorganized way of proceeding.

You may recall that there have been times when matters have been referred to a central committee of Cabinet or a central committee charged with a general responsibility and I would like to think that the organization of the study of this is already in hand with a group of people, not individual Ministers, but either a committee of Ministers or people appointed by them. I'm I wrong in assuming that that stage has not been reached yet either?

**MR. MacMASTER:** Three Ministers are presently reviewing the situation, Mr. Chairman.

**MR. CHERNIACK:** I just heard the question being asked elsewhere, it's a very simple answer. Are they reviewing it together or individually, that's the question I was asking?

**MR. MacMASTER:** They're individually reviewing the areas that they are closely associated with. That information will be pooled by all three, and the determination of where we go from there will then take place.

**MR. CHERNIACK:** Mr. Chairman, I must criticize the lack of organization within government that enables each Minister to pursue that aspect which he thinks comes within his purview and that they have not yet gotten together to bring it together into a cohesive force. I really think the Minister for Economic Development ought to be involved, although his would be a lesser role, I should think, but I would even think that the Minister of Fitness and Recreation might well get involved in discussing problems of the aged.

So as to give us a reassurance that today's government is taking very seriously a question of this nature and attempting to deal with it seriously and quickly — of course this Minister is also in another capacity responsible for the Civil Service, unless that has been changed — and therefore there is the employer-employee relations right within government that is involved. I would like to urge that the government, whether it is under this Minister or under any other Minister, get to work and get cracking on this problem, which is a serious problem which the Minister has recognized as serious, which is disappearing for many people as time goes by. We find people coming along now and saying, "Well, two years ago I was forced to retire. I am sorry now and it's pretty difficult to raise now the question that is being raised as it would apply to me because it is too late for me."

So the time is passing and I would like to think that the government is proceeding with — the expression was I think — "deliberate haste," but the two matters can be taken together, that is careful review, but with a sense of urgency and I don't get that from this Minister. I don't get any feeling that he has a sense of urgency about it, as is evidenced by the fact that it is being allowed to lie in the hands of various Ministers, each within his own department, in the expectation that they will meet sometime or other in the future to start comparing notes.

Mr. Chairman, I can't help but refer again to the statement made by the Minister regarding this particular item in the Estimates, when the Minister said, "This includes the development review of proposals on policy and regulations and recommendations from department to administrators and interested parties in the overall management of programs." I am now referring to the earlier point I raised and point out again that it is the recommendations from his department, from this specific area, to administrators and interested parties and I again have to deplore the fact that the Minister is refusing to deal now with general policy attitudes which he ought to have developed and which he ought to be passing on to the various divisions within his department.

**MR. CHAIRMAN:** The Honourable Member for Inkster.

**MR. GREEN:** Mr. Chairman, I would like to deal with another point under General Administration, because I believe that it is a point of some urgency. It arises

from questions that I asked earlier in the week and which I put to the Minister earlier in the day with regard to the strike of the Oil, Chemical, and Atomic workers and the Greater Winnipeg Gas Company.

Mr. Chairman, I think that it should be, if it will not be acknowledged by members on both sides of the House, that I have steadfastly indicated that there should be no interference as between an industrial dispute, between an employer and its employees, that where there have been attempts in the past to demand intervention, I have been foremost of those who avoided intervention, to the extent, Mr. Chairman, that I believe that it has no precedent in the British Parliamentary system that a Minister of the Crown in the New Democratic Party government got up and indicated that he would put an end, by government action, to a strike as between the transit workers and the City of Winnipeg, by some type of forced arbitration, that after having made this statement, he sat down and that I, as a Minister of the Crown, sitting on the same bench, got up and said that as long as I was a member of the government, that that would not take place. Interestingly enough, it did not take place and two days later the strike was settled.

Furthermore, Mr. Chairman, for 15 years before the court, I argued that the court has no right to instruct people to go to work and that when I came to government that we acted on that. We didn't merely say it when I was in the opposition, by the time we came to government and did it.

So I do not know how often, or whether it is even necessary to present my credentials as one who feels strongly about free collective bargaining and feels that way no matter which side has its . . .

But, Mr. Chairman, I have never suggested that there shouldn't be intelligence on the part of the Minister of Labour and where that intelligence is not forthcoming, that he should make use of those pieces of legislation that are available, to give him that intelligence and that if the public had that intelligence and there was knowledge on the part of both parties that that intelligence is going to be provided, that this might have some effect on the parties to the dispute, and whether it did or not, it is important that we have the intelligence.

I asked the Minister if he knew as to whether or not the Greater Winnipeg Gas Company was prolonging this strike by requiring consumers to pay for services they normally provided and which were being provided by private contract. You will note that I would never say that it shouldn't be provided by a private contractor. You have to get some other people to say that if Greater Winnipeg Gas Company is on strike and the maintenance department won't work, that the houses should freeze before they should be permitted to hire a private contractor. I am saying that they should hire a private contractor, but I am saying they should pay for them too, so that at least both sides are suffering from that strike in the ordinary way, that the employees are not getting paid and the employer has to provide the service which he has undertaken to provide through the Public Utilities Board.

Mr. Chairman, I asked first whether the Minister knew, as to whether or not this situation was prolonging the strike and he said he didn't know. He didn't say, we have looked into it and that is not a

factor in this strike. He said he didn't know. So he admitted, Mr. Chairman, and I won't say his ignorance, although that is the kind of statement that usually comes from the opposition, he admitted that he didn't know whether that was a feature.

Mr. Chairman, the Minister has within his authority and within his legislation the means of finding out, without intervening in the strike, without saying to one side or the other that we are going to require you to employ, namely the Gas Company, or we are going to require you to work, namely the employees. I am not asking him to do that. I am not asking him to tell the Gas Company that they have to employ these people. I am asking him to tell the Gas Company that they have no right to abdicate their responsibility to their customers, and that we can tell them. But we don't know. It appears on the face of it that what the Gas Company is doing, and they have never denied it, much as they have tried to minimize the amount of service they previously provided, it is interesting, Mr. Chairman, that the Gas Company is saying, "We didn't provide service."

I am told that when the application was made, and this is merely hearsay so I don't know and I don't wish it to be taken as gospel, but I was told that when they were applying for the franchise they talked about the great service they were going to supply and that there were several applications for the franchise. They got the franchise and one of the main reasons that they got the franchise was about the service. Now they are protesting that they didn't supply the service but they haven't gone so far as to say, and they won't say and you can try them by telephone, that they are now doing everything that they used to do; they are now requiring the customer to buy what they used to do.

Mr. Chairman, there is a vehicle — and I thought I put the question in the most moderate form, Mr. Chairman, as is my wont —(Interjection)— Right. You see, even the Conservatives are saying right — as is my wont to do. The question was, would you consider having an industrial inquiry commission to determine whether the Greater Winnipeg Gas Company. and let us remember that is a company which we have granted an exclusive monopoly to distribute natural gas to citizens in our society — they have the only one. Did you ever hear as assinine a statement as was made by the Minister of Consumer Affairs, who is supposed to be protecting those consumers. I'll have to repeat it so that everybody should let it sink in their brains again as to what kind of attitude is being taken here.

The Minister, when asked whether he should require the Gas Company to provide the service that they were traditionally supplying, he said, "Would I go tell Eaton's, who have been providing delivery service free of charge, that there is a law that they continue to provide that service?" Mr. Chairman, that must get an Academy Award for assinine statements of the year from any Minister. Does the Province of Manitoba provide Eaton's with the exclusive right for the sale and distribution of retail merchandise to the citizens of the Province of Manitoba on certain terms? If they did provide Eaton's with the exclusive to sell all merchandise to the citizens of the Province of Manitoba and then Eaton's withdrew a service, wouldn't they then have something to say about it? Because that's the

question and if the Honourable the Minister of Consumer Affairs says that the purchasers from Eaton's are in the same position as the purchasers of Greater Winnipeg and Central Gas, then he has been Minister too long. He has only been Minister for a couple of weeks, but too long, Mr. Chairman, if that's the basis upon which he regards the consumers.

Mr. Chairman, I say to the Minister, that he can testify himself to the fact that I have got up in this House from time to time in an area in which I have had some background and I have not pursued the Minister in a manner which he could at any time consider, has been unfair. Furthermore, I have said in advance, and he has it in Hansard, I will congratulate this Minister if he continues the policy of the New Democratic Party, which was to try to move in the direction of free collective bargaining and increase freedoms and reduce restrictions. By and large he has done that, but is the Industrial Enquiry Commission a restriction? Does he regard that as a restriction? Because it restricts neither party. It neither requires the Greater Winnipeg Gas Company to employ anybody, nor does it require the employees to go and work for the Greater Winnipeg Gas Company.

It is a means of providing intelligence with regard to a dispute which affects a great number of the citizens of our province, namely the consumers of natural gas, and which furthermore goes to the root of the provision of a public utility. We are discussing a public utility and that public utility, either by the wisdom or lack of wisdom of a previous government, was conferred upon a private company, and it was conferred upon a private company on the basis of a philosophy of that particular government that nothing that the government does is right, and therefore even though Adam Smith said that public utilities should be publicly-owned and controlled, we depart from Adam Smith and we say that this public utility should be privately-owned and controlled and that we have a regulating agency and the regulating agency can take care of it.

Now those two things, Mr. Chairman, if there was ever a need for a public inquiry, even if the strike is settled today, even if it settled yesterday, even if it is settled tomorrow, there should still be a public inquiry because the public has a right to know and the Minister should want to know, whether that industrial dispute was taken advantage of by a public utility which is enfranchised by the Province of Manitoba, to provide that.

Mr. Chairman, I put the question very moderately and you can confirm the Member for Springfield says that it was moderately put, would the Minister consider the appointment of an industrial inquiry commission merely to determine whether this particular industrial dispute was being prolonged by an action on the part of the Greater Winnipeg Gas Company which is inconsistent with the public interest. Now those weren't the exact words, but the words "considered whether he would appoint", or I would almost warrant to be the exact words.

Mr. Chairman, the government has become very testy. They refuse to consider the advisability of seeing whether payment of wages that were overdue should be paid by a mechanism within the atmosphere of the Workmans Compensation Board. They could have said we'll consider it; it didn't tie

them to anything. The Minister could have answered, I will consider it, and it wouldn't have hurt at all; but the Minister has made up his mind that he won't consider it. He says I do not consider that to be appropriate.

Mr. Chairman, I repeat I have, for the most part, even sometimes leading to the kind of insidious barbs that I now hear from voices to the right of me that I'm in bed. I'm, for the most part, then a fan of the Minister of Labour. But I can tell the Minister that his actions today has seriously reduced his effectiveness as far as I'm concerned. I know that it comes difficult, Mr. Chairman, to change your ways in the middle of what will be considered to be an attack, but I suggest that the Minister change his ways; that this is the ideal appropriate case for an industrial inquiry commission.

**MR. CHAIRMAN:** The hour of 4:30 having arrived, I move that committee rise for Private Members' Hour. Committee Rise.

### SUPPLY — HIGHWAYS AND TRANSPORTATION

**MR. CHAIRMAN, Abe Kovnats (Radisson):** This committee will come to order. I would direct the honourable members' attention to page 81 of the Main Estimates, Department of Highways and Transportation. Resolution No. 86, Clause 8, Acquisition/Construction of Physical Assets, Item (a) Aids to Cities, Towns and Villages — pass; (b) — pass.

The Honourable Member for Ste. Rose on a point of order.

**MR. A. R. (Pete) ADAM:** Mr. Chairman, it seems to me that, I stand to be corrected, but I thought we had passed everything up to the Winter Roads. Is that correct?

**MR. CHAIRMAN:** I'm sorry, I don't have anything marked in the book but I thought that we were on item (a).

The Honourable Minister.

**HON. DON ORCHARD (Pembina):** 8(b), is that what the member for Ste. Rose is asking?

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

**MR. BILLIE URUSKI:** Mr. Chairman, could the Minister give us a breakdown of the Acquisition and Physical Assets portion dealing with the budget that he has put forward?

**MR. CHAIRMAN:** If I could rule on the point of order for Ste. Rose. If I could just mention that my last recollection which I have signed in the Estimates Book was we had completed Resolution 85 and it was committee rise at that time. We are just starting on a new subject and I would ask the honourable members to bear with me.

The Honourable Minister.

**MR. ADAM:** Yes, Mr. Chairman, that's correct, okay, we're on the right item now.

**MR. ORCHARD:** Well, Mr. Chairman, the total appropriation of Acquisition/Construction of Physical

Assets gives us our annual requests to provide funding for various cities and towns and communities on their Grant and Aid Street System. It allows us funding for the construction of our winter roads in northern and eastern Manitoba, and the other projects include the construction of certain buildings that we, from time to time, want and also provides for improvements to weigh scales and minor airport improvements; those kind of construction projects.

Some of the Canada-Manitoba Northland Development Agreement moneys are for eligible projects under the Western Northlands Agreement which are airports, community roads, etc.

