



First Session - Thirty-Fifth Legislature  
of the  
**Legislative Assembly of Manitoba**

**DEBATES  
and  
PROCEEDINGS  
(HANSARD)**

39 Elizabeth II

*Published under the  
authority of  
The Honourable Denis C. Rocan  
Speaker*



**VOL. XXXIX No. 30B - 7 p.m., THURSDAY, NOVEMBER 22, 1990**



*Printed by the Office of the Queens Printer, Province of Manitoba*

ISSN 0542—5492

**MANITOBA LEGISLATIVE ASSEMBLY**  
**Thirty-Fifth Legislature**

**Members, Constituencies and Political Affiliation**

NAME	CONSTITUENCY	PARTY
ALCOCK, Reg	Osborne	Liberal
ASHTON, Steve	Thompson	NDP
BARRETT, Becky	Wellington	NDP
CARR, James	Crescentwood	Liberal
CARSTAIRS, Sharon	River Heights	Liberal
CERILLI, Marianne	Radisson	NDP
CHEEMA, Gulzar	The Maples	Liberal
CHOMIAK, Dave	Kildonan	NDP
CONNERY, Edward, Hon.	Portage la Prairie	PC
CUMMINGS, Glen, Hon.	Ste. Rose	PC
DACQUAY, Louise	Seine River	PC
DERKACH, Leonard, Hon.	Roblin-Russell	PC
DEWAR, Gregory	Selkirk	NDP
DOER, Gary	Concordia	NDP
DOWNEY, James, Hon.	Arthur-Virden	PC
DRIEDGER, Albert, Hon.	Steinbach	PC
DUCHARME, Gerry, Hon.	Riel	PC
EDWARDS, Paul	St. James	Liberal
ENNS, Harry, Hon.	Lakeside	PC
ERNST, Jim, Hon.	Charleswood	PC
EVANS, Clif	Interlake	NDP
EVANS, Leonard S.	Brandon East	NDP
FILMON, Gary, Hon.	Tuxedo	PC
FINDLAY, Glen, Hon.	Springfield	PC
FRIESEN, Jean	Wolseley	NDP
GAUDRY, Neil	St. Boniface	Liberal
GILLESHAMMER, Harold, Hon.	Minnedosa	PC
HARPER, Elijah	Rupertsland	NDP
HELWER, Edward R.	Gimli	PC
HICKES, George	Point Douglas	NDP
LAMOUREUX, Kevin	Inkster	Liberal
LATHLIN, Oscar	The Pas	NDP
LAURENDEAU, Marcel	St. Norbert	PC
MALLOWAY, Jim	Elmwood	NDP
MANNES, Clayton, Hon.	Morris	PC
MARTINDALE, Doug	Burrows	NDP
McALPINE, Gerry	Sturgeon Creek	PC
McCRAE, James, Hon.	Brandon West	PC
McINTOSH, Linda	Assiniboia	PC
MITCHELSON, Bonnie, Hon.	River East	PC
NEUFELD, Harold, Hon.	Rossmere	PC
ORCHARD, Donald, Hon.	Pembina	PC
PENNER, Jack, Hon.	Emerson	PC
PLOHMAN, John	Dauphin	NDP
PRAZNIK, Darren, Hon.	Lac du Bonnet	PC
REID, Daryl	Transcona	NDP
REIMER, Jack	Niakwa	PC
RENDER, Shirley	St. Vital	PC
ROCAN, Denis, Hon.	Gladstone	PC
ROSE, Bob	Turtle Mountain	PC
SANTOS, Conrad	Broadway	NDP
STEFANSON, Eric	Kirkfield Park	PC
STORIE, Jerry	Flin Flon	NDP
SVEINSON, Ben	La Verendrye	PC
VODREY, Rosemary	Fort Garry	PC
WASYLYCIA-LEIS, Judy	St. Johns	NDP
WOWCHUK, Rosann	Swan River	NDP

## LEGISLATIVE ASSEMBLY OF MANITOBA

Thursday, November 22, 1990

The House met at 7 p.m.

### CONCURRENT COMMITTEES OF SUPPLY

#### SUPPLY—FAMILY SERVICES

**The Acting Chairman (Mr. Ben Sveinsson):** Order, please. 3. Rehabilitation and Community Living (a) Administration: Provides executive support for Programs Branch, Manitoba Developmental Centre, departmental operations and External Agencies. (1) Salaries \$341,000.00.

**Hon. Harold Gilleshammer (Minister of Family Services):** Just before we start, if I could introduce some of the staff who have joined me this evening: Joe Cels, Assistance Deputy Minister, Rehabilitation and Community Living; Ora Zabloski, Executive Director, Rehabilitation and Community Living Programs; John Ross, Executive Director, Regional Operations; Dale Brownlee, Acting Director, Community Living.

**Ms. Becky Barrett (Wellington):** I have a couple of questions on Salaries and Other Expenditures on page 55 of the Supplementary. For last year's Estimates, it was anticipated that there would be six professional/technical people and the note to that statement, which was up one from the year previous, additional staff year for co-ordination of a new training program to better serve mentally handicapped adults. As well, there is a second note in last year's Estimates that talks about increase in funding for development and training of departmental and external agency staff serving mentally handicapped adults. That was in the Estimates for last year.

In the Adjusted Vote there is a significant salary decrease from the Estimates and two staff decrease in actual from the Estimates. It was estimated that there would be six professional/technical staff which I assume was the training program for mentally handicapped adults and the Adjusted Vote states that there were four staff. I am wondering if you can explain the difference between the Estimates and the actual of last year?

**Mr. Gilleshammer:** I am informed that one position was reassigned and moved to Programs.

\* (1905)

**Ms. Barrett:** Mr. Acting Chair, and the second position?

**Mr. Gilleshammer:** I am informed that both positions have been moved to the Programs area.

**Ms. Barrett:** Does that mean then that the training program and the development and training of department and external agency staff serving mentally handicapped adults did take place, it just was shown in this year's Actuals in a different line?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** Can I know which line so that I can talk about it when we get there?

**Mr. Gilleshammer:** It is under Programs (d)(1).

**Ms. Barrett:** This area, as I am sure the Member for Osborne (Mr. Alcock) will agree, I believe is the third largest in terms of funding of the areas in the department. It is also, to my way of thinking, not being an expert in the field at this point yet, although I am learning a great deal, is I would imagine the one that is least understood by the public at large, what the programs are that are in this area, and what it is that drives this whole division.

I think people have a fair idea, or they think they have a fair idea about what social assistance is and what Child and Family Services are, and what youth services are and day care and that kind of thing, but this whole rehabilitation area and community living is, it seems to me, as I have said, the least understood and perhaps the least clear of all of the areas. So I would like to ask a few kind of general questions, particularly in the Activity Identification area, I think. ". . . divisional short and long range program planning and policy development, and service delivery implementation." That I understand to be one of the jobs of the professional/technical directly, and the managerial positions.

**Mr. Gilleshammer:** This area of administration directs the operations of this particular branch, setting policy and doing the administrative work.

**Ms. Barrett:** Mr. Acting Chairman, I guess I will ask the same question as asked in other areas. Can you give me the background and the qualifications of the

people who currently hold the four professional/technical staff years?

**Mr. Gilleshammer:** These four professional and technical positions are people who have some experience in social systems work. One is a senior policy analyst; one is a systems consultant; one is an information systems co-ordinator, and one is a quality assurance co-ordinator.

**Ms. Barrett:** So unlike the professional and technical staff in Residential Care Licensing, the job requirements in this area would appear to be less, specifically in the social work general classification, and more in having the skills to do policy development, program analysis and that kind of thing across a range of areas?

\* (1910)

**Mr. Gilleshammer:** Yes, that is correct. In the administration portion of this branch you are correct. When we get into the program part of it, you will see individuals with a social services background to a greater extent.

**Ms. Barrett:** Can you expand a bit on the interdivisional, interdepartmental and public-private sector planning and policy development activity that takes place in this particular administration category?

**Mr. Gilleshammer:** Yes, that Activity Identification covers a broad spectrum of activities including programs for community living, residences, day programs, supervised apartment living, some planning with the Manitoba Developmental Centre. They interrelate with the rest of the department and also with community public-private sector groups like the Association for Community Living.

**Ms. Barrett:** So these, particularly the professional-technical members of this Administration branch would deal directly with, for example, they would deal with ACL or would they provide background material and direction to the individuals who would deal directly with ACL?

**Mr. Gilleshammer:** It would be both. It is the office of the Assistant Deputy Minister and they would give direction both to staff but also to work with outside groups.

**Ms. Barrett:** I am trying to just put all of the various pieces together and see how they all fit in this incredibly complex department. I have some specific questions but I think I will leave them to other areas and also assume that perhaps the

Member for Osborne (Mr. Alcock) might get at some of them.

One last general kind of question is, on page 53 you outline the major objectives of this division. They are the same objectives as last year and I am sure probably have been carrying on from year to year. I am wondering if there is anywhere written or understood goals or principles upon which these objectives are based.

These are fairly concrete objectives. I am not for a moment suggesting they are not valid, but they are fairly, as I said, concrete. Is there a mission statement or goals that relate to this division?

**Mr. Gilleshammer:** I would like to indicate to you the mission and goals of the department. The mission statement: To strengthen and support Manitoba families ensuring the provision of financial assistance and social services, which protect and assist Manitobans in need in a manner which fosters self-reliance and reduced dependency.

\* (1915)

Some specific goals, No. 1, to ensure that Manitobans' basic needs for food, clothing, shelter, safety and care are met, while encouraging and supporting efforts to reduce dependency and enhanced self-sufficiency. Secondly, to protect children and to ensure the well-being of vulnerable adults providing a range of alternate or institutional care for those requiring such services. Thirdly, to promote and support independent living and participation in the community for Manitobans with mental or physical disabilities.

No. 4, to assist families in times of stress or difficulty in maintaining their integrity, resolving their own problems and fulfilling their responsibilities. No. 5, to help social assistance recipients, persons with disabilities and other Manitobans facing serious barriers to stable employment adapt to and participate in the province's work force.

Also some operating principles: No. 1, the department services should support, not replace, individual family and community efforts to resolve economic or social difficulties; (2) Community involvement and responsibility should be encouraged; (3) Services should encourage independence and support personal responsibility; (4) Individuals and families should be able to exercise a reasonable degree of choice and control over the services they utilize; (5) The department services should respect Manitobans' basic human

rights, personal dignity and ethnocultural differences; (6) Services should be affordable and reasonably accessible; (7) Emphasis should be given to prevention and early intervention; (8) Operational and financial accountability to the public must be ensured. Those are the operating principles.

**Ms. Barrett:** I wonder if it would be possible to table that summary so that we might have it.

**Mr. Gilleshammer:** Yes, it will, of course, be in Hansard when it is ready tomorrow morning and we can provide a copy for you as soon as possible.

**Ms. Barrett:** I do think at this point that I will only make one comment and then turn it over to the Member for Osborne (Mr. Alcock) and get into my specific questions when we do get into the specific areas. I was very glad to have the Minister read this mission statement set of goals. I think there are some, particularly in this area, but certainly in all the other areas, some of these goals and objectives that are less well met than some other ones and I think, particularly in this Community Living division that there are some major concerns that I have about the way that the department is heading, particularly in the independence alternate resources, independent living, degree of choice community involvement and family participation. I think there are some areas in there that I would like very much to speak to, but I will leave that for now and bring it up as we get into the more specific details.

**Mr. Reg Alcock (Osborne):** Mr. Acting Chairperson, I have a number of questions here. One of them that I will just serve notice of now, and then perhaps the Minister or staff can prepare the information and then we will come back to it before I finish.

\* (1920)

As I indicated, the lack of the '89-90 Annual Report makes it difficult to complete some of the discussions that we would like to have and I am simply going to ask for '89-90 updates to all of the tables that affect this division. So if you want to take a moment to prepare those, then I will go on with other questions and come back to that.

This, as the Member for Wellington (Ms. Barrett) mentions, is an interesting and in some ways an unusual division in part, yet some of the things it does are very clear. The Manitoba Developmental Centre is very clear, the Services for the Mentally Handicapped are relatively clear also, but there is a

large gray area and it is an area that the Minister and I have had an opportunity to discuss in the House and certainly has been an issue in this community for a long time, and that is the provision of service to dependent adults, particularly people who fall outside of specific program guidelines.

There are those persons who, if you like, fall between the programmatic cracks and it is never clear who is going to take responsibility for them, or what kind of resources are available. The Minister and I had an opportunity to discuss one case, which was the ongoing support for a young adult, and I am just wondering whether or not the administrative division has the long-range program planning and policy development responsibility for this particular division, if there are policy guidelines that will ease the problems that arise when you have these unusual cases that cross program boundaries?

**Mr. Gilleshammer:** Yes, we did discuss a case, and there does appear to be individual cases that have to be addressed from time to time by the department. In order to resolve some of these issues in the future, the Government has appointed a Working Group on Community Living. We anticipate that working group will give some direction to the department, and hopefully we can provide a better service for these individuals in future months and years.