**MR. ADAM:** Thank you, Mr. Chairman, I would ask the Minister if he could provide for us a breakdown of the total amounts that are provided for these items. Could he give us a breakdown of the 5,767,100.00? There seems to be a substantial reduction from last year and I presume this has to do primarily with the Canada-Manitoba Northern Development Agreement. But I would ask if he could provide us with the amounts of contracts for the different winter roads to the different communities and what communities and how much have we spent; give us a total breakdown of what is being spent.

**MR. ORCHARD:** If I might make a suggestion could we not deal with that item by item and, first of all, the cities, towns and villages, as I mentioned, are the amounts of funds that are requested by the various villages and towns throughout the province for reconstruction on eligible grant and aid streets where we'll participate with the cities, towns and villages on a 50 percent basis.

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

**MR. URUSKI:** Thank you, Mr. Chairman, On this item dealing with the aids to cities towns and villages are there, in this budget, any funds to extend, alter, bring in new access routes to any communities?

**MR. ORCHARD:** Not under this appropriation, Mr. Chairman.

**MR. URUSKI:** Well, Mr. Chairman, does this appropriation cover expenditures to access routes, which would be grant and aid or they would be 100 percent roads? Are there any funds there for those kinds of projects?

**MR. ORCHARD:** No, Mr. Chairman.

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

**MR. ADAM:** Yes, could the Minister advise us if the amount of aid to cities, towns and villages has to do with particular streets in the town or side streets that are requested from time to time for paving and so on that are cost-shared with the province.

**MR. ORCHARD:** Well, the funding in this aid to cities, towns and villages is directed towards our grant and aid street system which has been established for a number of years and the funding can provide cost-sharing with the city, town or village for either paving, asphalt surface treating, dust

control, gravelling and sometimes even total reconstruction on a given street and those streets are designated by agreement between the city, town or village and the department as to eligibility.

**MR. ADAM:** Yes, I wonder if the Minister could give us a breakdown of the applications, where this money is going to or is it just a global figure that they're putting on, an estimate of what applications are going to receive. But what I'm asking the Minister is whether or not he has sufficient applications on hand now from villages, and towns to cover this amount and could he tell us which, if he does have a list, could he tell us who those towns are; which are the towns that are asking. On a regional basis as well, or district, whatever it is; if it's in the Dauphin District he can give us the names of the towns and villages; if it's in the Minnedosa Area fine. Just give us a breakdown of where these funds are going.

**MR. ORCHARD:** The listing is not done by district. We are going to expend last year's appropriation. To date this year, to expend the budget this year, of course we haven't received all the applications yet. They'll come in; there are some in now but they'll be coming in over the next several months. Last year there were some 83 communities that received funding all throughout the province and if I can give you a range of figures. The high was \$210,000 to the City of Brandon and I suppose the low would have been the Town of Rapid City at \$200 where they maybe only would have done some dust control. It's quite a variable range; it's on projects that are approved in consultation with the district office for the district in which the community is located.

**MR. ADAM:** Yes, I wonder if the Minister could put in the record the applications that he has received now from which towns, if he has that available.

**MR. ORCHARD:** I don't have that available, Mr. Chairman.

**MR. ADAM:** Can the Minister provide that information? Why is it not available? It should be public information, we're asking where the money is going and to whom it's going; and it seems to me that should be readily available. He has a competent staff in front of him and I'm sure that can be easily supplied to the committee members if he so desires, without the help of the Member for Emerson.

**MR. CHAIRMAN:** The Honourable Minister.

**MR. ORCHARD:** Mr. Chairman, the information is available and for instance it is in our Annual Report as to whether the Town of Ste. Rose received so many dollars on grant need. I just don't have a list of the number of communities that have made an application so far this year. I don't even get involved in it. All I end up doing is signing a ministerial order for approval on a recommended project that the department may recommend, and to compile a list at this stage of the game would be really not all that worthwhile because at the end of the construction year, the funds that are expended in each city, town or village, are a matter of public record, both in Public Accounts and in the department's Annual Report.

**MR. CHAIRMAN:** (a) — pass; (b) — pass — The Honourable Member for The Pas.

**MR. RONALD McBRYDE:** Mr. Chairperson, in the past it has been the habit of the government to issue some detail in terms of the winter road construction, the number of miles of road the communities to which the road is going, the date on which the road has been opened, the amount of freight hauled over. In fact, Mr. Chairperson, that used to be sort a weekly tabling of the update in terms of the haulage that took place over the winter road system. I wonder if the Minister could give us a list of the communities to which winter roads are going over this construction season and his proposal for next year and who the various people who have those contracts are and give us an update in terms of the tonnage that has been hauled in and the problems that are being experienced on the winter roads system this year.

**MR. ORCHARD:** Mr. Chairman, we've got nine different contracts on winter roads this year with by far of course, the biggest contract being to Me-Ke-Si for provision of winter roads on the east side of Lake Winnipeg. For the Member's information, this has been out twice now in various press releases about which winter roads have been committed and to whom.

The Me-Ke-Si contract this year undertook a very major expansion, in that as well as serving the communities of St. Theresa Point, Waasagomach, Garden Hill, Little Grand Rapids, from . . . , Bloodvein and Berens River, the two communities of Poplar River and of Red Sucker Lake were added this year to the Me-Ke-Si contract. There are no other additional or new communities being served under this year's winter road program, all the communities that were in the program last year are also in the program this year, for the balance of Northern Manitoba. You've got your two areas as you're well aware, the northern roads and the east of Lake Winnipeg roads.

The winter road system has been struck twice this winter with extremely mild conditions. The first mild conditions were some, I guess, three weeks back, where the roads were going to be opened as a matter of fact on the Monday immediately after the mild weather started and we had to hold back opening up the roads at that stage of the game, because they turned quite soft. With the advent of that extremely cold weather we had last week, a lot of freight started to move and got into the communities, but once again with the mild weather this week we started out with only night-time travelling and that has certainly slowed down the movement of freight into those communities, and we're going to need, quite frankly, some cold weather or we may run into the possibility of not completing our winter freight hauls.

In the Me-Ke-Si contract, the road was completed and there was freight moving as far north as Waasagomach and Ste. Theresa Point. There was some difficulties in getting the last leg into Red Sucker Lake completed and this mild weather has further complicated that. So as I say, we're in need of some cold weather to make sure that our Winter Road Program is again successful.

**MR. McBRYDE:** I wonder if the Minister could tell me, besides the Island Lake area, the Me-Ke-Si

contract, what other communities are being served and by whom. Who is the contractor?

**MR. ORCHARD:** Well, Oxford House is being served and the community of Gods Lake and Gilbert North has one contract for 36 kilometres. The Oxford House Band has a second contract for 50 kilometres. The Hayes River crossing on Cross Lake to Oxford House, is a 91 kilometre stretch being undertaken by the Pemichigamau Development Corporation. We have a 64 kilometre contract from the ferry landing at Mile 81 to Split Lake and York Landing in Ilford, by the Gold Trail Hotel Limited. The Gods Lake Band of Indians has a 49 kilometre contract from kilometre 36 to the fuel tanks at Gods Lake School and a nice road across Gods Lake. We've got a 6 kilometre contract from the ice road on Gods Lake to the nursing station undertaken by Stringer and Burton Enterprises Limited and the North Whiskey Jack Landing to kilometre 63 on Cross Lake to Oxford House winter road junction is undertaken by the Cross Lake Band of Indians; an 84 kilometre contract in the South Indian Development Corporation has a 13 mile road from South Bay into the community of South Indian Lake and those are the other contracts, other than the 858 kilometres to Me-Ke-Si Corporation.

**MR. McBRYDE:** Could the Minister give us some indication of the negotiation of those contracts for this particular season that's on right now and his plans in terms of the future? Has the performance of these various companies met the requirements of his department? Have they had particular problems with any of these companies? There is always a problem, Mr. Chairperson, in that the effort is to give the contract to local people, and in the case where it's the Band itself, or the Community Council, or Development Corporation that is controlled by the community, there is usually no problem because you know that they are working to the community's benefit in terms of these contracts. Like the South Indian Lake Development Corporation which has done a very good job on behalf of that community in the past in terms of getting a winter road into their community and making themselves a profit which was used for community purposes. I remember one of the first years, they made enough money to purchase their own grader, so that they have a community grader as a result of their work on the winter road contracts.

There are a couple of the contractors in here listed by the Minister that are private contractors and I wonder if there's been a problem in terms of negotiating with those private contractors and any controversy or any disagreement in terms of the awarding of those private contracts. What sort of comparison is there in the rates being paid for the various mileages? I wonder if the Minister has that kind of information available.

**MR. CHAIRMAN:** (b) — pass; (c) — pass — the Honourable Minister.

**MR. ORCHARD:** If we divide the Winter Road Program up into the northern contracts where we've been dealing with the native communities we've had very little problem in either the negotiations of the contract or in the completion of the contract and

quality of work that has been undertaken. That's on those eight contracts that I just indicated. The Gold Trail Hotel was the one I think the member was referring to. That was one where the band backed the Gold Trail Hotel and they were not, either in a position, I don't know the exact details, but they wanted the contract to go to the Gold Trail. I assume they have a personnel arrangement so that local band members are used by the Gold Trail Hotel as the contractor. We don't put them out to tender, we negotiate with the band on what would be a suitable figure per kilometre and it's in mutual negotiation with the band that we arrive at the prices and the mileage.

I cannot say that we've had the same kind of success on the Me-Ke-Si Contract; we have run into problems there. There has been some internal difficulties with the Me-Ke-Si Company this year. We have had to put in equipment, departmental equipment this winter; we had to do it last winter and we've had to repeat the situation again this year to assure that work is being completed because the contractor, for one reason or another, was unable to undertake that work. I haven't had the report in writing yet but it would appear as if there may be some reluctance for the different bands to put their equipment to work on behalf of Me-Ke-Si.

What the problem is I don't know, but last year we had to undertake a direct request to Waasagomach Band to move one of their graders down south towards, I guess it was Simole Lake to undertake some work. They had been requested to do that apparently by Me-Ke-Si but would not undertake that work for Me-Ke-Si. And I don't know what the particular problem was but they undertook it on our request knowing that we would pay them the hourly rate, etc. So the reorganization that is currently taking place at Me-Ke-Si may well solve of the problems we have had in the past. I can say that the other contracts have worked out quite reasonably well and with the exception with some problems we've had with the Me-Ke-Si Contract, I suppose the other ones have been working quite well.

**MR. CHAIRMAN:** The Honourable Member for The Pas.

**MR. McBRYDE:** Yes, Mr. Chairperson, I wonder if the Minister would undertake to get me a list, similar to that that used to be put out. That is the particular road and, as I understand from the Minister, there might be two or three contractors on that particular road on one road itself, that is I'm talking about the northern contracts now. And if he could give me the opening dates over the past number of years for those particular roads, and I wonder if he could also give us an update in terms of the freight hauled this year on each of those roads and the anticipated freight yet to go into some of those communities. I'm not asking the Minister to do that right away, I'm asking if he could do that later on.

**MR. ORCHARD:** I can get that kind of information, like the road that goes over to, I guess ends up at God's Lake, is split into three separate contracts and that's what I indicated where the splits were but we can provide the member with a map indicating the mileage undertaken by each of the contractors.

Apparently we've, got on the Me-Ke-Si Contract, only about 25 percent of the freight in and about 30

percent of the freight in to date on the other contracts, the northern contracts, so we need some cold weather.

**MR. McBRYDE:** Yes, Chairperson, the other part I asked if the Minister could get the opening dates over the past number of years for the various roads. My recollection is that in some cases there were on occasion some roads open in December, usually a number in January and sometimes, with a bad season, there would be some February openings. I think especially on the east side was often a February opening date. I don't need to tell the Honourable Minister that when our roles were reversed people on this side used to give me heck when the weather got warm but I'll refrain from giving the Minister heck and the fact that the winter road season could be a disaster this year because of the warm weather.

The other question I have for the Minister is in relation to the Me-Ke-Si Contract. The reason that the province in the past entered into a contract with Me-Ke-Si, and had trouble negotiating a lower price for Me-Ke-Si Contract, was because the Federal Government, Department of Indian Affairs agreed to cost-share providing that it was Me-Ke-Si that got the contract. And I know that there are a number of bands on the east side of the lake that have been willing to contract and capable of contracting themselves on winter roads. I wonder if there is any inclination on the part of Indian Affairs to pay 50 percent if the province contracts with somebody else like the Blood Vein Foundation or the Poplar River Band themselves or whether they are still holding quite rigid that the contract has to be with Me-Ke-Si and that Me-Ke-Si can then subcontract. I think that's part of the problems with some of the bands is that they are not willing to subcontract with Me-Ke-Si because sometimes they don't get paid by Me-Ke-Si for their work.

**MR. ORCHARD:** Well, Mr. Chairman, I think the Member for The Pas has probably come pretty close to hitting the nail on the head and he has the advantage of being able to be more direct than I have in such matters, but I think that's part of the problem. Now to date the Federal Government has been very reticent to undertake cost-sharing because that may well be an advantageous method to go instead of to deal directly with the various community councils that are part of that winter road system. And I think their reason is pretty obvious because in the Me-Ke-Si Contract they are sharing 50-50 with the Provincial Government; however, on the other contracts, the other eight contracts, the bulk of the mileage we do in Northern Manitoba there is no federal cost-sharing; and should they adopt the cost-sharing on the east side of Lake Winnipeg at the same time we go to direct contracting with the Blood Vein Band Foundation, etc., they might have a pretty difficult time explaining to the bands in Northern Manitoba why they don't cost-share with them as well.

So I think that's number one problem but I would suspect that with the kind of experience in negotiating, and what not this year, that maybe the Federal Government might be a little more open to considering that for next year and I have no hesitation in making that kind of a recommendation

because that's the kind of discussions I had with them this year, with the new Regional Director.

There is one figure I wanted to point out to the Member for The Pas which will illustrate what he is indicating, if I can find that figure in my list here. This year is the first year on the Me-Ke-Si contract that we have added two communities, namely Poplar River and Red Sucker Lake. But up until this year, the Federal Government would only cost-share into the communities that were there and they excluded Berens River. They would not cost-share any dollars with us for the construction of the winter road into Berens River, which we were paying for at 100 percent provincial dollars. This year, they are cost-sharing it. I am just trying to find that information and I must have it somewhere else in the office. But last year when we were dealing directly with Berens River, it sticks in my mind that we paid roughly half the cost per mile — now you can't always make that comparison because there are different terrains involved — but there was a significant difference between dealing directly with Berens River vis-a-vis dealing with Me-Ke-Si, who would sub-contract or whatever, to certainly indicate that both us and the Department of Indian Affairs and Northern Development should seriously take a look at dealing directly with the Bands and as I mentioned, with the Waasagomach Band. I think they would be very very interested in having a direct contract with the department.

**MR. GREEN:** May I be reminded, Mr. Chairman, of the item?

**MR. CHAIRMAN:** The discussion is Resolution 86, Clause 8, Item (b), Winter Roads.

**MR. GREEN:** Mr. Chairman, I wonder whether the Minister has a map that he could provide honourable members which would show the current winter roads system in the Province of Manitoba.

**MR. ORCHARD:** Mr. Chairman, I haven't got that here, but that's the kind of request that the Member for The Pas made and I'll make a copy available for the Member for Inkster.

**MR. GREEN:** Mr. Chairman, I want to indicate to the Minister the same thing that I indicated to the Minister in charge of Co-Operative Development, that there are some questions which I'm going to be dealing with in which I also have an interest as a lawyer for a client in the Province of Manitoba, but I am declaring that interest and I'm not here to fight my client's case in the Legislature, but there are certain questions which have arisen which are of public concern which I would like to raise in the same way as I did when I was acting for many trade unions and raised labour matters which I considered to be of public concern in the Legislature. So I want to inform the Minister that certain of the questions that I ask, knowledge of them has come to me by virtue of having represented a client and still representing a client before the Motor Transport Board.

I would like, Mr. Chairman, to have it confirmed that the winter roads system that is now within the Department of Highways and Transportation, has just been transferred to that department in the last

several years — I don't know what year it was — but that up until then, it was a branch of the Department of Natural Resources and that the winter roads were in no way a part of the highway system of the Province of Manitoba.

**MR. ORCHARD:** Mr. Chairman, that's almost correct. It wasn't the Department of Natural Resources, it was Renewable Resources and Transportation Services.

**MR. GREEN:** That's fine, Mr. Chairman, if I wanted to quibble with the Minister, I would show the changes in name of the department from 1969 to 1978, the time that it went to Transportation. I think it was Mines, Resources and Environmental Management, Department of Natural Resources, etc. As long as we get down to the principle, that a winter road was a road only by the designation 'road', that it had no relationship to a highway.

Basically winter roads were parts of Crown land, which could be traversed in the winter time because of the frost situation and often involved moving from one point in unorganized territory to another point in unorganized territory, sometimes over lakes, rivers and streams; sometimes over permafrost, to make use of our frost, so to speak, to our advantage by being able to use land transportation in the winter that was never available in the summer and was never, up until a very short time ago, considered to be a highway such as applies to other highways within the Highways Branch where there are road allowances, where there are numbers - even if there are not numbers - public rights-of-way are taken for highways and come under the administration of the Highways Branch. I would like the Minister to confirm whether that is not correct.

**MR. ORCHARD:** I'm not sure what all I'm confirming as being not correct, but the winter roads system is a temporary road system. It's not always in unorganized territories, there are from time to time portions of winter roads constructed on federal reserve property, but by and large there is no official right-of-way and the winter road is for use only for probably a maximum eight-week period of the year, relying on the frost.

**MR. GREEN:** Mr. Chairman, that was my understanding. It's also been my understanding and I must say my direct knowledge, that the right to travel on a winter road used to be available to that person who obtained a land use permit and made the road and then travelled on it and that for many years, a large part of the winter roads system was thus established by Sigfusson Transportation, which then conducted most of the freight delivery on the winter roads system, that the right to use a winter road was never under the jurisdiction of the Motor Transport Board, since the Motor Transport Board had nothing to do with the Department of Natural Resources and nothing to do with regulating winter roads.

**MR. ORCHARD:** The Motor Transport Board, to the best of my knowledge, has never granted a franchise for the operation of a trucking service on a winter road.

**MR. GREEN:** I'd like to go one step further. I want to know whether the Minister, in his view, has ever



considered that the Motor Transport Board is the one which says who shall use and who shall not use winter roads, or has that been traditionally a function of the department that controlled Natural Resources and therefore issued permits for use of winter roads, similar to land use permits.

**MR. ORCHARD:** That may or may not have been at the time when the winter roads system was under Natural Resources. The system that exists today is that winter roads are constructed under contract with the Department of Highways and Transportation for use of whatever trucking company may engage in freight haul on those roads to the communities involved.

**MR. GREEN:** I appreciate that, Mr. Chairman. Can the Minister then tell me when the winter roads system came under the Department of Transportation as distinct from the Department of Natural Resources and Transportation?

**MR. ORCHARD:** I believe this is just the second winter that the Department of Transportation has had it.

**MR. GREEN:** What the Minister is saying is that before last winter, the authority that was dealing with both the arranging for the network of the winter roads system and saying who could and who could not use them, or arranging for the permission to travel on winter roads, had nothing to do with the Department of Transportation and therefore had nothing to do with the Motor Transport Board.

**MR. ORCHARD:** I am saying Mr. Chairman, that since it has become the jurisdiction of the Department of Highways and Transportation, that the Motor Transport Board does not determine who can or cannot use the winter roads system. I can't answer as to what the system was prior to its becoming part of this department.

**MR. GREEN:** Mr. Chairman, I wonder whether the Minister would not check that, because it is important from the point of view of what the Motor Transport Board is purporting to authorize with regard to the use and non-use of winter roads. What the Minister is now confirming to me is that the Motor Transport Board as far as he is concerned, has no authority over who shall or who shall not use the winter roads system, because it is not the roads system which is regulated by the Motor Transport Board at the present time.

**MR. DEPUTY CHAIRMAN, Albert Driedger (Emerson):** The Honourable Minister.

**MR. ORCHARD:** What I am trying to indicate in non-legal terms, is that the winter roads system which is of use to the trucking industry for some six to eight weeks a year, there is no control over what trucking firms use the winter roads system, which is in place only six to eight weeks per year.

**MR. GREEN:** Well, Mr. Chairman, I would suggest that there must be some control, that there was control when it was under Natural Resources and Transportation in that there were rules with regard to

the winter roads system, one of the rules being that you had to have a licence and that the licence that you had to have was the normal trucking licence that is issued by the Province of Manitoba to any trucking firm, did not include a special PSV licence for the use of winter roads.

**MR. ORCHARD:** Well, Mr. Chairman, any vehicle which is going to use a winter road, of course, has to have a licence. The problem, and soon the Member for Inkster will get around to what he's attempting to prove here, but the winter roads system, if a carrier has a licence and a franchise to get to the start-off points of the winter roads, there is no restriction or no requirement from the Motor Transport Board that I'm aware of, which says who can or cannot use the winter road itself.

**MR. GREEN:** Yes, Mr. Chairman. I think that the Minister has indicated that you might have to have a franchise to get to a point to get onto the winter road system. Would the Minister confirm that there are certain winter roads that are not connected to a winter road system at all? For instance, if one had a truck in Berens River which is not attached to a highway, at least I don't think it is, and a winter road was available between Berens River and Gods Lake, that one could go from Berens River to Gods Lake without having to have a franchise or any stopping off point at all, because that truck would be permitted to use the winter roads system.

**MR. ORCHARD:** If I understand the question correctly, can a truck located in Berens River go from Berens River to Gods Lake on a winter road if such a winter road existed, without a franchise? That assumption would be correct. If the truck was in Berens River, it could haul logs to Gods Lake and fish from Gods Lake back to Berens River with no franchise.

**MR. GREEN:** Yes, Mr. Chairman. That's exactly as the Minister says, and I will get to my point. I am trying to develop the point on the basis that I'm not making any errors, and I don't believe that I have up to this point, that a PSV vehicle would have to have a licence to travel on roads which are not winter roads and some of these roads lead to a place from which you could connect to a winter road, but there is no requirement to have a PSV licence to travel on a winter road and if one didn't have to use the highway system, if one was already located at a place which connected to the winter roads system such as Berens River to Island Lake, then the necessity of a franchise to what he called a "jumping off point" is not necessary and that's what the Minister has said. I really do accept that, Mr. Chairman, because I want to make it plain that I did have some involvement in creating this situation and I want to know that that situation has not changed.

At the time that the winter road system was in private hands, and it used to be all in private hands, the person who applied for the permit and constructed the road was the person who was entitled to use it. It was a private land use permit in the same way as any other private land use permit and he would have the right to say that somebody else is trespassing on his road. And at that point there was very little competition in the winter road

system and I'm not saying that there should have been. The people that made the roads used them and earned money from it and I'm not complaining about that, that was the way the rules were and the freight rates to the communities was very high, they were a problem. The cost of creating the roads was going up and in approximately 1969 the people of the province of Manitoba undertook jointly to help pay for those roads and 50 percent of the cost of the winter road system started to be paid by the Province of Manitoba but still for the person who applied for the land use permit. That carried on for a short period of time, until Mr. Chairman, we came to a very difficult system because other people in the Province of Manitoba claimed the right to use those roads. They said provincial money is going into and they claimed the right to use those roads to the extent, Mr. Chairman, and the Minister should be aware that we virtually had violence when the permittee tried to keep other trucks off the roads on the basis that the other trucks were sponging on their work. The Minister will appreciate the difficulties that would arise from that. Well, we soon found, Mr. Chairman, that half the cost of paying for the roads was soon more than the total cost than it had been a few years before and that the province took the step because they felt that they were not getting a good financial deal and also because we were finding that we were still dealing with people claiming the private right to use the road, that the province would accept financial responsibility for the winter road system on the basis that any trucker could then use the road, any trucker.

And, Mr. Chairman, two things happened. The cost of winter roads went up substantially and I'm not certain whether it would have gone up or it would not have gone up if the province had not gone into it. But it is a fact that it went up substantially. I see that winter roads are now \$1,950,000. I am recollecting that the first year that I was responsible for paying half, that it was perhaps \$150 thousand, the half, so that the total would have been 300. Mr. Brako is nodding his head so perhaps my memory is not that far wrong. So half used to be \$150 thousand. The total now is \$1,009,000 with 600 thousand recoverable and this was the result of the province accepting public responsibility for the winter roads and removing it from the monopoly of one person.

Now, Mr. Chairman, don't misunderstand me I'm not objecting to that. I say that it is right and that the freight prices went down. And I want to tell the Honourable Member that significant changes occur, with regard to the price of freight as a result of there being more competition on the road. And I am suggesting to the Minister that it should be the policy of the Government that the widest possible competition continue on those winter roads and that there be absolutely no misunderstanding as to whether or not the right to use those roads is governed by the Motor Transport Board because that, I believe, has been perhaps not the position of the board, although that is difficult to ascertain from time to time, but it certainly has been the position of transportation carriers before the board that the right to use winter roads is something which is limited by those people who have an authority from the Motor Transport Board a rejection which I'm

pleased to see that the Minister, a suggestion that I'm pleased to see the Minister rejects.

Now, Mr. Chairman, we have another problem in this area. Because transportation is provided along those winter roads and it may be that you would have a carrier that is continuing to provide every year transportation between the very points that I have mentioned. Berens River except perhaps, if I had the map I would be able to describe this better but you might have had a carrier going from Berens River every year, taking the winter road route which is a difficult route and being a pioneer, taking it out further to the northeast part of the province. And then as a result of his efforts and the result of the efforts of all the people in the province of Manitoba. As a result of progress somebody might come and put in a highway from Berens River to that point. Now I'm sure, Mr. Chairman, it would offend the sensibility of every member of this house. If they found out that as a result of somebody putting a highway between Berens River and that point, that the man who had been serving that point for perhaps 15 years on the winter road system was kicked off the highway automatically without being given the right to serve that system because somebody had an authority from the Motor Transport Board.

Now, Mr. Chairman, I am going to deal with this subject in a more detail, but if I am saying something that sound offensive to any member of the house, because sometimes what we find boards doing is completely contrary to the wishes of Members of the Legislature, if I have said something unreasonable I would like to hear a member of this house get up and say, yes, that man should be kicked off the road and a trucking company that didn't serve the area because it was only a winter road area should be given the preference because they have a certificate from the Motor Transport Board which connected with that road twenty years before it existed.