**Mr. Alcock:** Who is on the group?

**Mr. Gilleshammer:** Yes, I can indicate the membership for the Working Group on Community Living. The chairperson and facilitator is Gail Watson. There are a number of committee members. I will indicate their names and just a point about them: Alan Sweatman from the Association for Community Living; Allan Simpson, Independent Living Resource Centre; Arlene Gibson, Manitoba Council of Rehabilitation and Work; Scott Klassen, People First of Manitoba; Michael Hill from Peat Marwick; Judy Ransom, Boissevain Collegiate; Reverend Walter Cowan, Windsor Park United Church; Harold Newis, Riverside Lions Estates; Carol Scrivner, Junior League of Winnipeg; Joyce Johnson, Women's Institute; Joyce Guss, Indigenous Women's Collective; James Teoh, Vocational ESL Program; Darryl Johnson, St. James School Division; Glen Joyal, Department of Justice; Doug Dorsey, MDC Advisory Board.

\* (1925)

**Mr. Alcock:** This is a Working Group on Community Living with a number of people on it who have experience, or at least board, if not staff experience, within a number of organizations that do specialize in providing community living. If I understand the Minister's reason for establishing this, it is to review support programs or programming in the community for what I have called dependent adults.

Is their mandate to review Government policies, or is it to review the system and identify areas where there are needs that are not being met?

**Mr. Gilleshammer:** Yes, I will just take the opportunity to indicate the mandate of this group: To review existing services for mentally or physically handicapped persons; to develop and recommend initiatives to reduce attitudinal barriers; to recommend principles, objectives and policies or programs to improve the adequacy of flexibility of services supporting disabled citizens and their families in the community; to recommend and assess pilot demonstration projects which test innovative community living approaches; to advise the Government on policy or service delivery issues referred to the working group for consideration.

**Mr. Alcock:** When are they expected to report?

**Mr. Gilleshammer:** The Working Group on Community Living will provide a final report to the Human Services Committee of Cabinet early in the new year, and demonstration projects which test community living models will be implemented following the submission of the working group's final report. The working group will review and assess evaluations of the demonstration projects.

**Mr. Alcock:** I am still hearing in this an examination of community programs, which are the kinds of programs that ACL would provide, or others. Is it their intention to review Government funding policies?

**Mr. Gilleshammer:** Yes, inherent in their review of the broad spectrum of programs that are available, and in their recommendations of pilot projects, et cetera, funding will also be a part of their mandate.

**Mr. Alcock:** And the organizational structure in this division.

**Mr. Gilleshammer:** Yes, they are not reviewing the structure of the division but the structure of the services that are provided by the division and by service providers.

**Mr. Alcock:** When was this committee struck?

**Mr. Gilleshammer:** The group was appointed by the former Minister last June, and as I have indicated we expect a report from the group in January of the new year.

**Mr. Alcock:** So in six months they are expected to review this and come forward with a report. Has there been an interim report?

**Mr. Gilleshammer:** No.

**Mr. Alcock:** Has there been an opportunity for other people, interested parties from the community to make representations to this group?

**Mr. Gilleshammer:** I am told that interested community groups have made presentations to the working group.

\* (1930)

**Mr. Alcock:** If such a group wished to make a presentation at the present time, is there still time to do that?

**Mr. Gilleshammer:** Yes, I am told that they are receiving written submissions, and as I have indicated, Gail Watson is the chairperson-facilitator. This information could be forwarded to her.

**Mr. Alcock:** This section we are discussing right now is the administration section of this division, or department, and has a responsibility for policy setting and establishing practice standards and guidelines for the people who work in this division. At the current time, it provides support.

I recognize that this working group will have some recommendations to make and there may be some alteration to existing programs. The body of policy that governs these decisions right now, are there funding guidelines in place for clients such as the one that we discussed before, where you have a young man in the care of the health system who is needing some kind of home support? Are there written policies that guide both the process and the decision-making for the kind of funding that a case like that needs?

**Mr. Gilleshammer:** There are some general guidelines that staff follow. Over and above that, these are taken on a case-by-case basis.

**Mr. Alcock:** When you say case-by-case basis, are those case-by-case decisions made by the line staff who have responsibility for working with these clients?

**Mr. Gilleshammer:** The recommendations are made by the field staff and reviewed by the supervisors.

**Mr. Alcock:** So within that relationship between the supervisor and the field staff when they are making these case-by-case assessments and decisions, is there a body of policy? Are there a set of guidelines? Are there written guidelines that assist staff in making those decisions?

**Mr. Gilleshammer:** Yes, I am told there are basic rates that come into play for the various levels of services that are necessary.

**Mr. Alcock:** When that rate structure, which is described in some sort of written policy, is deemed to be inappropriate or inadequate and we have to move to this case-by-case analysis to which the Minister referenced earlier, what is the process then? What happens? How does that staff person then move with a case? Do they take it up to a supervisory level? Does it go to the Deputy Minister?

**Mr. Gilleshammer:** I had indicated earlier that the field staff would take this to a supervisor where it would be reviewed, then it could be taken to the director level. If there is need, it could be taken to the Assistant Deputy Minister.

**Mr. Alcock:** I am just trying to sort out the differences in things that are clear and described in written policy and those things that are unclear. I think the Minister had said there were written guidelines for general cases, and then there were things that needed to be dealt with on a case-by-case basis. I am just wondering, how does that get handled? How does a staff person working one of these cases know? If it falls outside those written guidelines, how do they know how to assign funds for this? Is it simply done based on the program that the staff person puts together and then costs are assigned? Is there some secondary guideline that, perhaps, is only applied by supervisors or directors?

**Mr. Gilleshammer:** Yes, there are guidelines that cover many of these cases where they are taken to the supervisor or the director, and there are guidelines that are followed. In the case that we have discussed before, where it is an extraordinary or exceptional circumstance, then it bears scrutiny on this case-by-case basis.

**Mr. Alcock:** Scrutiny by whom?

**Mr. Gilleshammer:** In this case, since you raised it in the House, it came under my scrutiny.

**Mr. Alcock:** Rather than deal with a specific case, would that be the process for these cases? Would they eventually come to the Minister's desk?

**Mr. Gilleshammer:** I have indicated to you in the past that I did not think raising them in that manner was the way we could productively resolve some of these. The department has been involved with cases in the past where some were with the field staff and supervisor or the director, that they would be resolved.

**Mr. Alcock:** I want to spend some time on this because I think this is a really important issue. I do not want to reopen it unless the—if the Minister would like to reopen the debate on this specific case, I am quite prepared to do that. That is not the issue that I want to drive home right now, because that case is just one example of what I suspect are a great many cases where you have individuals who do not comfortably fit the very basic guidelines that are provided. I just want to understand how decisions get made in this division about resources necessary to support those cases that do not fit existing patterns.

**Mr. Gilleshammer:** There are exceptional cases. One very different from others whereby there has to be exceptional funding, that it has to go to Treasury Board, then certainly the Minister would be aware of it.

**Mr. Alcock:** What level of funding would require a Treasury Board submission?

**Mr. Gilleshammer:** This would take an exceptional case where funding through the normal channels or the normal guidelines would not be available.

**Mr. Alcock:** Then would I be correct in saying that there are perhaps two separate issues here? One is where the existing guidelines in terms of amounts of money are perhaps not adequate for the case in question and additional monies over and above the guideline are required, and the second case might be cases where the guideline does not fit, does not apply at all. Is it fair to distinguish it in that way?

\* (1940)

**Mr. Gilleshammer:** Maybe we can put this into perspective in another way. Most of the cases can be accommodated within the existing guidelines, and staff can work very creatively with per diems to try and accommodate these cases.

I am told it is a rare case that has to be dealt with outside of these guidelines, outside of the solutions that the staff are able to come up with.

**Mr. Alcock:** I would agree that the staff in this department are exceptionally creative, because they probably have the least resources of any division in this department to work with. -(interjection)-

I am not finished yet, please, Mr. Acting Chairperson. I am sorry, if I pause I will drop the finger.

**The Acting Chairman (Mr. Sveinson):** Go ahead.

**Mr. Alcock:** The question really is: At what level does the guideline recognize that staff have exhausted their creativity, that they can only be creative within this certain level?

I guess what I would like to see is a copy of the written guideline, if I may, that exists. Then I would like to know, what is the ceiling on that? What level of financial discretion do they have? At what point do they have to move up, say to the executive director's level or to the ADM and then to the DM, and I think we have an associate DM here somewhere, do we not?

**Mr. Gilleshammer:** This is a complicated area, and there are varying schedules and varying programs. We will try and provide the Member with some information on this.

**The Acting Chairman (Mr. Sveinson):** The Member for Wellington. -(interjection)- The Member for Osborne. I apologize.

**Mr. Alcock:** Thank you very much, Mr. Acting Chairperson. That is okay. I am sure Wellington is a wonderful community also.

I am still trying to sort out though—I know if an adult goes into a program run by Community Living there is a set per diem that these units agree to receive for this, but there are people who end up in unusual circumstances.

Now are the written guidelines we are talking about, the guidelines that are really described by the per diems that these organizations receive for the services that they provide. There are a number of people who do not fit the mentally handicapped labels or I suppose what we euphemistically call the post-mentally ill that wander around this community requiring some sort of service.

It is that basic level of support which I believe the Minister described was in a written guideline that

staff could apply and if the person fit that, if they could creatively find a placement within that written guideline then everything would be okay. I would like to know what their guideline is. I would like to see it in writing, and I would like to know how much money it is this year.

**Mr. Gilleshammer:** Again, I would indicate that most of the clients can be accommodated within those guidelines. I have indicated that there are varying schedules and varying programs. We will attempt to put together the information that the Member is asking for.

**Mr. Alcock:** Let us just come at it from a slightly different direction then for a moment. The Minister says that most people can be accommodated within the existing programs, and I suspect given the volume of work that this division does, that is true. Then, let me ask the question the other way. How many people currently are not accommodated by that schedule and are in some sort of special funding arrangement? How many cases?

**Mr. Gilleshammer:** I am informed that there are 60 to 70 individuals who are accommodated on a special rate.

**Mr. Alcock:** The Minister has indicated 60 to 70 individuals on a special rate. At what level will he begin calling it a special rate? What would be the lowest special rate?

**Mr. Gilleshammer:** Because of the nature of many of the clients who are in care, there is not one specific rate. It depends on the nature of the disability, also on where they are housed, whether it is in a community residence or elsewhere. It may also depend whether they are on social assistance or not. There are many, many variables that come into play.

**Mr. Alcock:** This is a division that acts as sort of a catchall for a great many complex, difficult and distressing cases. You have identified 60 to 70 cases now that you said are special rate cases. Given that you have that definition now, you have now identified a pool of 60 to 70 individuals who have special rates applied, the question is simple. What is the lowest special rate?

**Mr. Gilleshammer:** The basic rate is a variable depending on those circumstances that I had indicated. Then on top of that is a special rate which could vary from a low of \$15 a day to as high as \$120 above this basic rate.



**Mr. Alcock:** The Minister then references a basic rate which, given the various schedules that he referred to, would vary from schedule to schedule. Now would those schedules—would it be fair to say that some of those have to do with residential living or the variety of different kinds of residences depending on one's specific disability? Like if you were physically handicapped, you may be going to Ten Ten Sinclair or some place like that, and that requires a particular level of support, or if you are mentally handicapped you may go into a residence. Leaving those ones aside, the people for whom you build individual programs who live in the community, is the base rate for those people simply the social allowance rate?

**Mr. Gilleshammer:** The variable, again, depends on whether they are in a board and room situation or whether they are in a special community residence.

\* (1950)

**Mr. Alcock:** Okay. Coming back to our 60 to 70 individuals who are receiving a special rate over and above the basic rate, a special rate that varies from a low of \$15 to a high of \$120, are all of those special rates approved by the Minister? Do all of those ones, those 60 to 70, have they all passed through the hands of the Minister on their way to Treasury Board?

**Mr. Gilleshammer:** I am told that the amounts and the ceiling are established by Treasury Board and that the staff have the flexibility to work within those amounts.

**Mr. Alcock:** So a staff person in this division can authorize up to \$120 a day over and above the basic rate according to a set of guidelines that have been established by Treasury Board. It is a better system than I thought.

**Mr. Gilleshammer:** That is correct.

**Mr. Alcock:** Could the Minister table those Treasury Board guidelines that describe that?

**Mr. Gilleshammer:** We will provide the information that the Member has asked for at a subsequent meeting.

**Mr. Alcock:** So then if staff have discretion up to \$120 a day over and above the base rate, what were we talking about before when we were talking about involving the Minister in submissions going to Treasury Board?

**Mr. Gilleshammer:** The individuals that we have been talking about on these special rates and these special rate guidelines between \$15 and \$120 per day are for mentally handicapped individuals. Where we have physically handicapped individuals then we have to look at them in a different manner.

**Mr. Alcock:** For mentally handicapped individuals we have a Treasury Board schedule of special rates that goes from a low of \$15 to a high of \$120 that staff are free to apply depending upon the circumstances of the case.

**Mr. Gilleshammer:** That is correct.

**Mr. Alcock:** Of these 60 to 70 individuals, how many of them fall into this category? Are these mentally handicapped individuals?

**Mr. Gilleshammer:** All of these fall into that category.

**Mr. Alcock:** In these 60 to 70 special rate individuals we are talking about all are mentally handicapped, then what about the physically handicapped? Are there any special rated physically handicapped?

**Mr. Gilleshammer:** The group that we have been talking about then are the mentally handicapped. The physically handicapped would fall under the vocational rehabilitation area, but only for training. The others would have to be dealt with on a case-by-case basis.

**Mr. Alcock:** Now we are back to a case-by-case basis. These individuals would—is there a set of rates for these individuals if they have requirements that fall above the basic per diem?

**Mr. Gilleshammer:** Our primary responsibility is for the training under Vocational Rehabilitation. For the physically handicapped the Department of Health is primarily responsible. However, we still do consider some cases on a case-by-case basis.