**MR. ORCHARD:** Mr. Chairman, what we are dealing with here is two distinct matters. We are dealing with winter roads, to which the best of my knowledge there is no requirement for a franchising to use that winter road and what the Member for Inkster is now referring to is the ability to get to the winter road through which there are normal channels to be pursued by any carrier desiring to use the provincial trunk highway system or the provincial road system for the transportation of goods in the Province of Manitoba. They are not one in the same issue as maybe the member would have us indicate. We are talking two different situations to the best of my knowledge and if I am wrong I will openly correct that knowledge of this statement as I have indicated earlier. On the winter road, itself, there is no restriction from anyone. In other words what could happen is a carrier, and let's just draw up a scenario. A carrier has the ability by franchise right to deliver freight to the start of a winter road. Winter roads are not very good conditioned roads in certain circumstances. They can be rough and they can be hard on equipment. Now let us say that that franchise carrier says, I don't want to necessarily put my machinery over the winter road, for whatever reason. The person who he may off-load his freight and give the hauling to on the winter road, who may or may not have been performing that service for

years needs no authority to the best of my knowledge to use that winter road. So that there is absolutely nothing preventing an entrepreneur or an independent trucker from making a deal with a carrier who can bring freight to the start of a winter road and making a deal with that carrier to further that freight on the winter road itself. I don't know of any requirement and I don't believe there is any requirement but on the second side of the coin there is a requirement and it has been a long-standing requirement for carriers to be franchised for the delivery of goods and freight on our provincial road and PTH System.

**MR. GREEN:** Mr. Chairman, the Minister has misunderstood me. I have accepted the great part of what he has said and I have agreed to that. Now, I said, Mr. Chairman, that a person has been traditionally using the winter road system. An entrepreneur in Manitoba to go from Berens River to Island Lake. Now that is completely hypothetical because I don't know whether the winter road goes from Berens River to Island Lake. Oh, Mr. Brako is nodding up and down so that's good. It's not bad. He is going from Berens River to Island Lake and he is struggling to provide a service and not only is he struggling to provide the service but the people in Berens River are happy, the people in Island Lake. They like this service. They like this carrier. In overwhelming numbers they like the service and they like the carrier. Then the province puts a road from Berens River to Island Lake. A franchise carrier comes along and says this service now belongs to me. You have been providing it by winter road for years but I have a license from the Motor Transport Board which says in effect that when a road goes from Berens River to Island Lake I am the carrier for that road, and what I am saying to the Minister is if that offends him and I'm sure it should offend the Members in this House, then I want his assurance that he will not have laws or he will see to it that the Motor Transport Board will not act in such a way as to automatically preclude somebody who traditionally supplied the service for ten years, because a new road has gone in, that the person who carried that freight and served those communities by winter road will have an equal chance to apply for a license to continue to do what he has always been doing.

So I am not talking about getting to Berens River. I am talking about going from Berens River to Island Lake when a new road comes in.

**MR. ORCHARD:** That is a provision of service which the carrier in the hypothetical situation that Berens River to Island Lake has the opportunity to try and provide it via the vehicle of a public service franchise between Berens River and Island Lake and the proper channel in which we do that now and we have for a number of years is via application to the Motor Transport Board and there is no restriction from anyone at anytime making an application before the Motor Transport Board. Whether or not that application is successful depends on a number of factors which the Motor Transport Board consider in reviewing that application and they may or may not make a decision to award that transportation service.

**MR. GREEN:** That is exactly the point that I am coming to. If I tell the Honourable Minister that the

Motor Transport Board has been taking the position that if there was a franchise company already in existence that it had given previous rights to serve. If a road came into existence that it would regard the previous rights as being a block as against the person who has served between Berens River and Island Lake. Wouldn't the Minister agree that there would have to be something done to make sure that the Motor Transport Board did not take the position that a previous license before the road existed blocked a person from having the same consideration as another carrier who had provided the service when the other carrier was not providing the service.

**MR. ORCHARD:** Mr. Chairman, that kind of a block does not exist because there is nothing that would prevent that carrier, providing the service on the winter road system, if and when it becomes part of the permanent road system, from applying through the channels of the Motor Transport Board and receiving the franchise to deliver the freight on that road as he did in the past, based on the strengths of the case he presented to the board. There is nothings that prevents him from doing that now and if the carrier who made the application was not satisfied with the decision of the Motor Transport Board he has several courts of appeal in which he can take that decision and receive a ruling whether or not the Motor Transport Board dealt with the application fairly and with integrity. But, Mr. Chairman, once that particular application, or that hypothetical application has gone through the hoops of Motor Transport Board to the various courts of appeal I don't know what better test of validity there can be for the theoretical case that the Member for Inkster is putting forward here. The system to my knowledge is in place for the use of applicants to determine their viability as a carrier and their suitability as a PSV carrier on any road system to any destination in Manitoba.

**MR. GREEN:** Mr. Chairman, I'm going to have to tell the Honourable Minister that he is wrong, that the Motor Transport Board does not give this person the same rights, and that if he wishes he can check with the Motor Transport Board and that the Court of Appeal will not interfere with what they consider to be a policy of the Motor Transport Board and therefore that the person who has carried for years and years does not have the rights that the honourable member is referring to. Because the Motor Transport Board says that if there is a franchise carrier that we may have franchised 10 years ago for future roads then the person applying for the licence between Berens River and Island Lake would have to prove to the board that the franchise carrier is not ready, willing and able to make the service and if the person who has provided service for 15 years can't prove that the carrier, who may never have provided service, can't prove that they aren't ready, willing and able to serve the road then that person will not be helped by the Motor Transport Board nor will they be helped by the Court of Appeal. I am glad to see that the Minister says that that's not the way it is because when he says that's not the way it is I assume that he is saying that's not the way it should be. If I prove to the Minister that that's the way they are acting then I

would assume that he's going to tell the Motor Transport Board either by legislation or by government policy that you are not to say to the old carrier, you have to prove that this new trucker who has a franchise which was given 10 years ago — (Interjection)— that is right . . . that that fellow is not going to be given preference to your application. Now, Mr. Chairman, I'm prepared to give the Minister documentation that the Motor Transport Board in a similar case and I'm going to deal with the subject now much more fully when I get to the Motor Transport Board, wrote the carrier that had been providing service for 10 years, excuse me at that time it was 6 years under the most difficult circumstances, that you are going to have to prove that these carriers who we have given licences years ago if roads are ever built are not ready, willing and able to provide the service and if you can't do that you're off the road and they're on the road. Now if I show the Minister that that is the case and he says it is not the case I presume that the Minister through the policy of the government will do something to correct what is happening at the Motor Transport Board so that we do not have people who have traditionally and I remember and I will repeat the Minister's own words, I think it was last year that the Member for St. George asked a question about somebody being prevented from doing some work up north, some contractor — it was the Member for Lac du Bonnet who asked the question — and the Minister said these people are coming in when it's easy, they let somebody else do all the hard work. Now I'm going to show the Minister that a local Manitoba firm that has been a family firm that has been in business for the Province of Manitoba for 10 years in the transportation business, Mr. Chairman, all kinds of entrepreneurial business in the Province of Manitoba, was told by the Motor Transport Board and took the freight, Mr. Chairman, when there was only water transportation, arranged for ferries, struggled on the winter roads and then when the roads were built by his tax money, he is now being told by the Motor Transport Board you're off the road and these people who admitted that they couldn't do it in the summer time or wouldn't do it because it was too hard, when the easy time comes they kick off the local person and put on these two other companies. Now would the Minister agree that if that's the case, if the Motor Transport Board has in fact been saying to the traditional carrier that you have to prove that these other guys won't provide the service before you're entitled to a licence and when the Court of Appeal says that we can't run the Motor Transport Board even though and, Mr. Chairman, the Court of Appeal used the language that in this case said it to all council, the Motor Transport Board has acted in a style which is reminiscent of Charles II, that's a long time ago. But they have this power and we can't interfere with it. Not that the Court of Appeal agreed with the decision, as a matter of fact the Court of Appeal said that the Motor Transport Board behaved very badly to this company and undid in the first instance, and I'm going to go into it Mr. Chairman when we go to the Motor Vehicle Branch, but I want the Minister to agree with what he has said, that if a man has traditionally supplied the service he should not be put into an inferior position because a new road has

gone in and that road is given as a preference to franchise holders named in advance by the Motor Transport Board, because I want to tell the Honourable Minister what has now occurred and he may not know it. The Motor Transport Board has granted a licence to two companies in the Province of Manitoba giving them the authority to carry all freight in effect north of 53 and that the licence applies to all roads which now exist and all roads which will exist in the future, and that if there are any truckers now carrying, now struggling to provide service to those communities, the moment the good roads come in those truckers are off the road and these guys who have got this licence are on the road.

Now the Minister says that the traditional supplier should have an equal right — I tell him without, Mr. Chairman, equivocation and he can check this with his officials of the Motor Transport Board, that they are not given equal rights, what they have to prove to the satisfaction of the Motor Transport Board is that these carriers, that have the franchise which grows by osmosis, are not willing to provide the service and if they are willing then the traditional supplier is off the road. Now, Mr. Chairman, the Minister has said that that can't happen. I hope that he is now saying if what is described can happen then his feeling that it can't happen should be translated into a feeling that it shouldn't happen and that he should protect the interests of those people who have served transportation needs to these communities on the winter road systems when the times are tough and when the trucks can go through the ice and all kinds of terrible things can happen, the Deputy Minister I am sure will tell him the kinds of things that can happen on the winter roads — that these people who have in the best tradition of entrepreneurship and working hard and providing a system to the people and the people wanting it, Mr. Chairman, because I haven't just started. I'm going to tell you, I'm going to tell the Minister what happened to a local firm and it's still happening to a local, traditional firm in the Province of Manitoba by virtue of the Motor Transport Board acting in a style and I quote the Chief Justice of the Court of Appeal of the Province of Manitoba in a style reminiscent of Charles II. Mr. Chairman, this case I've had since 1977.

**MR. CHAIRMAN:** (b) — pass.

The Honourable Member for Ste. Rose.

**MR. ADAM:** Yes. I'd ask the Minister, were referring to winter roads and it's quite an interesting revelation that we've heard from the Member for Inkster, I'm curious to know just what licences are allowed to transport goods over those particular roads. There does not appear to be any clear-cut policy. Is it just PSV that is allowed to go in there, CT or just T licences which are only to travel 25 miles from its destination or a post office address or whatever community that they live in? Is there no set policy to regulate a little more closely how the goods are transported and . . . I am concerned about what the Member for Inkster has brought forth but I'm also interested to know whether or not the people who are using these trucking services are protected by insurance. What happens if a truck goes down the road and it burns half way from its destination? Or it

goes through the ice has been brought to the attention of the Assembly here and the goods are lost. Who foots the bill? Are the carriers carrying sufficient insurance on the goods they travel by virtue of not having a proper licence, just a T licence for instance? So maybe we should be looking at some of these situations as well and I sympathize with what the Member for Inkster has brought forth but I also am wondering whether or not the consumer or the user of . . . whoever contracts with these trucking firms wherever they may be — could be left holding a serious loss if a truck burned half way during the trip. Now I remember one situation, a personal situation, Mr. Chairman, where we had hired a truck from Riverton to go to Berens River during the winter and do you know how we were transporting the goods — the truck had a big snowplow in front and we had a full what we call, referred to as a caboose. We had a big caboose which was attached to the truck and full of groceries and we were moving up to the Berens-Poplar River area with groceries. When we got somewhere around what they call Little Bullhead which is a name of a point or something the . . . Anyway whatever happened we went across a huge crack in the ice and the truck went down, it didn't go entirely down but it got down into this crack with the wheels and there we were and we were there until Patricia Transportation . . . We were about 40 miles from Berens River then at the time. We never got out of there until Patricia Transportation was coming back from Berens River dead heading back because they were from Ontario someplace, they were dead heading back to Winnipeg or to Riverton for the spring and summer months — they were dead heading back and they were able to pull us out of this mess that we were in. This is the kind of situation that I'm referring to. I'm not sure what kind of licence that this fellow had. Now had we lost a full load of groceries here who would have been responsible. I suspect that it would have been us. As it was we were obliged to turn around and go back to Riverton because we never got to our destination because the Patricia Transportation fellows told us "boys, you'd better turn around, because you'll never make it anyway", so we went back to Riverton and we never did get to our destination except later on in the spring when we loaded all the groceries onto the SS Kenora which was in operation at that time. So I'm just saying, Mr. Chairman, that perhaps we should be looking at what the policy is, what the regulation is, to make sure that those people who use those truckers to move those groceries in there, that somebody is not caught with some unnecessary losses through no fault of his own.

I want to ask the Minister, on the matter of construction and that, and winter roads, whether or not on the holdback for construction, is it a similar policy that is standard across the province whether there is a 15 percent holdback on a contract. I have received some complaints in this area, Mr. Chairman, where I believe the policy is to hold back 15 percent on a contract and I understand that in some cases, rather than 15 percent being held back on the contract that 30 percent is being held back on the contract. I'm not sure that this applies on the winter roads, but I'm referring in general that we are receiving complaints on that particular situation. I

have brought some of the complaints to the attention of the Deputy Minister and I know that he is checking into some of these complaints and concerns that have been brought to my attention as the opposition critic for Highways. I would ask the Minister if he could give us a - what is the policy? Is it 15 percent on a contract, or is there no holdback of any type, or is it 30 percent? If the policy is 15 percent, why the 30 percent holdback? Why there so much delay in order to get a contract completed and so on, so that the contractor can receive his money, because they have their expenses to cover and undue length of time before the final payments go out? I'm sure that I brought to the attention of the Deputy Minister and I know he has it and is maybe looking for it now, but I did bring to his attention that there are cases where there were holdbacks of 30 percent and the people want to know why there is a 30 percent holdback when it should only be 15, which is the policy.

I would also ask the Minister if he could tell us what the tonnage is. What tonnage has been transported up to this point in time? What is the anticipated estimate of the total tonnage that would be moved over the winter roads this year. I know he mentioned 80 percent, 75 percent, 25 percent on some of the winter roads, but that doesn't tell us exactly what the tonnage is and it would be interesting to know, for the record, just how much goods are going in so we can come to a figure as to exactly how much savings are accruing to those people in the remote areas, how much savings they have received by virtue of the fact that they were able to transport goods at a much cheaper rate than by air.

**MR. ORCHARD:** There is a 15 percent holdback on winter road contracts. Can the Member refer to which specific winter roads contract there has been a 30 percent holdback?

**MR. ADAM:** Mr. Chairman, to clarify to the Minister, I was referring to other complaints that I've received and I was asking the Minister if he could advise the House whether or not there were some holdbacks of more than 15 percent, because I have been receiving complaints, not necessarily on winter roads, but in other areas where the policy I understand, the contract says there will be a 15 percent holdback. But in fact, some of the holdbacks are 30 percent, so I was asking for a clarification from the Minister. There are holdbacks of 30 percent, not necessarily on winter roads. I was just asking him if there were and he wants me to be specific and I don't have any specifics as far as winter roads are concerned. I was seeking information. I know there are holdbacks of 30 percent on other roads, other contracts, which appears to me to be abnormal, because I understand the holdback should be 15 percent.

**MR. ORCHARD:** Mr. Chairman, that's all the holdback is, is 15 percent and I don't know of any instances where the 15 percent holdback has been exceeded in the winter roads program.

**MR. ADAM:** Thank you, Mr. Chairman, I was just wondering if the Minister would give me the answer to my other question which had to do with the tonnage. How many tonnes have we hauled in so we

can arrive at a figure of savings for the people in those remote communities?

**MR. ORCHARD:** I can't give the member the tonnage. We never know the tonnage tally until after the season is over so we can indicate how much went in and even then the tonnage itself can be a little nebulous. We go primarily by truckloads and a truckload of gasoline weighs less than a truckload of canned goods, for instance. By and large, I can give him the information in truckloads if that would help him, but I don't have it here. I can give that to him later on.

**MR. CHAIRMAN:** The honourable member for St. George.

**MR. URUSKI:** Thank you, Mr. Chairman. In the discussion that the Minister had with the Member for Inkster with respect to the case that he brought forward, I'd like to if I could, just for a short period of time take that in a bit of a different direction and ask him whether or not the individual who has been operating strictly on the winter road area, would be prevented from coming into say the pickup point, which would normally be the distribution centre, namely Winnipeg, would be able to come back into Winnipeg and load their vehicle to go back for dropoffs only on the winter roads system, whether or not special permits have to be received by that carrier who has operated solely on the winter roads, whether a special permit has to be granted to that carrier providing the loads are strictly for a winter roads system.

**MR. ORCHARD:** I believe the system that has been used there is similar to the system used in barge freight, for instance, where there is a corridor right that is given from Winnipeg to the startoff point of the winter road and it's a corridor right for furtherance of those loads on the winter roads system.

**MR. URUSKI:** So then there would basically be no problem whether it was strictly from a point on the winter roads system further into the winter roads system, or from a point of a corridor right from wherever to the point where the winter roads system starts. That would be available to the carrier, so then it would of course, take away the necessity of having the possibility of a dropoff point somewhere midway on the winter roads system, which wouldn't make any sense either.

**MR. CHAIRMAN:** (b) pass; (c) pass; (d) pass.  
The Honourable Member for St. George.

**MR. URUSKI:** Mr. Chairman, on (c) the other projects, could the Minister indicate what is entailed. There is a reduction of approximately \$4.25 million involved in that area.

**MR. ORCHARD:** Yes, Mr. Chairman, we had by special warrant, approved \$3,950,000 for the purchase of the second water bomber, so that the appropriation that you see on the left side at \$6.5 million includes a non-budgeted item. At this time last year, we had no intention of buying another water bomber, almost \$4 million hence reflection the

reduction. In effect, there is very little reduction in this appropriation, with the exception of dropping the purchase price of that water bomber. (Interjection)

We have almost \$200,000 on minor airport improvements; \$100,000 on gravel exploration; we are replacing \$850,000 worth of district maintenance equipment; we've got a payment in here for the first water bomber of \$147,000; we are spending \$320,000 this year on equipment storage buildings in the province. The other major two items are improvements to weigh scales of \$75,000 and gravel stockpiling of \$400,000 and acquisition of land in controlled zones of \$400,000.

**MR. URUSKI:** Thank you, Mr. Chairman, the \$850,000 in equipment replacement, would that include graders, heavy equipment as well trucks and the like. Is that a normal amount in terms of the departmental replacement annually in terms of equipment replacement?

**MR. ORCHARD:** Last year we had \$650,000, so it'll up a little bit this year by \$200,000. This amount of \$850,000 is in addition to the depreciation fund that's established, because as you can appreciate, we depreciate equipment. A \$100,000 machine is now worth \$200,000 and this \$850,000 is what we need to add in each year, because our depreciation fund doesn't recover replacement costs.

**MR. URUSKI:** Just to get a better picture of that. What would the province have spent on actual equipment annually in terms of replacement? What are we really talking about, because the figures are broken up into several sections? What are we really putting into a revolving fund for new equipment annually? How much do we replace?

**MR. ORCHARD:** I might be able to provide that one in a few minutes if someone else had another question in the meantime, if the Member for St. George would permit.

**MR. ADAM:** I was going to ask the Minister if he was prepared to comment first on what I asked him a while ago with regard to insurance coverage of those people who transport goods, whether or not the customers who contract these truckers, whether or not there are any regulations in this area. Also, I would like to ask the Minister, on the \$1.5 million for winter roads on the left hand side of the Estimate Book, whether or not all those funds were expended for this year, and did we go over the budget last year? Mr. Chairman, I believe that '79 '80 was somewhere around \$1,269 million.

**MR. ORCHARD:** We spent the \$1.5 million last year. To answer the question on winter roads that we just dealt with, on the winter roads we have referred to in here, the normal rules of the road apply. In other words, the RCMP enforce speed limits; it's hardly necessary, because you don't get up to 90 kmh on most stretches of winter road, but they make sure that equipment is in order. You can't drink and drive on a winter road, etc., etc. Autopac provides insurance on all trucks that are carrying freight on winter roads and provide the vehicle coverage; the carrier is responsible for providing what additional

coverage he may see fit for the loads he's carrying. The licence requirements are PSV or CT.

**MR. ADAM:** Mr. Chairman, whose responsibility is it to see that the truckers are adequately covered for extra insurance? Who is responsible for that, just the trucker? Who controls that?

**MR. ORCHARD:** The trucker is responsible for assuring that his load and his vehicle are adequately covered to whatever value he wishes to place on them.

**MR. ADAM:** So I presume then it's up to the customer who hires that particular trucker to find out whether or not he is adequately covered to transport his goods in case of an accident or a fire or something along that line. The Minister said that last year there had been spent \$1,500,000 on winter roads. Did we go over budget, is that an over-budget there or was that the amount that was requested?

**MR. ORCHARD:** That was on budget, Mr. Chairman. Is the Member for St. George gone? — (Interjection)— The \$850,000 that we've got in Mechanical Division is the part of capital we have to receive approval for. We are purchasing \$2 million worth of equipment this year so that 1,150,000 is coming out of our depreciation sinking fund.

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

**MR. ADAM:** I think, Mr. Chairman, the Member for St. George has just stepped out of the House for just a moment; I don't know just when he will be back.

**MR. CHAIRMAN:** I don't mind, if it's just a matter of a couple of minutes.  
The Honourable Member for The Pas.

**MR. McBRYDE:** Mr. Chairman, I'm not exactly positive which item we're dealing with.

**MR. CHAIRMAN:** Item (c).

**MR. McBRYDE:** I wanted to ask a couple of questions on (d).

**MR. CHAIRMAN:** Well, I think that's the last part of this item and if I wait just a fraction you can give him his answer and —(Interjection)— it will just come back to it again. All right, (c) — pass; and we'll come back to this answer when the honourable member returns; (d) Canada-Manitoba Northern Development Agreement — pass.

The Honourable Member for The Pas.

**MR. McBRYDE:** Mr. Chairman, I wonder if the Minister could explain this item some more. When we talked about it on Item No. 6.(b) on Canada-Manitoba Northern Development Agreement, the Minister indicated that there is no money in that item because the new agreement hasn't been negotiated yet and that there probably wouldn't be a road for capital construction in a renegotiated agreement. In this case they have an item under that and I wonder if the Minister would want to explain what the item is exactly, and two, if he could explain how come this

item can be in here when the agreement isn't signed and the other one couldn't be in when the agreement isn't signed.

**MR. ORCHARD:** This item in here is carry-over funding from the previous Western Northlands Agreement. In Item 6., there were no projects not completed. There were all completed on schedule whereas in this item we've got a total of uncompleted projects that were agreed to be funded under the existing, the old Western Northlands Agreement. Upon completion of them the funding on that will be expended this year with completion of those jobs.

**MR. McBRYDE:** In the past year, the past fiscal year that's drawing to a close now, there were no items under 6.(b), that is, there was no major highway construction items as I understand it. I'm assuming then that Item 8.(d) — and the Minister didn't answer that part of my question — exactly what does this cover? I'm assuming that it must cover airstrips or some other item than highway construction. I wonder if the Minister could just give us a detailed breakdown of what has to be completed yet.

**MR. ORCHARD:** We have a million dollars worth of airport improvements; \$2,200,000 worth of resource roads and \$900,000 worth of community roads. Community roads and resource roads are Norway House, the bridge and the road construction in there and the airport improvements are — I'm not sure to which, yes, here it is — we've got eight airports with improvements being undertaken this year that were completed on the former Northlands Agreement.

**MR. McBRYDE:** Mr. Chairman, I can't remember sort of the ins and outs of carrying funds over. Could the Minister explain how he is able to do this in terms of the Federal Government being able to assign money to the province on an agreement that will have already been expired or does he understand the manifestations that revolve around that?

**MR. ORCHARD:** I certainly do, Mr. Chairman. The carry-over was able to be accomplished in this case and it wasn't the easiest thing to negotiate with the Federal Government on the Western Northlands Agreement, but the major portion of that appropriation is in the Norway House, construction of the bridge, etc. Now, we made the case with the Federal Government quite successfully that it was them that held up the Privy Council Order transferring the right-of-way to the province and to the Crown of Manitoba on the roads that were required, and it was secondly, the Federal Government under The Navigable Waters Act which delayed unduly so that we couldn't — well, not unduly, it was a normal process of application. I don't want to reflect on the Federal Government on that one but it was the application to The Navigable Waters Act that prevented us from starting construction on the Norway House bridge last winter. We had to go through the hoops of applying for Navigable Water Act clearance and designing the bridge to comply with it.

So because it was in the Federal Government's jurisdiction that certain approvals were held up that

we successfully made the case that these funds should be naturally carried forward. They agreed and we added in the airport improvements as well.

**MR. McBRYDE:** Mr. Chairperson, I wonder if I can assume then that the listing last year being \$6.5 million whether in fact only half of that was spent. (Interjection)— I'm sorry, 4.8 million, Mr. Chairperson, whether not all of that was spent in the last season because these projects were delayed and now appearing again in this year's Estimates.

**MR. ORCHARD:** I'll get that figure in a moment. To answer the Member for St. George on his question of equipment, the \$850,000 that we're voting in Capital goes towards \$2 million worth of equipment purchases that we're putting up and there's a \$1,150,000 coming out of the revolving fund.

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

**MR. ADAM:** While we have just reverted back momentarily, I want to ask the Minister, the \$600,000 that's Recoverable from Canada, I presume that would cover winter roads on reserves; is that correct?

**MR. ORCHARD:** Just the Me-Ki-Si one.

**MR. ADAM:** Just the Me-Ke-Si one? I see. We are now getting a breakdown of the other projects. Is that what we're getting a breakdown on now.

**MR. ORCHARD:** Yes.

**MR. ADAM:** The amounts that have been spent last year. Are we getting a breakdown of whether the 6.505 have been entirely spent or has some of it lapsed and we are now getting a breakdown on the 2.277 million that the Member for The Pas has raised. I believe it's been established that the Norway House bridge, the cost of that construction is under this item?