**Mr. Alcock:** A two-part question: Is the Department of Health responsible for the housing and care of the physically handicapped if they require care outside of a hospital?

How many physically handicapped cases do you currently have that require this case-by-case treatment?

**Mr. Gilleshammer:** At the present time we have two people who are physically disabled that we have dealt with on a case-by-case basis. The Department of Health provides orderly service, personal care,

housekeeping and other support in the home, and many of these are also on income security.

**Mr. Alcock:** So there are two individuals who require case-by-case care? Am I correct, when I talk about this case-by-case method, that also implies some sort of special rating over and above the guidelines?

**Mr. Gilleshammer:** In the two cases I referenced, that is correct; that is the case.

**Mr. Alcock:** Do the same Treasury Board guidelines apply some sort of rate structure between \$15 and \$120 a day?

**Mr. Gilleshammer:** These two cases we speak of are over that amount.

**Mr. Alcock:** So how is their funding determined?

\* (2000)

**Mr. Gilleshammer:** This was based on Treasury Board submissions based on an analysis of how the needs of these people can best be met.

**Mr. Alcock:** Now there is a group in the community that, for want of a better term, are often referred to as the post-mentally ill. Is that a fair division? Is that a group that the department, this division would end up working with?

**Mr. Gilleshammer:** This group would mainly come under the jurisdiction of the Department of Health. However, they may access some training programs provided by this department, and they may also be on income security.

**Mr. Alcock:** Does this division currently supply services to anybody who would fit that description over and above the training services?

**Mr. Gilleshammer:** Just the vocational training.

**Mr. Alcock:** At the present time, there is nobody receiving any kind of shelter or care service, from the department, who fits this description.

**Mr. Gilleshammer:** They are not receiving services from this division. They may be on social allowance, or they may be accessing vocational training.

**Mr. Alcock:** Then is it fair to characterize the caseload that is dealt with by this division as having two parts, the mentally handicapped and the physically handicapped? Is that it?

**Mr. Gilleshammer:** Yes.

**Mr. Alcock:** We would have a total then of somewhere between 60 and 72 cases who are receiving special rate approvals, only two of which

the Minister has had anything to do with. The rest are dealt with by this Treasury Board guideline that applies to the department.

Can I ask then, what would the average caseload be for workers in dealing with these cases?

**Mr. Gilleshammer:** Each worker would be involved with 50 to 60 individuals.

**Mr. Alcock:** The intake process for these cases, the mentally handicapped clients that you deal with, would they predominantly come to the system as a transfer from Youth Services, with the exception, of course, of those who move in from out of province? Would these be cases that are known to the system prior to their becoming active with adult services?

**Mr. Gilleshammer:** There would be a variety of ways in which they are referred to the branch. Some are identified by parents. Some would be referred by the Public Trustee, and others by the various agencies that work in the social system.

**Mr. Alcock:** Given that if one has a mental handicap of a kind that would require supported care at some sort of community residence, the likelihood is that mental handicap has been identified sometime prior to one's 18th birthday—unless one has been in the Legislature for a period of time.

**Mr. Gilleshammer:** Certainly, some are known in the system and have been identified, but at the same time, there are many who have been cared for by the family and only access the system when the family can no longer care for them.

**Mr. Alcock:** Yes, well, I was not speaking so much about whether they had been cared for by the system prior to their 18th birthday, but whether they had been recognized by the system as having this particular handicap. Perhaps I was not clear about that. Certainly people who have been cared for by the system prior to their 18th birthday, the majority of those individuals would transition into some sort of care by the adult system.

\* (2010)

**Mr. Gilleshammer:** There are cases that are identified and make that transition from care into the adult system.

**Mr. Alcock:** All of the children at St. Amant Centre, for example, children in group homes. There is a fair number of them. I guess what would be interesting is how many, on an annual basis, outside of those that are coming in from those resources, how many

on an annual basis come from outside? What proportion come from which system?

**Mr. Gilleshammer:** There seems to be an even distribution of ones that are coming up through the system through the schools and institutions and foster homes, and the other half coming into the system from families who have cared for these individuals.

**Mr. Alcock:** So 50 percent of the cases that come under the care of this division are clients who were previously known to the children's services, either Children's Special Services or Child and Family, the education system, St. Amant Centre?

**Mr. Gilleshammer:** That is correct.

**Mr. Alcock:** Given that this is the policy-making division or policy-making portion of this division, are there written guidelines that describe the transition process from children's to adult services?

**Mr. Gilleshammer:** Yes, there are written guidelines and some information we can provide for you that has been prepared by Family Services in conjunction with Health and Education.

**Mr. Alcock:** I would be interested in receiving those.

Let us come back to the schedule of rates for a moment. This base rate, when we spoke before the Minister referenced that there were a lot of different schedules, varying numbers of schedules of rates for supportive individuals.

When we come forward and look at the case, so far we have 60-70 on a special rate because they are mentally handicapped, two because they are physically handicapped. We only have two categories. You are either physically handicapped or you are mentally handicapped if you are in the care of this division.

How many schedules of rates are there?

**Mr. Gilleshammer:** As I indicated before, we have struck a Working Group on Community Living to look into the question of rates, among other things. These rates will vary depending on where the client is placed. For instance, in community residences the rate will vary depending on the size of the residence. We have others who are located in supervised apartment living at a different rate, and some are in a board and room situation. Many of these are on social allowances.

These are the variables that exist. It is one of the items that the Working Group on Community Living will be looking at.

**Mr. Alcock:** I am going to stop this here at this point. We will come back to it when we get into the operating divisions that actually have responsibility for delivering services.

I want to ask a couple of questions about this working group, because I am told that one of the significant issues in the relationship with this division—and it is one that by the Minister's own figures would, by definition, encompass one-half of the caseload dealt with by this division—is that transition from childhood to adulthood. Often we end up in exactly the circumstances we ended up in the one case that we have discussed.

I suspect departmental staff could bring forward any one of a number of others where there is a perception that transition process is not very clearly defined, or if clearly defined is not very adequately enforced or followed.

When people are working with 60 individuals, all of whom have significant needs, that it is sometimes difficult perhaps to do some of the preplanning that is necessary.

Even with the protocol that provides for six months of advanced work as a child approaches 18, often people approach the age of 18 with no plans in place, or if there are plans in place no funding to support those plans.

(Mr. Marcel Laurendeau, Deputy Chairman, in the Chair)

I am surprised, frankly, and I am going to take this information back to the people in the field who have raised this with me, to note that the workers have discretion up to \$120 a day over and above the base rate. I do not think that is generally known, and I think if that is the case then that may solve some of these problems.

I guess the concern I have is that there are two boundary issues that, at least in my experience, have been an ongoing issue. One is the relation between Health and these services. The other is this transition from childhood to adulthood.

I would encourage the Minister—it is unfortunate, and I realize this Minister did not strike this committee, that we have a committee in place that seems to be centred around how to design effective community residences and community programs. They represent a wide cross section of skills without representation from those other two areas. I think some representation from Child and Family would be important, from St. Amant and from some people

in the health field, because it is the relationship between this division and mental health, for example, that has been an issue at times.

I am going to leave this, and I am prepared to pass this with one final comment. It is my experience that this division works with extremely difficult and I think distressing cases. It is probably the most poorly resourced division in this department in my experience.

\* (2020)

**Mr. Gilleshammer:** I thank the Member for his comments. I have had the opportunity to visit the Manitoba Developmental Centre and also St. Amant in the last few weeks to get a better understanding of some of the individual clients and get a better idea in my mind of some of the issues out there. We are hoping that the working group that has been struck is going to provide us with some beneficial information and hopefully address some of these issues that are before this branch.

**Mr. Alcock:** Just let me illustrate—you see there is another piece that I think is of concern here. The Minister will have noted the articles in *The Sun* on homelessness and individuals who live on the streets.

One of those individuals lives just across the river here, or hangs out right across the river anyway. We know him quite well in the Village.

The concern is that we have an increasing number—and we talked about this at the start of this process in the Research and Planning, about the number of homeless people and particularly the post-mentally ill who are wandering our streets and living in back alleys and under staircases, and the like.

In this division, presumably if a person wishes to seek help—and the Minister made the point that anybody who wishes housing can avail themselves of it, and as an adult this may be the division that they end up in seeking some sort of support, a combination of this and income security. The question is: What, if any, sort of outreach is being done with these individuals? Why do we let an obviously mentally ill individual stand in the snow without anybody spending any time worrying about that, or anybody reaching out to him and seeing if there is some way to offer him some sort of assistance?

I would submit that part of the reason why this division is not equipped to do it is it simply does not

have the staff resources or the support and chronically has not had because this clientele never receives the kind of political support that perhaps it should.

It just concerns me when I see the working group focusing on sort of doing better at something that it does already do well. I mean, I commend it for it. I think that is great. I think if they can come up with more creative alternatives, terrific, but there is a piece that is being missed. This division can perhaps, particularly with \$120 a day, do some serious work.

**Mr. Gilleshammer:** We are looking forward to some positive recommendations from the working group with confidence that the chairperson-facilitator has done some very admirable work in the past. I would also say, the issue that the Member raises about individuals in society that has been highlighted in the news media this last week raises many, many issues and questions.

There would be a variety of reasons why some of them do not access the system. I have read and watched with interest some of the comments that were made by individuals who were interviewed, and some of those questions were asked. There are probably as many answers to that as there were people. In many cases there were multiple, and I mean multiple, problems that were being identified with these people, and not simply poverty but addiction to alcohol and drugs and other substance abuse.

The public awareness that this has created, I think, is good. It is an emerging problem. Government is certainly going to be one of the pieces in the puzzle to try and solve. It is an issue that I think the more information we can gather—and the working group that I have mentioned has a different focus, but I think the awareness that has been raised by the media is of value. I think one of the things it is doing is bringing forth other people who are reaching out to help solve this problem.

I look forward to some analysis from the department on these issues and some interaction with other jurisdictions, other provinces, and the federal Government to see what sort of thrust people are making to deal with the question of poverty. Again I would emphasize the awareness that there are multiple problems out there that have to be faced.

There are many articles, and have been in recent years, on the homeless and why people choose to live that way even at times when agencies and other individuals have reached out to them to try and bring them into more of mainstream society and in many cases being rejected. To me there appears to be no simple solution. These are very complex problems.

**Mr. Alcock:** I certainly agree with that. I guess I have long been an advocate for private, not-for-profit community agencies as opposed to Government departments providing services.

In this case I would add just one thing to what the Minister is saying, because the working group is reaching out and does represent those agencies. It is my opinion that this division is under resourced and that this division, because of the lack of political support for this particular clientele who are so needy, is handicapped in perhaps doing some of that kind of work and being able to reach out to those groups. I would hope that is something we will think about, and I would certainly be prepared to be as supportive as I can of the Minister in adding that to the very long list of things that he has to look at already.

With that, I should shut up and let the Member—

**Ms. Barrett:** I just had one question in this division. When you were talking about the working group, you mentioned that not only will it report early next year but that there will be some demonstration projects coming out of or available to. Could I get a little bit of an expansion on that part of the working group's work?

**Mr. Gilleshammer:** Yes, as part of the information I read into the record was, part of their mandate was to recommend and assess pilot projects and demonstration projects which would test any innovative ideas or approaches in Community Living.

**Ms. Barrett:** Mr. Deputy Chair, are those pilot projects and demonstration projects already underway that they are going to recommend and assess, or would this be an additional part of their mandate that will come after their official report? Then they will carry on dealing with some demonstration and pilot projects?

**Mr. Gilleshammer:** Part of their report was to recommend pilot or demonstration projects, which, I guess, would test the viability and the successfulness of concepts that they bring forward.

**Ms. Barrett:** Then will there be public notification of the fact that there will be demonstration pilot projects asked for this group to look at, or are those already in the works and some of them will be recommended?

**Mr. Gilleshammer:** I am told that a letter was sent to major agencies and organizations that work in this field to suggest pilot or demonstration projects which could be used to test these concepts.

**Ms. Barrett:** Have letters been received back from these agencies and organizations?

**Mr. Gilleshammer:** I am told there has been some response to that, and it is still in the early stages, but that there has been some response.

**Ms. Barrett:** So the call has gone out for demonstration projects to test some of these ideas, although the ideas really have not officially come forward from the working group?

So are these ideas that have been developed through the working group and that are being finalized in the report, and they are just not waiting for that and they are sending out this letter asking for applications?

\* (2030)

**Mr. Gilleshammer:** They have canvassed the groups that work in this area to come up with innovative ideas and I suppose fill those out into a pilot project or a demonstration project that could be tested to see if they could successfully provide new ideas that would help to accommodate these people.

**Ms. Barrett:** Is it possible to get a list of the agencies and organizations to whom this letter was sent and a copy of the letter, just to have a guide, sort of a sense of what was being suggested?

**Mr. Gilleshammer:** We will make contact with the working group to see what information they could provide. It is their information. We do not anticipate there would be a problem, but out of courtesy we would contact them for that.

**Ms. Barrett:** I think it sounds like some very interesting and exciting possibilities that can come forward, and I would agree with the Member for Osborne (Mr. Alcock) that this is an area that has not been resourced adequately and where there is a potential for some very exciting things to happen, and hope that the working group is able to come up with some good ideas and that there are resources available to help carry on this work.

**Mr. Deputy Chairman:** Item 3.(a)(1) Salaries \$341,000—pass; (2) Other Expenditures \$329,700—pass.

(b) Operations (1) Salaries \$11,604,500—shall the item pass?

**Mr. Alcock:** Well, actually it is the Honourable Member for Wellington. I was just stopping him from going ahead.

**Ms. Barrett:** I have a question here checking on my understanding of the Operations and the Programs element of this division. I am very unclear about who does what here.

Am I correct in that the Operations section of this, when it says, delivers the service, that these are—and I would assume so by the numbers of staff that are in this area—the people who actually deliver the governmental services in this area, and that the Programs component where it says, provides program direction, and has far fewer staff, they again are more the policy and the providing direction to other people and other external agencies and service providers.

Is that generally the breakdown of these two divisions? I know they are separated by the Manitoba Developmental Centre, but it would help me to understand the two of them if I were clear on that.

**Mr. Gilleshammer:** This is what is called the field delivery system that provides the service in seven regions of the province. As indicated, they deliver a comprehensive range of social services throughout the province including Vocational Rehabilitation, services to the mentally disabled, Child and Family Services, Child Day Care, Childrens Special Services, and Family Conciliation.

**Ms. Barrett:** Could I get a list of the seven regions?

**Mr. Gilleshammer:** Yes, and I will correct that. There are actually eight regions. Winnipeg is one, Central, Eastman, Interlake, Norman, Parkland, Thompson, and Westman.

**Ms. Barrett:** Is there one office, with the exception of Winnipeg, which is slightly larger than the other regions? Is there one office in these other regions or are there several suboffices in some of them?

**Mr. Gilleshammer:** Within those eight regions, there are some 96 offices across the province.

**Ms. Barrett:** This is truly decentralized service delivery.

**Mr. Gilleshammer:** Yes, it is.

**Ms. Barrett:** All of the services provided under the operations are provided by Family Service employees?

**Mr. Gilleshammer:** Yes, we provide services across the province and share some of these offices with Health personnel from the Department of Health. We also purchase a number of services.

**Ms. Barrett:** Could you give me a sampling of the types of services that you would purchase?

**Mr. Gilleshammer:** The staff is responsible for the program, but they purchase, for instance, residential care, day programs and vocational training.

**Ms. Barrett:** There are 96 offices throughout the province. Can you tell me how many are in Winnipeg and how many are outside of Winnipeg?

**Mr. Gilleshammer:** I am told that eight of these offices are in Winnipeg.

**Ms. Barrett:** So that there are 88 offices then spread out throughout the rest of the province.

**Mr. Gilleshammer:** That is correct and some of them are in outlying or remote areas where there are a limited number of staff.

\* (2040)

**Ms. Barrett:** That was going to be my next question, so some of these offices are staffed by maybe one or two people in the more remote areas.

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** So in some of those areas then, perhaps those offices would act more as referral for services, rather than being able to deliver a great many of those services in the office?

**Mr. Gilleshammer:** Yes, where they lack the complement of staff, or the expertise, they would be referring people.

**Ms. Barrett:** What kind of background do the professional and technical people have? Are they social workers, are they health personnel?

**Mr. Gilleshammer:** The majority of staff would be social workers. Some would have some Early Childhood Education or Education backgrounds, or general Arts backgrounds, but again the majority of them would be social work.

**Ms. Barrett:** There are 32 managerial positions in this area, are they sort of proportioned throughout the province in more the regional centres?

**Mr. Gilleshammer:** Yes, they would be apportioned accordingly.

**Ms. Barrett:** Just one question on the Activity Identification. "Provides information for regional and province-wide needs assessment surveys." Could the Minister explain what some of those needs assessment surveys might entail?

**Mr. Gilleshammer:** Staff would be responsible for identifying the clients in the communities and the specific needs that they would demonstrate and then to try and match appropriate service to those needs.

**Ms. Barrett:** That sounds like it is an individual needs assessment, which looks to me like very similar to "provides individual case planning and case management." Is there an activity that is broader in scope than just the individual case?

**Mr. Gilleshammer:** It would be an attempt to establish the needs of the groups in those areas to enable the department to do some estimating and planning and give the department the ability to provide the appropriate service.

**Ms. Barrett:** I just wondered if these surveys are casual or if they are regular surveys, is there information flowing back and forth, and is it done on a regular basis?

**Mr. Gilleshammer:** Staff will try to update information in those regions on a year-to-year basis, particularly in conjunction with the budget cycle so that appropriate programming can be offered.

**Ms. Barrett:** I have a question under Other Expenditures, my transportation question. Can you explain who accesses this transportation line? Is this assistance for clients to move from, say an outlying region into a centre or what is involved in that particular?

**Mr. Gilleshammer:** There is a substantial number of staff in this area, as the Member has referenced before, and that transportation funding would be to enable them to give wide-spread coverage to all regions of the province.

**Ms. Barrett:** For example, if there is an office that services a fairly wide geographical area, is there transportation costs to cover that circuit-rider kind of idea, if you will?

**Mr. Gilleshammer:** That sort of sounds like an American phrase; I am not sure. Yes, there are areas of the province where transportation is more costly.

**Ms. Barrett:** Thank you. I am a first generation Canadian. I have no further questions at this point, in this area.

**Mr. Deputy Chairman:** Shall the item pass?

**Mr. Alcock:** Perhaps I could start just by asking the question. The division between this area of this division and the latter one, which is identified as Program 3D. Is the latter one the one that deals with community agencies, and seems to funnel funds, and operate those private agencies that provide services to the division, and this former one is the one that provides the case management, and the direct work with clients within the care of the division? Is that a fair way to define the two divisions?

**Mr. Gilleshammer:** The staff in this particular appropriation of operations is one that deals with the agencies. However, I think it is fair to say that the program staff also do some of that.

\* (2050)

**Mr. Alcock:** We will come to their more specific roles when we come down to that division.

Actually, I do have to ask leave of the Minister on one item though, if he would, in the interest of saving us a little time. I did, despite my very finely tuned recordkeeping system here, neglect to ask one question in the section we just passed.

I realize that I could just forego the opportunity to do this, given that we have indeed passed it. I suspect I could find the answer by asking 30 or 40 questions now, or the Minister could just answer my question if he would give me leave to come back to that one item?

**Mr. Gilleshammer:** I think there is widespread support in the room to accommodate you.

**Mr. Alcock:** I just notice, on the very substantial item under Other Expenditures, Other Operating \$305,000 down to \$285,000.00. I do not want to know the difference, I just want to know what do you spend \$285,000 on?

**Mr. Gilleshammer:** The funds that the Member is asking about are funds that were allocated for staff training and development.

**Mr. Alcock:** \$285,000 for staff training and development for this one division?

**Mr. Gilleshammer:** One of the recommendations from the Wiens Report was to provide training for service providers for the handicapped and that training and development came out of this fund.

**Mr. Alcock:** That is actually what I was looking for. Thank you very much, I appreciate the willingness to go back to that line.

Okay, coming now forward to the section that we are supposed to be dealing with. I referenced earlier the desire to have those updated numbers for '89-90 from the various tables in the Annual Report.

Now I could simply hand over this copy and you could mark them in and then I could give the Member for Wellington (Ms. Barrett) a copy, or I could ask for them on the record, whichever you would prefer. It might be faster if I just—

**Mr. Gilleshammer:** We would bring you those numbers for our next meeting.

**Mr. Alcock:** The dilemma, of course, is that our next meeting could come after we have passed this item, although it does not have to. If we have some of them now it might just facilitate the discussion.

**Mr. Gilleshammer:** We are going to try and find those figures for you this evening.

**Mr. Alcock:** Well, thank you very much, I appreciate that. I think, given that we are this far into the year and this year is eight or nine months past the end of the year referenced, it would be helpful to have those figures when we are trying to understand the operations of this division which does indeed manage the cases that are referenced in these tables.

I see in Provincial Regional Operations in '88-89, the year previous to this, that cases that were then identified as mental retardation, I suspect, is what we now refer to as the mentally handicapped. There were 3,656 cases at that time. Vocational Rehabilitation, 2,343, and Child and Family Service cases 1,575. Now I recognize that we are going to get the numbers, I am not asking for the numbers for '89-90 now, but I would like to get a sense of what makes up these cases. The mentally handicapped cases are the ones we have been talking about earlier, 60 to 70 of them are on special rate, the rest of them are in some kind of supervised apartments, or community residence or room and board.

The Vocational Rehabilitation cases then, these would all be day cases, these would be cases that are receiving services in day programs, is that correct?

**Mr. Gilleshammer:** The day programs are for the mentally handicapped; the Vocational

Rehabilitation programs are for the mentally handicapped and the physically disabled.

**Mr. Alcock:** I may be less clear than I could be. It says here—this is Table 9 from the '89-90 Annual Report. It talks about Regional Operations, Provincial Caseloads. It is the Regional Operations division that we are discussing right now, and it defines caseloads in three divisions, Mental Retardation, Vocational Rehabilitation and Child and Family Services.

In the Mental Retardation caseload where it indicates 3,656 cases, I am making two assumptions and this is what I would like to have confirmed. One is that these are 3,656 individuals and that they are receiving services from the department in the form of supported living. Really the question I am asking is, are those 3,656 people receiving supervised apartments, whatever that list was the Minister mentioned earlier?

**Mr. Gilleshammer:** The number listed there, 3,656 beside Mental Retardation, are receiving some sort of assistance from our department. There could be any number of ways in which they are being assisted.

**Mr. Alcock:** Okay, I see. Some of them could be in residence and some of them could be receiving day programs. This comprises that whole range of people who come under that label of mentally handicapped in some way.

**Mr. Gilleshammer:** That is correct.

**Mr. Alcock:** If I understood the second part of the Minister's earlier comment then, what is listed here as Vocational Rehabilitation cases would be physically handicapped individuals.

**Mr. Gilleshammer:** Yes, it could be mentally handicapped, physically disabled or psychiatrically disabled people.

\* (2100)

**Mr. Alcock:** Mr. Deputy Chairman, just coming back a second there, would it not be physically disabled, physically handicapped people or what we were calling earlier the post-mentally ill, now perhaps you are calling psychiatrically disabled people? It would not include mentally handicapped individuals.

**Mr. Gilleshammer:** I am told it may include them as well.

**Mr. Alcock:** Then what is the boundary between those who are called mentally handicapped and receiving services as part of that 3,656 and those



who are considered mentally handicapped and receiving Voc Rehab services?

**Mr. Gilleshammer:** Some of the individuals indicated under the line Mental Retardation could also be included in the Vocational Rehabilitation number.

**Mr. Alcock:** Before I ask that, let us go down to the third one, in the Child and Family Services line, 1,575 in this particular year. I presume that is the caseload of the offices in those regions that are delivering child welfare, child protection services, plus those in all eight regions where they deliver a level of family counselling or family support?

**Mr. Gilleshammer:** That is correct.

**Mr. Alcock:** Would any of those cases be also accessing Voc Rehab?

**Mr. Gilleshammer:** No.

**Mr. Alcock:** So then is it fair to say that there is a clear boundary between Child and Family Services and Voc Rehab, but that in fact in those earlier two we may be double-counting some of the cases?

**Mr. Gilleshammer:** The first number under Mental Retardation of 3,656, we are talking about the care and supervision of those people, and that is what that number reflects. Some of them may be accessing the training offered under the Vocational Rehabilitation line.

**Mr. Alcock:** So then would they also be counted as part of the 2,343?

**Mr. Gilleshammer:** If they are accessing training, yes.

**Mr. Alcock:** Now, you have to be mentally handicapped in order to be included in that first load. What would be the split then on those 2,343 between the physically handicapped and the post-mentally ill in one group and the mentally handicapped in another?

**Mr. Gilleshammer:** I will provide you with some numbers that are part of that figure we were looking at. For total clients, the physically disabled, there are 349; mentally ill, 284; the mentally disabled, 185; learning disabled, 40; sight disabled, 29; hearing disabled, 113 and a number of them that have not been referenced here are simply receiving counselling.

**Mr. Alcock:** Out of 2,343 cases—I do not want to worry about a single case—but we have maybe about 800 cases referenced here. Is it fair to assume

that the remainder of them are all mentally handicapped cases accessing voc rehab?

**Mr. Gilleshammer:** Mr. Deputy Chairman, that would account for a large number of them.

**Mr. Alcock:** What is the difference between a mentally disabled person and a mentally handicapped person and the post-mentally ill?

**Mr. Gilleshammer:** The terms I read—and perhaps you made an error on that. I could read them again: the physically disabled, the mentally ill, the mentally disabled, the learning disabled, the sight disabled and the hearing disabled.

**Mr. Alcock:** No, I do not—that is exactly the list I had. Although you called them mentally ill, I called them post-mentally ill, I think is the way that the system tends to deal with them.

You mentioned the mentally disabled. You gave a number of 185, and then we talked about the remainder of that 2,000 and some being what we would call the mentally handicapped. I am asking what is the difference between those 185 mentally disabled people and what we call the mentally handicapped?

**Mr. Gilleshammer:** They are one and the same thing. I indicated that the balance of them were receiving some form of counselling from this particular service.

**Mr. Alcock:** Of the 2,343 some, in the list you gave—and I have not added it up exactly, but something in the order of 900 of them are receiving voc rehab services and the remainder of that 2,343 are receiving counselling only?

**Mr. Gilleshammer:** Yes.

**Mr. Alcock:** Okay. In this division—this division is Regional Operations and operates under joint supervision from the Department of Health and the Department of Community Services?

**Mr. Gilleshammer:** Yes, that is correct.

**Mr. Alcock:** Does the executive director of Regional Operations then report to two ADMs, one from Health and one from Community Services?