**MR. ORCHARD:** Which item are you referring to? We've passed (c), are you working on (d) now?

**MR. ADAM:** I don't when we've passed (c), Mr. Chairman.

**MR. ORCHARD:** Well, we passed (c) to . . .

**MR. CHAIRMAN:** Quite some time ago. Is your question under (c)?

**MR. ADAM:** The questions that I've been raising now are relating to (c), Mr. Chairman. I'm trying to get a breakdown of how much money was spent last year, if there is any lapse there and I think the question was raised by the Member for The Pas just before me and he was waiting for a reply and I wanted to know whether the Norway Bridge and what other appropriations or expenses make up the 2.277.

**MR. ORCHARD:** Mr. Chairman, I indicated in detail to one member opposite what the \$2.27 million entailed. I indicated why it was decreased and that all the money in the \$6.5 million last year was expended.

**MR. CHAIRMAN:** (d) — pass; (e) — pass.  
The Honourable Member for The Pas.

**MR. McBRYDE:** Could we have a breakdown of what's proposed in terms of No. (e)? — (Interjection)— I'm sorry, that's the recoverable amount. How and why is the recoverable amount there?

**MR. ORCHARD:** That's where the Western Northland funding is in, Mr. Chairman.

**MR. CHAIRMAN:** (e) — pass; Clause 8 — pass.  
Resolution No. 86 — pass.

Resolved that there be granted to Her Majesty a sum not exceeding \$5,767,100 for Highways and Transportation. Acquisition/Construction of Physical Assets \$5,767,100 — pass.

Resolution No. 87, Clause 9, Motor Vehicle Branch, (a) Management Services, (1) Salaries.

The Honourable Member for Ste. Rose.

**MR. ADAM:** Mr. Chairman, I wonder if the Minister would be amenable to giving us an overview of what's happening in this particular area and that will get us to the Private Members' Hour and we'll come back after supper and go into the nitty-gritty of each item if that's agreeable with the Minister.

**MR. ORCHARD:** I take it that the Member for Ste. Rose is giving me the open licence to burn up the next three minutes in explaining the appropriation.

The Motor Vehicle Branch is of course responsible for drivers' licensing, vehicle licensing, for driver testing, the Provincial Safety Program for driver training, maintenance of all driver and driver accident records and convictions. They are the department that sends you, under the signature of my Assistant Deputy Minister responsible for Motor Vehicle Branch, a letter if you achieve six points because you have been a little too hasty in getting somewhere some day and have exceeded the speed limit too many times. Under this appropriation we are undertaking the new Critical Item Inspection Program for commercial vehicles.

This is the appropriation also under which we are proposing to inspect all school buses this year in the province instead of the 50 percent and something less than 50 percent on previous years. This is also the appropriation which provides the funding to the Canada Safety Council, the Manitoba Safety Council and the Traffic Injury Research Foundation of Canada.

The Motor Vehicle Branch also holds the membership in the CCMTA, the Canadian Conference of Motor Transport Administrators and the American Association of Motor Vehicle Administrators. It is this department that successfully participated last year in the negotiations with the other provincial Ministers of Transportation in developing the Commercial Vehicle Agreement, the first of its kind in Canada, whereby now nine jurisdictions, the excepting jurisdiction being Prince Edward Island, are party to the Commercial Vehicle Reciprocity Agreement whereby a franchise carrier operating in all nine of those provinces pays only one plate-fee and it's pro-rated on the basis of mileage to all of the jurisdictions. This is something that the Canadian motor transport industry has been



requesting for many many years and I think members of staff in the various Motor Vehicle Branches and Departments of Highways and Transportation across Canada deserve a lot of credit for sitting down and working out the details. I certainly enjoyed in the last year-and-a-half as the Minister representing the Province of Manitoba, working with the other Transportation Ministers across Canada in developing the Commercial Vehicle Agreement. It was not easily done, because as you can well appreciate when you are trying to come up with an agreement between ten differing jurisdictions, as we have witnessed in the constitutional debate of late, it is sometimes difficult to achieve unanimous agreement and I feel very very pleased that Ministers of Transportation across Canada have agreed to the reciprocity agreement for the trucking industry. Prince Edward Island has not signed — becoming a signatory party to the agreement does not reflect their agreement in principal to the agreement. It is a detail that they have to work out in terms of cost-sharing because their mileages are quite short.

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

### PRIVATE MEMBERS' HOUR

**MR. SPEAKER:** We are now under Private Members' Hour. First item today is Public Bills.

**MR. SPEAKER:** Bill No. 14. The Honourable Member for Inkster.

**MR. GREEN:** Mr. Speaker, I'd request leave of the House to let this matter stand. (Stand)

**MR. SPEAKER:** Proceed down to Resolution No. 8. The Honourable Member for Fort Rouge.

### RES. NO. 8 — CARE FOR THE ELDERLY

**MS. WESTBURY:** Mr. Speaker, I move, seconded by the Honourable Member for Winnipeg Center.

WHEREAS the elderly in our society have largely been isolated and denied the means to maintain a decent standard of living;

AND WHEREAS the majority of Canadians over the age of sixty-five fall below poverty income levels;

AND WHEREAS a sense of being of little worth has produced a tragically high suicide rate among the elderly;

AND WHEREAS the burden of parental support falls more heavily on those least able to assume the task;

AND WHEREAS many of those in professions which provide services to the elderly and in organizations established to assist senior citizens recognize that many older persons are subject to social, economic, and physical abuse by virtue of their age;

THEREFORE BE IT RESOLVED that the government commit itself to:

(1) compiling all relevant data associated with aging and the elderly, with a view to devising

specific policies to address social and economic neglect.

(2) the principle of subsidizing home as opposed to institutional care for the elderly where possible.

### MOTION presented.

**MR. SPEAKER:** The Honourable Member for Fort Rouge.

**MS. WESTBURY:** Mr. Speaker, the purpose in bringing this Resolution to the House is not only to urge government action but also in the hope of drawing the attention of society to the problems to which I have referred in the Resolution.

Since I filed this Resolution the Council on Aging has brought forward its report, and it's interesting I think to see that many of my concerns are also their concerns. I hope that the House will see fit to support this motion, Mr. Speaker, in order to solidify the intentions and deliberations of the Council on Aging and to give credence, if I may say so, to their recommendations.

Relative to the attitude of society I want to demonstrate the point I'm trying to make about government being able, sometimes, to act as a leader in the attitudes of society by referring to the fact that not so very many years ago we heard racial slurs in conversation, which perhaps we didn't like but which were much more common than they are today. Mr. Speaker, we used to hear them in everyday conversation; we do not hear them, I suggest, today and I think one of the reasons for that is that government was a catalyst in legislating that certain racial and ethnic attitudes and biases were not acceptable in law. They made them also unacceptable socially, and even though, perhaps, it took a little while for people in their hearts to reject some of these biases, now I think we live in a much healthier society because of government action. Government attitude and people's attitude can be effected positively and by passing of this motion as has happened in the past with motions to do with ethnic bigotry.

In reference to Whereas No. 1, it is estimated, Mr. Speaker, that more than 5 percent of people over 65 live in one room; a decade ago that was over 90 thousand people in Canada. Many of these rooms have substandard facilities. I've been in some of these places in my own constituency. You can ask anyone, who delivers Meals on Wheels, if that isn't true. The occupants have few rights and they have very little legal protection.

Transportation is another factor that greatly affects the lives of old people and their participation in social, religious and community activities. Few old people drive cars. Most of them depend on the public transportation system and generally the public transportation system is unresponsive to their needs. Bus service, particularly, is inadequate in the evenings and on the weekends; on Sundays, when the elderly need it most.

Another problem is the physical design of transportation facilities; the high bus steps, which are a real trial for elderly people. I understand the Mayor of Los Angeles was talking about that very matter in Winnipeg just this week and whereas they have tried having lower bus steps for elderly and handicapped

people. That hasn't worked out very well either and I can see there will be difficulties in a climate such as ours, but it is a real trial and I think it's a problem that should be addressed if we're to attract more people onto the buses and make them more independent in their moving around in the city.

On the other hand, as far as their running cars is concerned, some of them who live in government housing, for instance, are criticized if they run cars. One of my constituents has told me that she is severely criticized by the management of her MHRC apartment building because she drives a car. She goes without a lot of other things in order to retain this luxury, if it may be called a luxury, and she says if she has to give up her car she'll end up sitting day in and day out watching Cable T.V. and gradually fading away.

Mr. Speaker, the Minister who was formerly responsible for Manitoba Housing has said that that's rot. Perhaps, he'd like to meet my constituent and suggest that she should have written him a letter. Well, Mr. Speaker, the experience of my constituents in referring their problems to the Minister responsible for Housing has been a negative one, and a depressing one for them and rather a paranoid one for him apparently, Mr. Speaker.

In 1973 Nutrition Canada conducted a National Health and Diet Survey, which concluded that 80 percent of women aged 65 and 66 are overweight. I think a lot of other women are overweight too, but in particular with the elderly he found this. The elderly, in general, suffer from poor nutrition they found, because of factors such as poverty, loneliness, depression, bad or unaffordable dentures, illness and practical difficulties in going up and down stairs. Many give up cooking and eating fresh and nutritious foods, such as milk, whole wheat bread, lean meat, eggs, fruits and vegetables. Instead they are inclined to eat junk foods such as coffee, toast and biscuits. This helps in the decline of the health of the elderly. It contributes to their depression, Mr. Speaker.

Medical care has greatly improved for the elderly over the past 20 years. Medical consultations and treatments are now completely free everywhere in Canada for people over the age of 65; and in five provinces they get drugs completely free. In our province they get 80 percent of drug costs over \$50 a year, as you know, Mr. Speaker. But other essential medical aids which are also expensive, such as hearing aids, eye glasses, dental care and surgical and medical equipment are less well covered and I'm told that only Alberta provides them on a free basis to its senior citizens. I am informed that our present medicare programs contain disincentives to proper geriatric treatments.

One, and I'll be referring to this again later in the debate, is that doctors get a set fee for every service rendered. Older people generally take longer to examine and some physicians, I am told, process them more hurriedly than is desirable for these old people. Elderly people need house calls, they can't get them. There is a service in the city, and a needed service, and I was delighted when it started where a group of doctors is providing house calls, Mr. Speaker. My understanding is that mostly they can only respond to crisis situations and the elderly really need to see the doctors and the medical people who are looking after them all the time.

I see the Minister, I don't know if he's taking notes on my speech, all I'm trying to do is describe the situation. I'm not pointing fingers at anyone. I'm trying to describe the situation as it applies, mostly across the whole country and the attitude of society and what has become acceptable to society, Mr. Speaker.

Specialists in a number of countries including the U.S. and Canada have recently been reporting on the over-medication of the elderly. It has been pointed out that many of the elderly-confused patients are merely over-medicated and doesn't that arouse guilt feelings in all of us who have had old relatives that we haven't visited as often as we could, because we've been told, well their confused and they don't even know if there's anyone here. They don't know what's going on. Most of us didn't know what is now being pointed out, that the confusion may only be a result of over-medication in order to quieten the elderly patient and make him less troublesome. What a vile abuse of a person this would be if it proves to be true. I think we need more information on that but that's part of the kind of study I'm asking for.

Referring to the Whereas No. 2, Canada's Special Senate Committee on Poverty in 1970 found that in 1967 two-thirds of the over 65 people fell below the poverty levels. In 1973, in Canada, there were 1.8 million pensioners of whom over 1 million received guaranteed income supplement. It is estimated that 40 percent of the Canadian Labour Force are covered by private pension plans, most of which are non-transferable in an increasingly mobile society. This results in poverty amongst retired people. In our province rent controls have been removed and rents are climbing. A year ago, I and others asked the government to extend the SAFER Program to include those 55 and over, and I was certainly gratified, grateful when this government moved in that direction. It seems that the assistance programs only cover some people even though their income is low. The brochure that goes out says you're eligible between 55 and 64 if your 1980 income was principally 50 percent or more from pension sources such as and it lists (a) to (i) various forms of pension or compensation.

But, Mr. Speaker, what about the people who have relatively low incomes, same income as some of these people on pension but whose only income comes from interest on investments, some of those people are in just as great need and they're not covered by this SAFER Assistance Program and I hope that the government will look into that matter and perhaps they have a reason for that and we'll hear about it later on. But that's something that has been brought to my attention by some of the people who felt that they were going to be covered by the increased SAFER protection, Mr. Speaker.

Rent controls were removed without provision of adequate affordable rental accommodation and the tenants are still dependent therefore on the decency of landlords. SAFER costs can and will escalate if they're not combined with either a fair rental procedure or the assurance of adequate alternatives. I have elderly constituents, Mr. Speaker, who each time their rent is increased move to gradually worsening quarters. This contributes to the depression and the illness of senior citizens. It's not only in the health matter.