**Mr. Gilleshammer:** Yes, he would report to ADMs in Family Services and also in Health.

**Mr. Alcock:** What is the rationale for that?

\* (2110)

**Mr. Gilleshammer:** The genesis for the arrangement is that it is an historical arrangement providing services to the same client in Family

Services and in Health. It is an arrangement that has been in place for some time.

**Mr. Alcock:** This department, it seems to go through all sorts of incarnations. At one point it is part of Health and then it is a separate department and then it is two departments with Corrections, and then it is a department without Corrections and now it is back to being one big department, but it has not taken over Health yet.

Is there any intention to reform this organizational structure? We talked about this again during the administration sections and the research sections about—I note in the organizational chart you have three regional service delivery units. This is one of them. You also have one in Income Security, which we will talk about eventually, and you have one in Youth Programs. We have the added element of this bifurcation of this reporting relationship with the Department of Health. Is there any intention to merge the Income Security regional operation with this regional operation, for example? Let us start with that one.

**Mr. Gilleshammer:** As the Member is aware, there have been some reorganizational changes over the last year or so. I think the item that the Member references is something that we definitely want to review and take a look at.

**Mr. Alcock:** I am pleased to hear that then. We will be back before this committee, perhaps I will let that go now, and we can talk about this, because I understand that we will be back here in April so we can discuss it then.

**Ms. Barrett:** In early April.

**Mr. Alcock:** Let me just check my appointment book. Yes, the Member for Wellington (Ms. Barrett) says it depends if we finish this one by April, but I suspect we will have.

This division then, this Service division, delivers services to the three client groups that we have identified throughout the province. Do these workers have any shared service delivery responsibilities with the Department of Health?

**Mr. Gilleshammer:** Yes, I am told that they do, that they interact on a number of issues, a number of cases and support each other.

**Mr. Alcock:** These are the workers in this division who really carry the mail. I mean these are the ones who have the direct case loads that do the case management, that make the \$15 to \$150 a day case

plans, and then see that they are carried out. It is in this division that that takes place.

**Mr. Gilleshammer:** Yes.

**Mr. Alcock:** When somebody makes these case plans, where do those funds come from? Where are they budgeted?

**Mr. Gilleshammer:** I am told that they are budgeted in the program line.

**Mr. Alcock:** So, in addition to the residential care facilities that are in the program line, when we come to that area, these special case provisions and individual case planning and—what was that word we used?—case-by-case planning, that all comes out of a line in the program budget?

**Mr. Gilleshammer:** That is correct.

**Mr. Deputy Chairman:** Item 3.(b)(1) Salaries \$11,604,500—pass; (2) Other Expenditures \$1,467,100—pass.

Item (c) Manitoba Developmental Centre: (1) Salaries \$18,959,200.00.

**Ms. Barrett:** Could the Minister tell me how many individuals are currently at the Manitoba Developmental Centre?

**Mr. Gilleshammer:** I am told that there are 577 clients at MDC.

**Ms. Barrett:** Mr. Deputy Chair, could the Minister tell me how many were here last year at this time? How many were at MDC last year at this time?

**Mr. Gilleshammer:** Yes. There were 584 clients there.

**Ms. Barrett:** Mr. Deputy Chair, I note that in the goals and operating principles that the Minister has provided us, that there are several places where the statements deal with promotion and support for independent living and participation in the community, self-sufficiency, community involvement, independence, those kinds of comments and those kinds of goals and objectives with which I have absolutely no quarrel.

I do have a bit of concern about the role of the Manitoba Developmental Centre in this whole provision of services. It appears to me that there has been a decrease year over year, but it is a virtually negligible one of seven. There are seven fewer residents in MDC this year than there were last. I know that there have been statements over the last several years from this department, various Ministers and other people talking about the need to

get families and individuals out from institutions to try and lower the dependence on institutions. This centre has been, over the years, in the centre of a lot of attention.

I am wondering if the Minister can say how he plans to meet the goals of deinstitutionalization and of community people being able to be independent in the community, and if he is concerned about the fact that there are only seven fewer people in MDC this year than last.

**Mr. Gilleshammer:** I thank the Member for that question. It is not an easy one to answer because there are many difficult decisions to make surrounding the appropriate placement of people. Our Government over the last two years has been concerned about stabilizing the community system and the day programs that are available, and stabilizing the funding.

One of the goals of the Working Group on Community Living is to bring forward any new ideas that may assist in stabilizing the individuals we have living in the community at this time and seeing that there are appropriate placements in existence for them. Over the ensuing years I am sure we will be, not only receiving that report next year on the Working Group on Community Living, but continuing to try and find the most appropriate placement for individuals.

I do not know whether the Member has visited the Manitoba Developmental Centre. There is some difficulty in resolving some of the placements, I am sure, as far as moving people to community living, and there are no easy solutions to that. Over the next few years, as we receive that report and as we place people in the community, we will be looking very carefully to see that appropriate placements can be found.

\* (2120)

**Ms. Barrett:** I noticed the Minister's use of the word stabilizing the community system, and I was reminded of the fact that his predecessor in his ministerial role, Mrs. Oleson, last year in these Estimates proceedings was talking about stabilizing the system and the need to not make major changes while that system was being stabilized. I would like to place on the record a very serious concern about the time that we are continuing to stabilize and what that, in effect, means.

What it appears to mean, given the continued emphasis placed on the resources in MDC and the

resources to Association for Community Living and other community-based resources, that we are maintaining the status quo. I understand the need for the Working Group to report, et cetera, but I do think that we need to be moving faster than we are, if we are in effect committed to the concept of deinstitutionalization and of putting resources into the community.

I will get into that more in the next section. I think they go together quite well, and it is difficult to separate them out, but I know there is a number of small organizations within the community ready, willing and able to take residents either from MDC or residents, adult children, apparently whose only option now would be admission to MDC.

I am just trying to state very clearly our concern that we start moving, that stabilization is all very well and good, but we do need to keep moving because stabilization can lead to no change at all. I am very concerned about that. What are the staff-to-client ratios at MDC now?

**Mr. Gilleshammer:** The staff ratio is in excess of one to one.

**Ms. Barrett:** That means that there is more than one staff to each.

**Mr. Gilleshammer:** Yes. If I recall from our visit there some three or four weeks ago, the staff number is around 625, 630 and the number of clients I think we have reported as 577.

Perhaps further to the Member's comments on the perception that we do not need to stabilize the system, that we should just move more individuals into the community, I think recent history has shown that a lack of appropriate funding, a lack of appropriate thought had been put into the program when a number of people were deinstitutionalized and the system was having difficulty coping with them. We have to ensure that we do not have numbers of these people, for whatever reason, thrust back into the institutionalized system.

I think we have to assure ourselves that the people who have been moved into the community are in a situation where they can be coped with, where there are the appropriate supports put into the system. Rather than flood the system with more of these clients, it is time and money well spent to assure ourselves that we have stability in the system for these people.

So if you are looking for a quick answer that we are going to start moving dozens or scores of people

from MDC into the community, I do not think that we can do that. The funding is not there, the resources are not there. I think we still have a way to go to feel some comfort that we have some security and stabilization in the system.

We are looking forward to the report from the Working Group on Community Living to give us possibly some direction, to give us some ideas, to present some of these pilot projects. We are not at a stage where we can move large numbers of people out of institutions and into the community.

**Ms. Barrett:** Mr. Deputy Chair, I agree that we are not at the stage where we can do that. I am not at all sure that I agree that we could not be a little further along. I know that the resources are not there. The resources have not been placed there. I do think there are organizations, agencies and groups of people that have proved to be able to deliver efficient, effective, high-quality decentralized care in the community. My understanding is that there has been virtually no new funding for two years for these kinds of small community-based groups.

We are continuing to put resources into MDC. I am not for one moment suggesting we should open the gates and take people out. Across North America the deinstitutionalization movement has been fraught with those kinds of events where it is a wonderful idea. It is a good idea in theory, but the community resources were not in place and the problems have been proven over the years to be very dramatic, no question about that.

I am suggesting, however, that I am seeing this stabilization as a lack of will to start moving. I think we are talking about the end result—we want the same. I am just suggesting that there could be some more change, more quickly than I see in this budget. This budget appears to be very much a status quo budget with the support to MDC versus the support to the community-based resources, which we will get into as we get into the program. I am concerned about that, and I want to say that I think we could start moving more than we are.

I would like to ask a couple more questions on this. I noted in the, I think it was the last Estimates, that there was an accreditation under way. Has that accreditation been completed?

\* (2130)

**Mr. Gilleshammer:** Yes, it has. Maybe I could just respond to your earlier comments as well.

This department, I think, has been faced with a lot of groups that have some funding and a good idea. After the funding dries up, it becomes incumbent on Government, in their eyes, to start funding those concepts. I think you may even have brought one or two of those to my attention. That groups, organizations, concepts and ideas are started with limited funding, and then the ongoing funding or, if these are going to continue, great pressure is brought to bear on Government to all of a sudden find new money to carry on these programs.

(Mrs. Linda McIntosh, Acting Chairman, in the Chair)

I think this is why I say we have to stabilize the system and be secure that we have solid grounds for the community living that is currently taking place, rather than starting to move more clients into the community and find that we do not have the resources to sustain that, and then have to bring them back to these institutions again. I think that is the wrong way to go, and would be a bad mistake, it is a mistake the previous Government made when they deinstitutionalized large numbers of people from MDC, without a full action plan costed out and implemented.

I would ask the Member to be patient as the system is stabilized, and give us the time to bring forth the report from the working group, and give us a chance to do this long-range planning.

The answer to the question she asked is, yes, the accreditation was completed.

**Ms. Barrett:** Who did the accreditation?

**Mr. Gilleshammer:** It was done by a national hospital accreditation group, and it was very successful, and I believe the institution has received their accreditation.

**Ms. Barrett:** I am wondering if the Minister is aware of the Grafton State School in North Dakota, they undertook an accreditation process, not necessarily similar. My understanding is that they used, instead of a medical model, a rehabilitation and community living based model for their accreditation program. I am wondering if the Minister is aware of that model?

**Mr. Gilleshammer:** Yes, I can tell you that we used the only Canadian accreditation system that was available. I know the Member has vast experience in the United States, and I am not aware of the group that she references. If you have information on it that you would like to provide us with, we would be pleased to receive it.

**Ms. Barrett:** The information I have, and the main comment I wanted to make, is I do think that there are different models to be used for accreditation. I think that it would be very helpful while we are in a stabilization phase, if you will, that the possible rehabilitation community living model might reflect more accurately the goals of MDC, and the goals of the whole department as stated in your mission and goals statement, than a medical model, which has its usefulness.

I think in many ways, we as a society are moving away from the traditional medical model and toward more community holistic, if you will, kind of concepts. I am just suggesting that this might be a way of looking at the service provision in MDC while we still have MDC.

**Mr. Gilleshammer:** As I indicated, if you want to share that information with us, we would be glad to receive it, and I suspect we will have MDC for some time.

Just some further information on the accreditation. The centre has achieved a two-year accreditation rating on standards applicable to health and long-term care facilities. The centre is currently pursuing the implementation of accreditation recommendations from the Canadian Council on Health Facilities, that accreditation in order to maintain accreditation status, and the centre will be resurveyed in 1991.

**Ms. Barrett:** Does that mean that there are some recommendations that came out of the accreditation that MDC is currently working through?

**Mr. Gilleshammer:** I would indicate that the facility had not been accredited before, and this was an important step, to have an evaluation of the facility. Along the way, and in the report, there were recommendations of a constructive nature. The management and staff are pursuing these, and the recommendations are being implemented. Some changes are being made, and this is all in keeping with providing an improved service at MDC.

**Ms. Barrett:** Is a normal accreditation two years, or is this sort of a provisional one, based on working through the recommendations, or is it just a regular average accreditation?

**Mr. Gilleshammer:** Yes, this is quite a normal accreditation period. I know that health care facilities go through accreditation from time to time and some of them will vary from one to three years.

**Ms. Barrett:** I just have a couple more questions. Could you give me a general sense about the policy for admissions, do people get admitted basically from recommendations from doctors, or voluntary admissions?

**Mr. Gilleshammer:** Individuals can be referred by medical practitioners, by family, or self-referrals. There is also a panel which adjudicates, or oversees, admissions to the facility.

**Ms. Barrett:** Discharge, how is that effected?

**Mr. Gilleshammer:** The main basis for discharge would be recommendations from the staff of the facility.

**Ms. Barrett:** How many doctors are on staff at the MDC?

**Mr. Gilleshammer:** There are four positions attached to the facility, and I believe there are two currently on staff.

\* (2140)

**Ms. Barrett:** So there are two vacancies?

**Mr. Gilleshammer:** Yes, I understand there is one on extended leave and there is a vacancy and we are actively attempting to fill those vacancies.

**Ms. Barrett:** So for 577 patients, mentally disabled adults, at the MDC there are currently two physicians on staff?

**Mr. Gilleshammer:** That is correct, and the hospital within the facility, I believe, is a 12-bed facility. They have indicated to me that they do work with medical practitioners in the City of Portage la Prairie, and again, I would emphasize the staff ratio is virtually a one to one ratio. Of course, the staff encompasses many, many services that are supplied to what, in essence, is a small community.

**Ms. Barrett:** Madam Acting Chair, how many psychiatrists are on staff?

**Mr. Gilleshammer:** There are none on staff.

**Ms. Barrett:** Can the Minister tell me how many physios and O.T.s there are on staff?

**Mr. Gilleshammer:** The professional staff includes six positions in physiotherapy. Perhaps I could give you some additional figures in this area too: 3 in pharmacy; 349 nursing staff.