Whereas No. 3 statistics show that the elderly take their lives, Mr. Speaker, at a rate four to six times higher than the figure for other Canadians. And the desperation involved in these suicides is not confined to poor, Mr. Speaker. There was a terrible inquest the other day. It came out in the inquest report — there was a recommendation from a Provincial Court Judge that hospital staff who do not obey orders be disciplined or fired. The inquest was on a woman who had attempted to commit suicide, was placed under close observation, the doctor had ordered that she be checked every 15 minutes, this order was not complied with and the patient committed suicide. The nurse on duty said that he had seen the patient only once in a 45-minute period before she was discovered dead.

Isolation, low income and lack of social recognition produce a sense of unworthiness leading to increased rates of suicide among the elderly, Mr. Speaker.

Whereas No. 4 — according to unpublished 1961 Canada Census Data, 14 percent and this is 20 years old I admit and conditions have changed but it does help to perhaps to round out the picture and we wonder if they've changed or not. 14 percent of older persons living with their families were in a poverty situation. Nearly 24 percent were only marginally above the poverty line. And the burden of parental support in cases like this, Mr. Speaker, falls upon many of those families who can ill support them.

For the past 20 years Canadians over 65 have consistently been at the bottom of the economic heap.

**MR. SPEAKER:** The honourable member has five minutes.

**Ms. WESTBURY:** Thank you. More than half of them have been amongst the poorest 20 percent of Canadians. Most older people who live in poverty are unmarried, three-quarters of them are women. Most of those who are not recipients of company pensions can ill afford to maintain their homes. Increased number of dependent elderly are a result of the higher percentage of people over 65 of course.

Whereas No. 5, Mr. Speaker — I hope I've shown to some extent within my time limits that the economic abuses to which the elderly can be subjected. It's more difficult to demonstrate the social and physical mistreatments. Most of us would prefer to believe that they don't exist.

In researching this subject, Mr. Speaker, I've heard tales of elderly wives physically abused by their husbands, of couples cheated of their pension cheques, of an elderly woman kept in sub-human living conditions by a daughter who is a borderline retardate and I've only heard of the tip of the iceberg, Mr. Speaker.

Professionals in the field see and recognize abuse of the elderly and I want to go into that more later on in this debate because it's quite difficult trying to make your point in 20 minutes on such a matter of so many ramifications. But before I reach the end of this 20 minutes I hope I can just say that the Provincial Council on Aging has recommended passing a Motion that they be allowed to hire research assistants to be supervised by the Association of Gerontology Sub-Committee to document literature, legislation, experience relative to

financial, psychological, social and physical abuse, etc. That is still under negotiation. They haven't yet received permission to do that. The Manitoba Association of Gerontology is working on abuse of the elderly thanks to a provincial grant from the Department of Health. The member clubs of the Canadian Federation of University Women, Mr. Speaker, have recommended that Provincial Governments consider establishment of a data-gathering registry under the continuing care programs in the various provinces and I'll go into that later on.

So, Mr. Speaker, I am not talking off the top of my head. There are a number of professional agencies and volunteer agencies that are recognizing this problem in our midst and are recommending that something be done by government about it and this resolution is an attempt to answer that cry from the professionals, Mr. Speaker. Thank you.

**MR. SPEAKER:** The Member for St. Matthews:

**MR. LEN DOMINO:** Mr. Speaker, I would like to congratulate the member for bringing forward this resolution. I have a lot of problems with the specifics of the preamble and the suggestions, however I agree with her completely that this need to discuss this problem which is the aging population in Manitoba and in Canada. But, Mr. Speaker, I believe that this resolution is now very badly dated because of what the Minister of Health distributed in this House sometime earlier this week which was the first report of the Council on Aging. The Council was appointed by this government almost a year ago.

You will note if you read the recommendations of the executive summary of the first report of the Manitoba Council on Aging that this government has already committed itself to one of the suggestions which is the principle of subsidizing home as opposed to institutional care for the elderly and that indeed the Manitoba Council on Aging is undertaking to do exactly what the other major recommendation is, which is to compile all relevant data associated with aging and the elderly with a view to devising specific policies to address social and economic neglect.

Mr. Speaker, when I look at this resolution, the specifics of it, I can't help but conclude that one, the suggestions would be duplications of efforts already under way and when I look at the Whereas's when I look at the preamble to this resolution, I can't come to any conclusion but that the member is bordering on hysteria in some of these Whereas's and that we have here a series of overstatements. This is not to say that there is no problem. There certainly is a problem to some extent; it will get worse, we know some facts are evident to us and unless the fertility rate amongst the population as a whole changes drastically, that within 20 years 13 out of every 100 citizens will be over the age of 65 and within 50 years, 20 out of every 100 citizens will be over the age of 65. So we do have an aging population, we have to prepare ourselves for it, we have to prepare special programs and we have to prepare the government and society as a whole to cope with the changing circumstances in the demographics.

However when you take a look specifically at the Whereas's I believe that they're just totally inaccurate in most cases. The first Whereas neglects to mention

that in excess of 90 percent of the population over the age of 65 continues to live by themselves and care for themselves amongst and at large in society. The isolation referred to is and has been addressed by this government, by the previous government, and I hope that we'll continue to look for ways to ensure that our elderly citizens are not isolated and not neglected.

Take for instance take some examples, take for instance the Home Care Program, an excellent program — does a good job, there are certainly ways to improve the program — it may need to be enlarged. But presently 7,000 Manitobans are receiving help under the Home Care Program. It may seem strange to members that I should rise second to speak on this matter because I believe, I'm not sure of all the birth dates of members in this House but my birthday was just a matter of a couple of weeks ago and I turned 31 so that I've got a while to go before I reach retirement age.

However —(Interjection)— in my constituency I have a large number of elderly people. To be exact

**MR. SHERMAN:** I'm not much beyond that myself.

**MR. DOMINO:** The Minister of Health assures me that he too is in that same age category. However, Stats Canada informs me and if I look at the facts and figures that the constituents I represent are older than the average for the Province of Manitoba and that indeed I represent on average a constituency with a large number of elderly people. So their problems are real to me and as I go about the constituency doing my job on a day to day basis I come across many people who are helped and whose problems are relieved by the Home Care Program.

Just a matter of a couple of days ago I came across an example of an elderly wife who cannot care for herself alone, she's bedridden and the Home Care Program supplies assistance so that she can remain in the home with her husband and continue to live a reasonably normal life. Homemakers are supplied under the program to help those needing it, the homemakers job is to keep the house clean and safe. Home Care supplies assistance to children who want to continue to live with their parents, who may have to both work during the day. Home Care will supply some assistance so that during the day someone is there to take care of the elderly parents and in the evening the children can undertake the responsibilities.

Mr. Speaker, there are many ways that this program can help and it does help but the basic purpose of the Home Care Program is to relieve families of stress and to help the elderly remain in their homes. So we already have a program attempting to do that.

Mr. Speaker, a much newer program but also a very important program is Adult Day Care. Presently there are 21 adult day care centres in operation. They're mainly connected with personal care homes. We began to set up this system in 1979. They address themselves to the physical and the mental needs of individuals who otherwise would indeed be isolated and would be isolated from society. The program is aimed at those who are in danger of losing their independence. Individuals who take care

of the adult, to take part in the adult day care program, are usually frail, sometimes are suffering from a loss of a spouse or sometimes some physical difficulty, other times from a chronic disease of one type or another, but the common denominator is that they all require extra social interaction and some health supervision and that is supplied by the Adult Day Care Centre.

The Adult Day Care Centre also supplies a bit of a rest for relatives who may want to on a continuing basis take care of their elderly parents or their elderly relatives but who on occasion need a break from those responsibilities — An excellent program.

Mr. Speaker, we also have and we're talking now about the isolation of seniors. The situation may not be perfect but it is not nearly as bleak as the member painted it. There is of course the Home Care, the Adult Day Care, this government and other governments in this country have also emphasized senior centres. There are 300 senior citizen organizations presently operating and functioning in Manitoba and they range from everything from informal drop-in centres without any particular program to organizations and groups run by the Age and Opportunity Bureau which are structured and have a program on an ongoing basis.

Mr. Speaker, the member opposite talks about the isolation and the need for bringing out elderly citizens out of isolation and I would agree that we still have a way to go in this area. But I would ask her not only to preach to this Legislature, but to talk to her own party. Between 1973 and 1977 in what I believe was a very forwarding looking program, the Federal Government set up a program to help provinces and groups build the physical facilities necessary for senior citizens drop in centres and other organizations and groups like that, but it was cut off in '77 before the program really got going. I know personally the need for it, because I am very actively working with the senior citizens group in my area, the West End Senior Citizens, and they're an active group and they do a good job and they supply activities. They help to contribute to the community, but the facility they're in now is inadequate. They are forced to look for a new building, or to build a new building somewhere or to find one. They could use this program, but it's not there now.

Before the member gets too exercised about what this government is not doing or what this province is doing or not doing, I would suggest that she look to her federal counterparts. She might have some influence with the Liberal Party who is in office in Ottawa; she might be able to convince them to restore a program like this.

Mr. Speaker, this province also helps to fund employment centres for the elderly. The Department of Health presently staff seven people who go out into the rural areas of this province and are trying to develop and encourage senior citizen drop in centres throughout the province. Most of them now tend to be located within the City of Winnipeg.

Mr. Speaker, in the preamble, the Member also speaks about low income. That is a problem, particularly of elderly female citizens in this country, but it's not a problem that can be solved instantly. This government and the Federal Government and other governments have taken some steps to rectify the situation with the supplement programs, through

the SAFER programs and other programs of that type. The real change here has to come — and we have to change society and how society views women, job opportunities available to women, maybe the laws concerning compulsory retirement. I certainly don't believe compulsory retirement is a far approach. I think that we should look at that.

We have to also find ways for widening employment opportunities for the young and middle-aged women. And we have to educate all Canadians as to the needs, to the future needs, for the fact that you can't expect to retire and live on a government pension, because if you expect that, you are inevitably going to be a person who has to live beneath the poverty level. Because the governments and society does not seem to have funds available, resources available, to guarantee everybody a high standard of living after they retire. Some of those efforts have to be taken by yourself on a personal basis at a much younger point in your life.

Mr. Speaker, the member also talks about the high rate of suicide, and there is a tragically high rate of suicide among the elderly; I would agree. There is a tragically high rate of suicide amongst all citizens in this country, the young and the old. I've checked the statistics, Mr. Speaker, and I can't agree with the member opposite; either her stats are out of date, or maybe she's misinterpreted the information. But I don't believe that the suicide rate is that much higher amongst the elderly. Take a look at the last figures available for Manitoba. Just as one example, take 1978. Those are the last figures available. There were 122 suicides amongst the male population that year. Thirteen of those males who committed suicide and 13 is way too many, one is way too many, but 13 of the 122 were over the age of 65. That's about 10 percent of the total number. It's a little higher than that percentage of the population who are over 65, but I don't believe that it's a drastic problem.

Mr. Speaker, the government is committed to expanding its effort in the area of psycho geriatrics and I think this will have some help, will provide some help.

Now we go to the other preamble which talks about the burden of parental care falling on those least able to afford it. The member's comments in this House helped to clear up my confusion on this a little, because my initial reaction was to think, well, there indeed are hardship cases and there indeed are problems. But generally, when a person is called upon to support or assist their parents, they usually fall in the 40- to 50-year age bracket. By the time your parent is old enough to require the assistance, most citizens find themselves, at that point in their life, when they're at the peak of their earning capacity, and should be in the best position at that point to support a parent. That may be an old fashioned approach, but in my family, it's an approach that hasn't yet gone out of style. I think that children have some, at least some responsibility if they have the ability to support their parents.

Mr. Speaker, also in this regard, I want to make mention of our personal care, of Manitoba's personal care system. It's one of only three in the whole country that's totally insured. At least members opposite who sit with the ND party, if they get too complacent, they should note that Saskatchewan, with the Heritage Fund, with their potash, with their

oil, they don't fully ensure personal care beds and personal care, but we do in this province. British Columbia, Manitoba, and Alberta are the only provinces which supply fully insured personal care and certainly, if an individual's family can't support them and they require intensive care, it's never denied; it's available in personal care homes.

Mr. Speaker, the other preamble talks about many older citizens being victims of social, economic and physical abuse. Mr. Speaker, I would concede that there are specific examples of the abuse in all three areas. There are also specific examples of abuse in those areas with people under the age of 18 and with people between the ages of 18 and 65.

But, Mr. Speaker, the Council on Aging doesn't agree with the member opposite. The Council on Aging looked at this, at least in their first report, they attempted to find examples of widespread abuse; they found none, it's in the report. Now they might not have looked everywhere; the problem may exist, but the evidence I have available to be as recent as the latest report, suggests there's not a widespread problem which requires immediate and massive government action.

Mr. Speaker, the preamble also, and this I truly regret, the preamble totally ignores many other worthwhile programs, which attempt to deliver services to the elderly. And, Mr. Speaker, I'm not at all ashamed to say that some of those programs started when the ND party was in.

**MR. SPEAKER:** The Honourable Member has five minutes.

**MR. DOMINO:** Mr. Speaker, I always seem to have this problem of there not being ever enough time. But programs such as the personal care homes, home care, adult education, elderly persons' housing, the shelter allowance for the elderly — an excellent program; one of the best innovations. It allows them independence. They can choose where they want to live themselves. They can now afford to either live in government housing or in the private sector. The money is there.