**Ms. Barrett:** Who provides the client assessment, and assessment in discharge planning services?

**Mr. Gilleshammer:** It would be the individuals on staff referred to as the program or department heads.

**Ms. Barrett:** Those being the 15 managerial positions?

**Mr. Gilleshammer:** There are five department heads.

**Ms. Barrett:** Can the Minister tell me what kind of qualifications those five department heads are required to have?

**Mr. Gilleshammer:** Perhaps I could indicate the departments and the qualifications may be self-explanatory, but if you require more information we could try and provide that.

There are department heads for medical and nursing. There are six department heads there under Clinical Records, Medical Director, Pharmacy, Physiotherapy, Director of Nursing, and Assistant Director of Nursing.

Under the programs division, there are department heads for Psychology and Social Services, for Recreation, for Vocational Training, for Speech Communication and a Program Director.

**Ms. Barrett:** I could probably go into many more detailed questions but I will not at this time. I will just reiterate my concern that resources need to be looked at very carefully as to their positioning. I would think that—oh, no, I do have one further question. What is the per diem cost for a client in the Manitoba Developmental Centre?

**Mr. Gilleshammer:** The Manitoba Developmental Centre receives funding from this department and also from Government Services. The cost averaged out over the client base is \$110.67.

**Ms. Barrett:** Does that include the Government Services costs, as well as Family Services?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** Thank you, I have no questions.

**Mr. Alcock:** Well, we just got into the area that I was going to start with.

Do we have the gross amounts for the Government Services operation there, the numbers of staff, the operating budget, the annual capital and, finally, the asset value?

**Mr. Gilleshammer:** That information is in the Government Services budget Estimates.

**Mr. Alcock:** I understand that, Madam Chairperson, at the same time you just gave the figures

referencing those amounts, so that the figure you just gave of \$110.67 includes a portion that must be comprised of at least the first three of the four that I requested. So given that you were able to provide the number, surely you can provide the underlying detail.

**Mr. Gilleshammer:** We were supplied with the per unit cost from Government Services. We will endeavour to get the detail that the Member is asking for.

\* (2150)

**Mr. Alcock:** Well, then, perhaps, we can return to this item when that detail is available.

**Mr. Gilleshammer:** As we have earlier accommodated the Member, we would be happy to do so again.

**Mr. Alcock:** This is becoming all too accommodating, I am not certain that I am comfortable anymore. I am not sure which side I am working on here.

**The Acting Chairman (Mrs. McIntosh):** Ah, it is all right to be accommodating, Mr. Member.

**Mr. Alcock:** I appreciate it, frankly. I would like to get that information. I would like to have that on the record and I would like to have those items detailed, the number of staff, the staff budget, the operating costs, the annual capital, and I would like, if the Government has proceeded to the extent of doing an evaluation of this particular asset, to know the asset value. I recognize you are not going to have that right now, but I would like the Minister to come forward with that before the end of the Estimates process.

I do not have a great deal to add to the discussion that has taken place on this particular facility. I want to note two things, one is that I think a significant accomplishment has been achieved.

I first visited this facility in 1969 at a time when it had over 1,000 residents. I note that at the beginning of this table, in '82-83, we had 823 and the Minister tells us that as of the most recent Annual Report there are 577, and I think that is moving in a positive direction.

I think the Minister is indicating that the committee is intending to look at options to continue that direction where feasible.

I recognize how difficult a process it is. I share some of the concerns of the Member for Wellington (Ms. Barrett), but I want to add one thing that

happens, and some of it may just be representative of the frustration that people feel, that with the current budget restraints, where we have people in the community right now, and where they are encountering difficulties, you hear increasingly of people being threatened, either overtly or subtly, that if they do not get their case together, if they do not manage to provide the support that is required, then they will simply return the client to MDC.

I can see that sort of thing happening under extreme frustration or in the heat of an argument or whatever. I hope that what I am hearing the Minister say, with his references to the working group and such, is that there is no policy, there is no desire on the part of the department to do that, to begin to rebuild the numbers at MDC, and certainly the numbers that are indicated suggest that they are not moving in that direction. Increasingly we hear that, and I think the department should send a very clear signal to those individuals in the community who are working so hard to maintain people in the community, that we will continue to struggle to do that rather than opt for what might be an administratively easier solution than simply begin to let the numbers at MDC climb up again.

With that and with the assurance that we will get the asset information, I am prepared to pass this.

**Mr. Gilleshammer:** We will get the information from Government Services. We have some idea of what we would like to present to you, but we will get the correct information and provide it for you.

**The Acting Chairman (Mrs. McIntosh):** No more questions?

Item 3.(c) Manitoba Developmental Centre (1) Salaries \$18,959,200—pass; (2) Other Expenditures \$2,911,300—pass.

Move to (d) Programs (1) Salaries \$1,128,700.00. Are there any questions?

**Ms. Barrett:** I have a question that I do not understand from the Estimates last year to the Adjusted Vote of last year. The Financial Assistance and External Agencies, those are two separate items. Could the Minister explain those two items?

(Mr. Deputy Chairman in the Chair)

**Mr. Gilleshammer:** There is a distinction made. There is financial assistance for residential support and for vocational rehabilitation of some substantial amount. Then there are a number of external agencies that also access funding. If you like, I could

read into the record some of these agencies. The Member has a list and will not require me to do so.

**Ms. Barrett:** In the Estimates of '89-90 there was for the External Agencies a figure of \$9,835,600 to be expended on External Agencies and the actual expended is \$9,014,100.00. The Estimates for this '90-91 year are \$9,228,200 which is substantially less than the Estimates for last year. I am wondering if the Minister can explain those three figures?

**Mr. Gilleshammer:** Yes, there was a transfer of funds that relate to the Society for Manitobans with Disabilities that has been transferred out of this appropriation to Children's Special Services, and that grant funding will show up in that area.

**Ms. Barrett:** So that the Society has grants under two categories then, the Rehab and Community Living and the Children's Special Services, and that is the difference between the two figures?

\* (2200)

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** Can the Minister explain the first footnote increase provided for development of Divisional Management Information System? Is that a computer information system?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** No.2, the additional funding for price increase, volume and full-year costs, 2.5 million additional dollars. What price increase volume and full-year costs were there?

**Mr. Gilleshammer:** I will provide the Member with some information under Residential/Support. Under Base and Capital, the Adjusted Vote for '89-90 was \$7,287,000, and the budget figure for this year is \$7,916,000, an 8.6 percent increase. I am not sure that we are giving the Member the information she is asking for.

**Ms. Barrett:** No, I have those figures. I am just wondering—on page 62, it says, full year costs. I guess it is a note, and I am wondering what that refers to?

**Mr. Gilleshammer:** Perhaps we could explain it this way. This was started and funded for a portion of last year, and this reflects the cost for a full year on this budget.

**Mr. Deputy Chairman:** I was wondering if we might, at the wish of the committee, take a five-minute break to stretch?

**Mr. Gilleshammer:** Sounds good.

**Mr. Deputy Chairman:** We will recess for five minutes and come back at 10 after.

\* \* \*

The committee recessed at 10:04 p.m.

### After Recess

The committee resumed at 10:15 p.m.

**Mr. Gilleshammer:** The Member for Osborne (Mr. Alcock) was looking for some figures to update the Annual Report, and we could do that at this time. I could read these into the record for you.

**Mr. Alcock:** I am just noticing that it is 10:15. The Member for Wellington (Ms. Barrett) was indicating that she has a few more questions in this area, and I have a few. It may be possible, although I am not promising anything, but it may be possible to finish this whole division tonight.

To facilitate that, it might be easier, if you have the figures noted down in that format, if you would just sort of pass them over to me on paper. It would just save some time.

**Mr. Gilleshammer:** Sure, we can do that.

**Ms. Barrett:** I have some questions in the Financial Assistance Residential/Support area. The Base and Capital, my understanding of those two words is that the base is the basic per diem rate paid to organizations for things like housing, staff costs, food, taxes, insurance, and utilities, that kind of cost. Is that correct?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** The capital is provided to those organizations that have a mortgage, that kind of thing, and not provided to organizations that do not have a mortgage?

**Mr. Gilleshammer:** I am told that refers to mortgage or rental space.

**Ms. Barrett:** So, if you rent a facility, that would come under the Capital as well?

**Mr. Gilleshammer:** Yes, that is mortgage or rental space.

**Ms. Barrett:** Can I get the general percentages of how that Base and Capital break down?

**Mr. Gilleshammer:** The figure you are referring to, \$1,200,000, is for Capital and the remainder is for Base.

\* (2220)

**Ms. Barrett:** Mr. Deputy Chair, there is a fairly substantial increase over last year's figures. Could the Minister explain, is that increase proportional, the Base and Capital, or is there more of an increase in the Base or the Capital?

**Mr. Gilleshammer:** I can give you some figures to show that increase. There is a \$265,000 operating increase on base rates; \$109,000 for night staff in six community residences to improve safety; \$131,000 to maintain 15 clients reaching age of majority and residential placement; and \$122,000 which reflects a 3 percent price increase on salaries for agency staff.

**Ms. Barrett:** How many organizations receive this Base and Capital support? Is that the list of external organizations? No, that is not the list of external organizations that we have. So how many agencies receive this?

**Mr. Gilleshammer:** That budget figure we are discussing includes 53 organizations and 410 residences. I am sorry, 110 residences.

**Ms. Barrett:** I was going to say what a wonderful destabilization has taken place here. Am I correct in assuming that given the figures that the Minister has given me on the increases in the Base and Capital, that no additional organizations will be funded this year over last year?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** Additional Care and Support—there is again a fairly extensive increase. There is also a big increase in expenditure over the Estimates of last year. Does that have anything to do with a figure that I cannot find, which is a \$614,000 special rate figure, that was in the Estimates of last year and is not in the Adjusted Vote?

**Mr. Gilleshammer:** The figures that you are referring to under Additional Care and Support is Special Rates.

**Ms. Barrett:** In the Estimates of last year they broke out \$614,000 in Special Rates, has that been for the Adjusted Vote put into Additional Care and Support?

**Mr. Gilleshammer:** Yes, I am told it is rolled into that.

**Ms. Barrett:** What is the Additional Care and Support?

**Mr. Gilleshammer:** In addition to the base support, it reflects additional staffing costs.

**Ms. Barrett:** Is there a formula to provide for that additional staffing cost?



**Mr. Gilleshammer:** I am told there are guidelines, and this encompasses five levels of care, and then beyond that is special rate.

**Ms. Barrett:** The base funding is exactly what it says. It says if you have a residence that has four people in it, this is the base rate for providing basic levels of support for those four people. This Additional Care and Support then is on top of that based on the level of care required for the individuals in that home or agency?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** I am correct in assuming that Additional Care and Support should—and I do not know if this is the case—but theoretically if a client who was at a high level moved from one organization to another, his or her additional care and support level money would go with him or her?

**Mr. Gilleshammer:** The dollars that are allotted for the client will move with the client.

**Ms. Barrett:** On the Special Rates, that was in the Estimates as a single line, and is now put in with the Additional Care and Support, why was that rolled in? Was there a different access before, or does it service a different group of clients?

**Mr. Gilleshammer:** The change was made because the perception of staff was that it was a better way of reflecting the situation.

**Ms. Barrett:** So before you would have had to go two different pools of money, and now you just go to the one pool of money, the staff would, in allocating?

\* (2230)

**Mr. Gilleshammer:** Yes, that is correct, although the guidelines are different for assessing the different pools.

**Ms. Barrett:** So there is still a Special Rates category? That client could get for him or herself Additional Care and Support and also access the Special Rates?

**Mr. Gilleshammer:** Yes.

**Ms. Barrett:** What is the difference?

**Mr. Gilleshammer:** The funding is there to reflect more intensive care that may be required.

**Ms. Barrett:** If you felt that the five levels did not provide you, as an operator or a caregiver, with enough resources, you could then make a special request to get additional special rates to help that individual?

**Mr. Gilleshammer:** Yes, it adds that extra dimension.

**Ms. Barrett:** Do many people access this pool of money? This \$600,000 is fairly substantial, relatively speaking.

**Mr. Gilleshammer:** The Special Rate funding we are referring to is for short-term care, and it was designed for those 60 to 70 individuals who we identified before.

**Ms. Barrett:** It is all sort of coming together now.

The next budget item is the Supervised Apartment Living which shows over a \$200,000 increase. Does that reflect an increase in the number of clients who will be able to be served under this program or just cost increases or a combination?

**Mr. Gilleshammer:** That increase allows for an additional 33 clients.

**Ms. Barrett:** How many clients currently are served under this Supervised Apartment Living?

**Mr. Gilleshammer:** I am told that there are presently 220 clients.

**Ms. Barrett:** So this will bring it up to a little over 250 clients.

**Mr. Gilleshammer:** Yes, I believe it would be 253.

**Ms. Barrett:** Could the Honourable Minister tell us how decentralized these Supervised Apartment Living spaces are? Are they mostly in Winnipeg, or are they fairly evenly distributed throughout the beautiful province of Manitoba?

**Mr. Gilleshammer:** Yes, there is a distribution of a number of them in greater Manitoba. I could give you some figures on that. The number of clients in the Eastman Region is 22, Interlake 17, Central 39, Westman 29, Parkland 26, Norman 2, Thompson 20, and the Winnipeg Region 65.

**Ms. Barrett:** I would like to compliment the department on that distribution. That is even more decentralized than the population of the province.

**Mr. Gilleshammer:** Yes, that is correct. Decentralization, of course, is an ongoing initiative.

**Ms. Barrett:** The Supervised Apartment Living, the supervision is people living in the apartment with the client, or is it sort of like home care where it is on an as needed basis?

**Mr. Gilleshammer:** There is itinerant care supplied to these individuals.

**Ms. Barrett:** Is that care provided through the department, or are there some cases where individuals may get an hourly rate or amount of money and be able to hire themselves?

**Mr. Gilleshammer:** Home care attendants are hired on an individual basis.

**Ms. Barrett:** By the individual or by the department?

**Mr. Gilleshammer:** They are hired by the department.

**Ms. Barrett:** The Respite line as well has actually increased quite substantially from the 1989-90 Estimates. Quite a bit more was actually spent, and an additional fairly substantial percentage increase, comparatively speaking of course, for the next budget year. Is that again more clients or cost of living, or what is that additional funding made up of?

**Mr. Gilleshammer:** Both a volume increase and a price increase are reflected in that amount.

**Ms. Barrett:** Could the Minister tell me how many families take advantage of adult respite?

**Mr. Gilleshammer:** I am told that there are 524.

**Ms. Barrett:** This is like short-term respite for families who are caring for an adult, adult child or relative in their home. Am I correct, that is the program?

**Mr. Gilleshammer:** Yes, it is short-term respite care.

**Ms. Barrett:** Are there regulations or guidelines as to when that respite can be accessed, or is there an upper limit for a year, for example, that a family has?

**Mr. Gilleshammer:** Yes, there are specific guidelines indicating how many hours and how frequently this can be accessed.

**Ms. Barrett:** Could the Minister give me how many hours that would be in a year?

**Mr. Gilleshammer:** I am told that it is timed up to two weeks per year, but in some circumstances it may be up to four weeks.

**Ms. Barrett:** Is there a degree of autonomy, if that is the correct word? Can the families choose how to access that time? Do they have the choice as to who would provide that respite service, or is it again staffing provided by the department?

**Mr. Gilleshammer:** There is some degree of freedom to access that as the family would choose the person that they bring in for the respite care. The family has some input on that. One provision is that it must be a qualified person.

**Ms. Barrett:** Does the family have to request each time that they want respite service provided for them?

**Mr. Gilleshammer:** I am told that they would work in conjunction with the worker to make those arrangements, but that they have a fair degree of autonomy, if you like, in accessing the service.

**Ms. Barrett:** They do connect with the—they do not have, say, two weeks worth of time that they can draw on at any time, or two weeks worth of funding at the going rate that they can say, okay, I want to do this. It is not block funding, in other words. It has to be accessed?

\* (2240)

**Mr. Gilleshammer:** I am told that they work out a plan with the case worker and that the worker would try and accommodate their requests.

**Ms. Barrett:** In the Crisis Intervention area, could the Minister say how many people or families have been dealt with in this area? Is it regionally distributed as other programs are?

**Mr. Gilleshammer:** I could give you some figures on Crisis Intervention. There was a total of 99 situations that resulted in Crisis Intervention: 4 in Eastman, 12 in Interlake, 4 in Central, 8 in Westman, 3 in Parkland, 1 in Norman, 5 in Thompson, and 62 in what is called the Winnipeg Region.

**Ms. Barrett:** Is there a time limit for crisis? Is there a time definition for crisis after which it becomes chronic or something else happens?

**Mr. Gilleshammer:** The amount of time funded for Crisis Intervention is usually up to a month. If, in special cases, it has not been resolved, that can be extended.

**Ms. Barrett:** Another question in this category: What type of support is provided? Is it service in the home, or is it in a residence, or is it a combination?

**Mr. Gilleshammer:** Under the Crisis Intervention, they try and resolve it within the home with the use of both professional and paraprofessional staff.

**Ms. Barrett:** Try to resolve it in the home, yes, I can understand that, but there must be cases where that is not able to happen. In those cases, where would the individual reside?

**Mr. Gilleshammer:** As I indicated, they would try and resolve it in the home. If in rare instances they cannot do that, they may have to go into a community residence where more resources and assistance is available.

**Ms. Barrett:** I just have a comment about this Crisis Intervention line. It would appear in the Residential/Support to be the only line that does not have an increase. I think that, given the situation that we are dealing with, there is probably going to be more crises rather than a decrease. I would question the fact that line does not have additional resources attached to it.

**Mr. Gilleshammer:** I suppose there is an attempt here to predict how many crises will occur, and sometimes it is difficult to do that. As the system stabilizes, hopefully there will be fewer instances where we will need crisis intervention.

**Ms. Barrett:** I just do not see—if this particular area of crisis intervention or of crisis occurring does not increase, it will be the only area of social service provision, I am sure, in the whole province where there will not be some sort of an increase. I just suggest that the Actuals might be a little higher than what it is budgeted for.

**Mr. Gilleshammer:** If there was a problem that came up where there was not enough funding in Crisis Intervention, we would try and reallocate from within.

**Ms. Barrett:** I assume that is what would happen. I was just making a comment on budgeting.

I have a couple of questions about the Pre-Vocational Day Activity. Again, a quite substantial increase estimate to actual, again to Estimates. Is this again an increase in per diem rate? Is it increase in activity? Is it increase in numbers of agencies that are supported through this in uptake and service requests?

**Mr. Gilleshammer:** This would allow for some new spaces plus a salary increase.

**Ms. Barrett:** Would the salary increase be in the range of three percent as has been the norm in this department?

**Mr. Gilleshammer:** Yes.

**Ms. Barrett:** Can I get two pieces of information? I do not necessarily have to have them tonight, but I would like to know what organizations provide service under this Day Activity. I assume the Government buys spaces, provides money to these organizations, sheltered workshops and that type of organization, I assume. It would help me if I had a listing of those, and how many spaces there are overall for the Day Activity.

\* (2250)

**Mr. Gilleshammer:** We will endeavour to provide as much information on that as we can.

**Ms. Barrett:** I am wondering if the Minister has a sense of a waiting list, which I am sure there is for this kind of program.

**Mr. Gilleshammer:** There is indeed a waiting list for this activity.

**Ms. Barrett:** Could we get an approximate or exact number of individuals waiting for these programs?

**Mr. Gilleshammer:** Yes, there are approximately 200.

**Ms. Barrett:** So I would assume that when stabilization is completed these additional spaces will be looked at to be provided for these individuals.

**Mr. Gilleshammer:** I would remind the Member that we have made provision for an additional 33 spaces, but that, of course, does not resolve all of the demand.

**Ms. Barrett:** So these individuals that are on the wait list, are they in homes, in their own family home? Is that where they are located, or where do they come from?

**Mr. Gilleshammer:** They could be living in a variety of situations, including their own home or a community residence or other apartment living.

**Ms. Barrett:** They could be coming from any of the Residential/Support areas into the Day Activity part of the program.

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** I have just one more budget item to talk about, and that is the Administrative Support Grants. I assume that is a recognition of the fact that agencies in these programs, even if they are very small, do have administrative requirements, and that this is some support for that requirement.

**Mr. Gilleshammer:** It is to help them with their administrative costs.

**Ms. Barrett:** Could I have them defined? Is that the Residential/Support area or the Rehabilitation or a combination of both?

**Mr. Gilleshammer:** It could be the supervised residences or it could be people living independently, or it could be people in the day program.

**Ms. Barrett:** Is it a rate based on the number of people that are in the program or in the residence?

**Mr. Gilleshammer:** There is a formula that varies depending on the service that is provided.

**Ms. Barrett:** One last question: Is there a cap on that?

**Mr. Gilleshammer:** Yes, there is a cap of 100 spaces per organization.

**Ms. Barrett:** A question of clarification: That means that if there is an organization that has over a 100 spaces, they will not get the per capita rate?

**Mr. Gilleshammer:** That is correct.

**Ms. Barrett:** I have no other questions in this area at this time.

**Mr. Alcock:** I am not going to be able to get into the line of questioning that I want to pursue in some detail in the time available, so we will have to leave this item until the next day. I do have a couple of short snappers that we might deal with tonight.

The first one is relative to Crisis Intervention funds \$190,800.00. How much of that money has been allocated thus far this year?

**Mr. Gilleshammer:** The funding for the Crisis Intervention has been allocated to the regions, but we do not have the information at hand to indicate what point in their expenditures they are at.

**Mr. Alcock:** We will be back before this committee on Monday at 2:30 p.m., and you do have a spiffy new commitment accounting system, so I am sure we can figure that out by that point. I am informed that, at least in some regions, we have used our quota of crises for the year, so I would be interested in having that—

**Mr. Gilleshammer:** In answering a previous question about whether we expended in addition to that for Crisis Intervention, we indicated that, if necessary, we would have to find from within to accommodate that.

**Mr. Alcock:** There was a department study or at least a count done of people who are graduating and are going to be requiring day programs. I believe the estimate given was 200 in the last Estimates. Is that correct or not?

**Mr. Gilleshammer:** Fifty-three students left the education system in the province and would be requiring day programs. Not all of those, pardon me, would require day programs.

**Mr. Alcock:** Is this an annual review that is done by the department to assess the impact on adult programs?

**Mr. Gilleshammer:** Yes, we can tell you that it is an annual review that has been done for the last couple of years.

**Mr. Alcock:** That figure of 53 is the current figure graduating in this year that will be back on this year's budget?

**Mr. Gilleshammer:** The 53 individuals graduating from the school system was of June of 1990.

**Mr. Deputy Chairman:** The hour now being 11 p.m., committee rise.

## SUPPLY—HIGHWAYS AND TRANSPORTATION

**Madam Chairman (Louise Dacquay):** Would the Committee of Supply come to order, please. This section of the Committee of Supply has been dealing with the Estimates of the Department of Highways and Transportation. We are on item 4, page 101, Engineering and Technical Services \$12,557,100.00.

**Mr. Daryl Reid (Transcona):** Under the heading, Engineering and Technical Services, 4.(a) Management Services, there has been what appears to be a cost-of-living increase for these particular salaries in this department.

Could the Minister give me some explanation on the number of people who are in this department under the Management Services, please?

**Hon. Albert Driedger (Minister of Highways and Transportation):** Madam Chairman, basically, under this, we have the ADM of Engineering and Technical Services. I would like to introduce John Hosang at this time. He is responsible, so one position is his, and he has two secretarial staff that basically are involved in that aspect of it.

Incidentally, I would like to indicate that in this department we have 550 people who are employed under this aspect of it. If we are going to follow the trend that we did before, in terms of some of the variations, I have to indicate that as the process with that many employees moves on there are some differentials.

Basically, nothing has changed from last year, in terms of what is happening here.

On a broader basis, if we want to go through line by line, I will try and give the explanations as to what has happened, but you will see some variations in there in terms of Salaries, but there is really—any

fluctuations in SYs are the normal minor changes. There is nothing dramatically changed in here.

Then if the Members want to bring forward specific concerns in this area, you know, I will try and address them.

**Mr. Neil Gaudry (St. Boniface):** Madam Chairperson, it indicates here, "Provides management direction for the functional branches of the Division." How many branches are there out of Winnipeg in this department?

**Mr. Driedger:** There are five specific branches in this division. It includes, if you go down there, the Warehouse Stores; five garages through the province that maintain all our equipment; Northern Airports; ferry services; Marine Services—32 airports; six ferries; Air Services—water bombers; Materials and Research, Traffic Engineering; Radio Services. These are all areas under there. That is why we have a large employment component in there.

**Mr. Gaudry:** The Minister says that you have a large component of employees. How many employees have you in those branches?

**Mr. Driedger:** Is the Member for St. Boniface (Mr. Gaudry) asking me for each one of these divisions, because the total component is 550, as I mentioned before. So when you have that many employees, you have certain slight variations from time to time as there is movement with people getting in and out of this business.

By and large, I want to assure the Member that under this category we have minor variations in there. There is nothing dramatically changed in terms of the service that we provide or the employees that we have on staff.

**Madam Chairman:** Item 4.(a) Management Services: (1) Salaries \$131,200—(pass); 4.(a)(2) Other Expenditures \$18,700—(pass); 4.(b) Mechanical Equipment Services: (1) Salaries and Wages.

**Mr. Reid:** The Minister indicated that there are certain sections listed in the Main Estimates, Northern Airports and ferry services. I see that there is a decrease in expenditures for Salaries and Wages.

If my understanding is correct, the Minister says it is because of staff fluctuations in that particular area. I would like some information, for educational purposes, on the type of service that is provided, the

type of funding, say, to the airports, the funding for the ferry services, where they are located, as well as the water bombers that we have and if there is any Government aircraft. Give me some background information on those, please.

\* (1910)

**Mr. Driedger:** Madam Chairman, I wonder if I could suggest to the Members and the critics that we maybe go through and specifically on each item—for example under Mechanical Equipment Services, we have six garages throughout the province that provide and do repairs for all the equipment we have throughout.

If the Members would agree then I will try and explain that in each one instead of doing it on a general basis, just so you have a bit of a feel for it. If you want to get into—Management Services is not that dramatic, but if we get down to Mechanical Equipment Services, that is our garages, and if you look at the next page we have warehousing, which is our supplies, and you have Northern Airports. If you want to do it on a category-by-category basis then we will try and give you as much information as we can in those categories.