The member mentioned that since rent control, she knows examples of people who have consistently had to move with each rent increase into more dilapidated housing. I can provide her with examples of people who since SAFFR have been able to improve drastically, the kind of housing they can afford, because they receive assistance under SAFER. Manitoba Supplement for the Elderly is another example of assistance, of efforts. This government is concerned.

Mr. Speaker, none of what I say would I mean . . . nothing of what I've said so far, would I want to have interpreted as suggesting there's no need for change. There is need for change; there is need for improvement. There always will be need for improvement.

Mr. Speaker, I believe that we have to work through the Council on Aging. The Council's terms of reference were to advise the government on the gaps and duplications and the areas of concerns, it's done an admirable job. I would like to publicly here congratulate all of them. I think their first report is excellent. They've made some recommendations for improvement; 29 specific resolutions.

During the course of the next year, they're going to look into preparing detailed reports on five areas —

Information, Health and Social Services, housing, education, and transportation. When these reports are received, we will receive a clear understanding of what senior citizens themselves perceive to be the needs, not what government perceives to be the needs, but what the senior citizens themselves perceive to be their needs and their suggestions on government action.

Mr. Speaker, before my time runs out, I would like to propose an amendment, which I think will greatly improve this member's resolution, which at present is faulty.

Mr. Speaker, I would therefore like to propose the following amendment, seconded by the Honourable Member for Springfield, that the proposed resolution of the Honourable Member for Fort Rouge be amended by striking out all the words after the word "have" in the first line thereof and substituting the following therefore: contributed immeasurably to the greatness and progress of Manitoba;

AND WHEREAS Manitoba's programs for the elderly include personal care, home care, adult day care, elderly persons' housing, shelter allowances for elderly renters and the Manitoba supplement for pensioners, endeavour to provide our elderly with their rightful entitlement to have an income security and are acknowledged as among the best programs of their kind in North America;

AND WHEREAS the Government of Manitoba recognizes that new challenges are emerging for all our social institutions as a result of the steadily increasing size of our elderly community as a proportion of our total population;

AND WHEREAS the Government of Manitoba established the Manitoba Council on Aging in 1980, to help explore the impact of these changing age demographics and makes recommendations to assist in development of policies to accommodate them;

THEREFORE BE IT RESOLVED that this House do commend the Manitoba Council on Aging for its valuable assistance thus far, in evaluating the effectiveness of parent systems of service to the elderly in Manitoba and identifying some opportunities for possible further service initiatives.

**MR. SPEAKER:** Order please. It has been moved by the Honourable Member for St. Matthews, seconded by the Honourable Member for Springfield . . .

**MR. CHERNIACK:** Mr. Speaker, I wonder if you might have extra copies.

**MR. DOMINO:** Mr. Speaker, I didn't know I was obliged to supply other copies.

**MR. SPEAKER:** Are there any copies? It should be a courtesy to the other members of the House.

It has been moved by the Honourable Member for St. Matthews, seconded by the Honourable Member for Springfield, that the motion be amended by striking out all the words after the word "have" in the first line thereof and substituting the following therefore: contributed immeasurably, . . . dispense?

**MR. CHERNIACK:** No, Mr. Speaker, we haven't had a chance to read it.

**MR. SPEAKER:** . . . contributed immeasurably to the greatness in the progress of Manitoba;

AND WHEREAS programs for the elderly including personal care, home care, adult day care, elderly persons' housing, shelter allowance for elderly rentals, and Manitoba supplement for pensioners, endeavour to provide our elderly with the rightful entitlements to health and income security and are acknowledged as among the best programs of the kind in North America;

AND WHEREAS the government of Manitoba recognizes that new challenges are emerging for all our social institutions as the result of the steadily increasing size of our elderly community as a proportion of our total population;

AND WHEREAS the government of Manitoba established the Manitoba Council on Aging in 1980 to help it explore the impacts of these changing age demographics and make recommendations to assist in the development of policies to accommodate them;

THEREFORE BE IT RESOLVED that this House do commend the Manitoba Council on Aging for its valuable assistance thus far, in evaluating the effectiveness of the current system of services to elderly Manitobans and identifying some opportunities for possible further service initiatives.

Are you ready for the question? The Honourable Member for Winnipeg Centre.

**MR. J.R. (Bud) BOYCE:** Mr. Speaker, of course, I don't think there is any difficulty in supporting the Motion. It's regrettable the government found it necessary to go through this little act. It's too bad that these two gentlemen that just went through this little act didn't have it as well rehearsed as the Minister of Agriculture and the Member for Rock Lake the other day.

Just briefly, Mr. Chairman, I don't know why it's necessary. I said in another matter if an idea comes from somebody it's automatically bad. If you look, Mr. Chairman, at the third Whereas — And Whereas the Government of Manitoba recognizes that new challenges are emerging, da da da da, and it goes on, compile all relevant data associated with aging and elderly with a view to devising specific policies to address social and economic neglect. They're not changing one whit and when the member chided the Member for Fort Rouge, I thought she was most reasonable in the manner in which she had presented her Resolution to the House, albeit the attempt of some members opposite to provoke. She said she wasn't laying fault, she wasn't laying blame on anyone. The Member for St. Matthews found it necessary to adopt this adversary role even on something we all agree with and he tried to use statistics. I happened to be out of the room, I was listening on the TV thing when he said 13, isn't it terrible that there's one and you said even one is bad. So, Mr. Chairman, not to prolong the debate and perhaps there's a willingness of the House if we pass this Resolution to call at 5:30, but I don't think there's any objection on this side of the House to the passing of this amendment but just to the fact that it's an unnecessary amendment and that the Resolution as presented by the Member for Fort Rouge herself was a good Resolution.

**QUESTION put on the Amendment, MOTION carried.**

**MR. D. JAMES WALDING:** Mr. Speaker, I was about to remind you that the vote was on the amendment and not on the motion itself.

**MR. SPEAKER:** We have not as yet dealt with the amended motion. We just passed the amendment. Now we're dealing with the motion as amended.

The Honourable Member for Fort Rouge.

**MS. WESTBURY:** Yes, Mr. Speaker. I hadn't expected to have two opportunities to speak on the one day. I agree with the Member for Winnipeg Centre that there seems little reason to vote against this amendment except in the disappointment of having a government which is so unwilling to accept any suggestion for continued action on its parts. It seems to be, I've found since I was here, against their principles to accept any suggestions and I suggest that leads to disappointing and deficient government. They would be better if they would once in a while accept a resolution that they can stand and praise. The same thing happened last year with this government when a member stood and praised a resolution that I brought in on historical buildings and taxation for 19 minutes, and then in the last minute introduced an amendment.

The Member for St. Matthews did question some of the facts that I had presented in introducing the motion and I want to tell him that I carefully checked out everything that I said. I did a lot of work in researching this. It hasn't been put together in the two days since we received the Report on the Council of Aging, Mr. Speaker. In fact, I was surprised to have the Report of the Council of Aging appear after my Resolution had been submitted and before it was actually moved onto the Order Paper. I was surprised and I was gratified, because in my first looking at it and the recommendations, I see that we are closely following each other in our concerns and they should be everybody's concerns, Mr. Speaker. This isn't a matter on which we should be indulging in one-upmanship, Mr. Speaker. We should be trying to present the facts and the needs and meeting the needs.

I referred briefly in closing my introductory remarks to the Canadian Federation of University Women and their resolution urging Provincial Governments, all Provincial Governments, to consider establishment, etc. and some of the information with which they supplied me as background information might be of interest to the member who spoke earlier and to his Minister, who obviously had given him the Resolution to second.

More old people are living in the community, their research showed them, than being put into homes or hospitals. Many of the people who become mentally incompetent are being recognized by social workers and other service givers, but these people don't always have the necessary tools to have them looked after properly. The socially incompetent are not under supervisory order since this encroaches on a person's human rights and this is one of the big obstacles to doing anything about a lot of the problems that I'm referring to. Where do we begin to encroach upon the human rights? This is something that has to be considered along with all the other matters that we're looking into, Mr. Speaker.

While we have legislation for protection of children and mentally incompetent, there's not one province in Canada that has any laws specifically intended for dealing with the vulnerable adult. Investigation, this report says, in Manitoba has turned up a wide variety of cases of abuse and it is likely that situations of

this type exist in the hundreds across Canada. The responsible government departments acknowledge that they don't know the scope of the problem. The establishment of a Registry, it is hoped, would bring this to the attention of the departments in the same way that the establishment of a Registry on Child Abuse brought that matter to the attention, and has to a large extent eliminated child abuse.

Some of the cases which they referred to me — an elderly schizophrenic in a guest home: the daughter collects the mother's old age pension and pays the bill for the home, but the mother gets no money for clothes, she has to wear the cast-off clothes of other inmates, for haircuts or even for coffee and requests to the daughter for help are ignored. The government hasn't been able to do anything to help that case.

There's an elderly woman in her own apartment, she's muddled, she should be allowed to remain there but she needs supervision as far as spending her money is concerned.

A 40-year old paraplegic lives with an 85-year old mother in terrible conditions. The mother won't allow the 40-year old to go to the Day Care Centre. How do you deal with a case like this?

An elderly lady in her daughter's care living in a poorly heated shack, poorly fed. Service givers have no power to enforce a change.

There was an elderly woman who had a stroke — an ambulance was called, the woman refused to go; she lay on the floor for six hours and nobody had the authority to do anything about it until finally six hours later they got a psychiatrist to issue a warrant and she was removed to hospital. Now at what stage did we interfere with her human rights? I think that's a question that has to be addressed and I don't pretend to have the answer, Mr. Speaker.

Nurses, doctors, social workers and homemakers have reported that they see cases of abuse on a regular basis, that they feel powerless to do anything about it. Their agencies do not encourage intervention, social workers and public health nurses shouldn't be put in a position of intervening in a domestic dispute or of investigating fraud or assault. They should, with legislation, be required to report cases of abuse to the proper authorities and perhaps then proper intervention can occur. This reporting is one of the major things, Mr. Speaker. I'm told that this does not often happen. There's just too little attention and when I sent out my Resolution to a number of agencies and a number of professionals to get their comments and suggestions, came back with an overwhelming statement from these people to the effect that something had to be done. Mr. Speaker, if what we're going to do is support the Council for Aging and its recommendations, I'll be happy to do that, because this House will have made a statement of support for the needs of the elderly. This is not a partisan thing, Mr. Speaker, and we shouldn't make it a partisan thing.

One of the professionals to whom I sent it commented: Elderly persons going into elderly persons housing appear to be on the average older than they were at the start of the program, consequently they present more problems relating to social and health conditions. The high rise concept of housing for the elderly does not seem to have been a good approach in solving elderly housing problems.

It needs a better, more imaginative approach, Mr. Speaker. This isn't a health matter; these are social matters.

A trend it is difficult to measure at this time is that of retirees in early retirement years. I deliberately didn't refer, although some of my advisors wanted me to, to early retirement because I didn't want to lose the need in that controversial issue, and I think that's another matter that perhaps we can discuss at another time. I deliberately didn't introduce it into my motion because I didn't want the whole thing lost in the debate on early retirement, on compulsory retirement.

With the mobility of the population generally there are elderly people without family in their own community. Their children are scattered far and wide and they find it impossible to deal with emergency situations. Then there are . . . a fairly common problem seems to be with those elderly people who feel that they should deny themselves a portion of their own meagre income in order to help their children in the name of duty and maintaining a place in the family structure, this person writes.

Sometimes we don't understand that, we don't understand why in view of their income they're still living in poverty situations. This person suggested that people over 65 have increasing difficulty in maintaining an adequate standard of living and thus larger numbers fall below the poverty income level, Mr. Speaker.

Mr. Speaker, in the Minister of Health's reply to my contribution to the Throne Speech he used adjectives that he uses when he get angry — simplistic, superficial, uninformed, premature, I've noticed that about the Minister of Health. I try to

accept them with gentle tolerance, that was a phrase he applied to his attitude towards me. But, Mr. Speaker, what I called for in that speech was a sort of a brief introduction to this resolution — better provision of home care and alternate institutional care.

Mr. Speaker, the President of the Manitoba Health Organization — I had it here, I'll go on to another one, never mind. On July 1980, the Chief Medical Officer of the City of Winnipeg described some of the dangers the elderly face in our city and gave examples — garbage strewn homes, drinking problems, vermin infested mattresses, the need for identification of problems and psychiatric care, the fact that some problems take months to solve or are never solved. Would the Minister called those premature or merely simplistic. In March 1980, the President of the Manitoba Health Organization said between 14 and 20 percent of all acute care hospital beds in Manitoba now are used by patients who require nursing home care.

**MR. SPEAKER:** Order please. The hour is 5:30.

When this subject next comes up the honourable member will have eight minutes.

The Honourable Government House Leader.

**MR. MERCIER:** Mr. Speaker, I move, seconded by the Minister of Health that this House do now adjourn and resume in the Committee of Supply at 8:00 p.m.

**MOTION presented and carried,** and the House accordingly adjourned and stands adjourned until 10:00 a.m. (Friday).