**Madam Chairman:** Item 4.(b) Mechanical Equipment Services: 4.(b)(1) Salaries and Wages, \$7,963,400.00.

**Mr. Reid:** I have just one question for clarification. Would that also include communications systems that the Government has shown here?

**Mr. Driedger:** That would come under the Government Air and Radio Services where we have the communications. Okay?

**Madam Chairman:** Item 4.(b) Mechanical Equipment Services: 4.(b)(1) Salaries and Wages, \$7,963,400—pass; 4.(b)(2) Other Expenditures, \$10,947,600—pass; 4.(b)(3) Less: Recoverable from Other Appropriations, \$21,677,000.00.

**Mr. Reid:** There does not appear to be a significant change from the previous year in this area, but I would like some explanation on this area please for my own education purposes. Thank you.

**Mr. Driedger:** I want to indicate first of all under this area here, I think it is important for critics to know what is happening here. We provide the services from six major shop complexes and one small satellite shop. We have a major shop in Winnipeg, Beausejour, Brandon, Dauphin, The Pas, Thompson, and we have a satellite from Dauphin at

Swan River. Basically each of the districts is assigned a specific garage for mechanical services. This involves the snow clearing equipment, mowing equipment, all the equipment we have, and that is where we service them and keep them up to date.

In fact, I would suggest to the Members somewhere along the line that together or individually, if you have a chance to drop in to some of these areas to just look at the kind of operations we have and what is happening in those areas. The kind of equipment that is included in here is trucks, for example, light, medium and heavy duty; we have 731 units.

You probably all see from time to time the trucks with the Manitoba Highways sign on them. We have 175 motor graders. We have 74 front-end loaders. We have 296 wheel tractors. We have 263 sand spreaders. We have 11 asphalt mixing plants. Asphalt kettles, we have 84 of those.

For maintenance, we have all these various suboffices—not offices—yards. We have asphalt rollers, 215. We have 69 cabooses. We have soil and rock drills, two. We have brush cutters, four. We have road sweepers, 38 of those. We have seven pavement markers. Also, we have 496 miscellaneous units, for a total of 2,465 pieces of equipment that get repaired through the Mechanical Services, through these operations.

I notice one of my colleagues drawing a deep breath and saying 500 and some odd employees. Well, that is the reason why, because this is a very complex type of operation.

We have 190 snowplows available for service during the—in the past winter. When you have a major storm, like the equipment that goes out there—so just to give an idea of the complexity of how this works on one portion of this area here.

What we do is, we recover all these costs. We set a rate for each district, for each piece of equipment, and then we recover that from the district as they use the equipment. That is why, if you look at Recoverable from Other Appropriations—and we said a little higher than the actual cost. When you see that surface figure of \$2.766 million, that is for equipment replacement.

I hope I am not confusing the Members, but I am trying to give you an idea of what is happening in this whole area. That is what we are doing at this stage of the game.

Under this Mechanical Equipment Services, what I put on the record gives you a bit of an idea exactly what is happening in this department in terms of the services that we provide. That is a whole—across the province, a real spread of all the equipment and the services that we provide.

**Mr. Reid:** Madam Chair, if my understanding of this explanation is correct, under this area of the Estimates here, these different districts have a budget that is allotted to them, and then these monies are recoverable from each of those districts for the operations or the vehicles, equipment, they would use in those areas?

**Mr. Driedger:** Yes.

**Mr. Reid:** Thank you.

**Mr. Gaudry:** Madam Chairperson, I see the Fuel-Truck here seems to have levelled off. At first I thought maybe it was because of the Minister of Consumer and Corporate Affairs (Mr. Connery) monitoring the fuel prices. I was wondering if it was your directive you have given to the employees to shut off their trucks during the winter or while they are having coffee?

**Mr. Driedger:** I want to indicate to the Member, no, that directive has not gone out for them to shut them off. I fully believe that my staff are very responsible and would not run their trucks while they are having coffee or stuff like that.

I want to indicate at the same time that this budget was struck prior to the fuel price increases that we are experiencing, and as a result, once these figures are set—the difficulty that my department is facing right now is that in the event we have heavy storms and a lot of snow developing, and because the snow clearing is very fuel oriented because all the machines use fuel, and with the increase in there we are having some concerns. This Government, we have had the opportunity to explain to our Treasury Board the impact of the fuel prices, depending on the kind of winter we have. It is very hard. We use an average in terms of the costs that it is going to take in terms of doing the snow clearing across the province.

We have looked at the options of trying to be economically responsible in terms of just cutting back on some of the services. You can imagine the hue and cry if on a weekend we have a major storm and we do not start clearing snow until Monday when we have the normal hours of operations, let us say from eight to five or whatever the case may

be. I do not think that Members in this House or anybody in the public would accept the fact that we would wait, the storm hits on Friday, and we are going to start cleaning snow.

There are a lot of implications in terms of clearing the snow and with the price increases—and we have the assurance from this Government that based on the increases in fuel prices that if we run into difficulty we can come back and discuss it with our Treasury Board people in terms of making sure that we can still provide the service. There is a lot of safety involved here and that is always a topic of concern if we do not put salt and sand on the highways when you have glare ice or stuff of that nature. So it is a balancing act that we do.

\* (1920)

I do not want to be facetious, but I have been very thankful, and maybe it is because of the clean life I live, that we have not had—I heard some “ahs.” Maybe it has helped, because I do not really want any snow of major proportions in spite of the fact that we need the moisture.

If I can arrange it with my colleagues somewhere along the line and somebody has the right connection, we will have the rains the farmers need in spring, and we will not have much snow and then we will be able to get by. In the event that does not happen, I have the authority to go back to my Treasury Board and ask for the supplementary income if it is required.

I have to indicate, this figure fluctuates all the time. We basically put an average figure in there and hope for the best. If there are fluctuations, it is underspent, that is fine. I do not anticipate that will happen, because we in this area generally feel that we have not had snow yet.

The Members should realize that we have had snow up north already for three, four weeks in some areas, and the program of controlling snow and sanding, salting has been going on for some time. We cannot think just in isolation of the southern portion of the province, it is an ongoing program already. I hope we do not run into major storms. If it does, I can assure you that we have authority to go ahead and try and do the best in terms of providing service in terms of snow clearing for the safety reasons.

**Mr. Gaudry:** Madam Chairperson, the amount that you have there for equipment rental, I assume that is equipment you are talking right now for snow

clearing and so forth during the winter. Contractors who have signed a contract with the Government prior, let us say two or three months ago, with the increases in gasoline prices, what is happening to their contract?

**Mr. Driedger:** Madam Chairman, I want to compliment the Member for that question, because the construction industry has raised their concerns with us in terms of what is happening. Mind you, by and large the majority of the contracts were let prior to the gas escalating the way it does, and we have met with the construction industry and they have expressed their interest and requested that we put an escalator clause in there. We took that forward to the Government and have looked at that.

We have also checked with all the other provinces across Canada and none of the provinces—you know they have the same pressures as we have here—have allowed an escalator clause to be put in, because it gets to be very complex in terms of at what stage of the game you have this happening. The decision has been made not to put an escalator clause in there.

I just want to indicate—I may be getting into the Capital Program to some degree, but in our advanced program, which we normally would start tendering in December and through the course of the winter to allow contractors to position themselves for the upcoming construction season for next year, we suggested that we would—and we will be doing this—we will not be tendering projects till maybe February and March.

Hopefully at that stage of the game we have some indication what is happening in the Middle East and Iraq, might have some idea as to what happens with the fuel prices which allows the contractors at that time to take those things into consideration. So we will not be tendering during the next few months and see whether there is some stabilization in it so that the contractors, when they tender for spring work, that they have an idea how to tender with the fuel prices being so uncertain, because even if we put an escalator clause in there, it would create havoc with our budget in terms of, we do not know what is going to happen. So we are trying to bide some time.

We are very conscientious of the construction industry in terms of the problems that they are facing. For the Government, it is good to have a healthy construction industry out there that is very competitive, because that way we get the best

prices and get the best bang for our buck. So it is sort of a juggling act we are doing at the same time, knowing how they feel about it, and we will try and accommodate them by saying we will tender later.

**Mr. Gaudry:** Madam Chairperson, Utilities, \$551,000, what does that include? Is it for the total operations of that department?

**Mr. Driedger:** Madam Chairman, basically that is the utilities that we use, the heating, lighting in our garages, all the things that are related to keeping our garages operating.

**Mr. Reid:** Madam Chair, also on that page 61 there is a column there showing Other, \$752,000, I believe. Is that staff years? Then there is another column, Other Operating, \$721,000.00. Could the Minister explain that to me, please?

**Mr. Driedger:** I want to indicate and refer the Member back to page 9, which shows Other Operating. Where this comes up throughout my department, that is basically what it covers because of the expanded program that we have or the things that are there, hotels, meals, computer. I do not want to repeat all those things, but if the Member would look under page 9, it says Other Operating. Those are basically the things that are covered under that category.

**Madam Chairman:** Item 4.(b)(3) Less: Recoverable from Other Appropriations—pass; 4.(c) Warehouse Stores: 4.(c)(1) Salaries and Wages, \$471,000—pass; 4.(c)(2) Other Expenditures, \$138,900—pass.

Item 4.(c)(3) Purchases, \$6,700,000.00.

**Mr. Gaudry:** Madam Chairperson, in Purchases you have \$6,700,000.00. What does that include in that amount?

**Mr. Driedger:** That basically is parts and all the things related to the repairs of equipment within the shops.

**Mr. Reid:** Madam Chair, would that also include equipment necessary for the maintenance of the vehicles in that, or does that come under a different section?

**Mr. Driedger:** Madam Chairman, that would include vehicle repairs of all the units that I have put on the list before, all those things related to that.

**Madam Chairman:** Item 4.(c)(3) Purchases \$6,700,000—(pass); 4.(c)(4) Less: Recoverable from Other Appropriations \$6,700,000.00.

**Mr. Reid:** Madam Chair, I am not sure if this would fall under the same explanation that the Minister had given previously for the Other Appropriations that had been shown elsewhere in this Estimates, but I would like to put that question to the Minister. Who are these Appropriations recoverable from?

**Mr. Driedger:** Madam Chairman, this is recovered from the districts and from the northern airports. Any services that we provide out of these garages are then recovered either from districts or from the departments that use this service.

**Madam Chairman:** Item 4.(c)(4) Less: Recoverable from Other Appropriations \$6,700,000—(pass); 4.(d) Northern Airports: (1) Salaries and Wages \$2,984,000—(pass); 4.(d)(2) Other Expenditures \$1,575,000.00.

**Mr. Reid:** Madam Chair, the Minister had previously stated that we had a number of airports throughout the province. I believe the majority of them are probably in the remote and northern areas of the province. Could this Minister and his staff give me an understanding on the amount of expenditures of funds for each of these airports or what we do in the way of maintenance for these facilities?

**Mr. Driedger:** Madam Chairman, first of all, let me indicate that we are responsible for 32 airports in the province, many of them in the remote communities. I do not know whether the Member wants me to—we have certified airports, 21. If the Member wants, I can put them all on the record, but you know—

**An Honourable Member:** Is the list available?

**Mr. Driedger:** We will make that list available. We have 21 certified airports; we have two uncertified airports; we have emergency airdromes, eight of them; and basically what this involves is the maintenance. In most cases, we have, depending on the type of airport it is—Members are well aware of Medivac, which lands in a lot of these communities. We have to have a system in place, because when an emergency arises in many of these cases we have to have the proper lighting, a terminal building. We have the staffing involved, in terms of making sure that work is undertaken. We have equipment at all these places that make sure the runways are cleared and swept, et cetera. So it is a major undertaking.

Yes, and I want to indicate the staff tells me that under this category 95 percent of the staff are Native. We trained them, we employ them, and it is working out exceptionally well. It is a good program.



I will make a list available to the Members, both of them, in terms of the airport location, so that they have a feel for how complex this is.

\* (1930)

**Mr. Reid:** I thank the Minister for making that list available.

My question is about the certification of the airports. The Minister mentioned that there were two that were not certified. I was wondering if the Minister could indicate to me which two airports are not certified?

**Mr. Driedger:** Gods River and Pukatawagan are the ones that are uncertified at the present time and in Gods River, we have just taken that one over. So we are in the process of undertaking certain work to upgrade that airport and to make sure that it gets the certification category.

**Mr. Reid:** The northern and remote areas of the province rely very heavily on air transportation. Quite a few of them do not have the access to road to the southern portions of the province, nor do they have rail service. Of course, rail service is another sore point that we have had discussions on in the past.

I would like a better understanding on what type of funds are being invested to upgrade the northern and remote airports in these communities through the northern portions of Manitoba.

**Mr. Driedger:** Madam Chairman, I would like to indicate to the Member that under the Capital Program I can probably give better clarification because, you know, the crushing and stuff of that nature.

However, I have to indicate that in some of these cases, we, together with the Department of Northern and Native Affairs, there have been agreements of cost sharing from the federal Government in terms of establishing some of these capital runways. This is an ongoing demand even for extension of the existing runways.

The Member is maybe aware that Tadoule airport which was cost shared with the federal Government, because we are talking of millions of dollars when we do that, and the province just is not in a position to undertake these by themselves. I have endless requests from some of these communities for enhancing—I am talking of the isolated communities—the airports that we have.

We are continually working with the federal Government in terms of seeing whether we can get funding to build new or expand and stuff of this nature. Once the airport is in place, then of course under this category is where the maintenance and the upkeep of the airports then becomes a responsibility of my department.

**Madam Chairman:** Item 4.(d) Northern Airports: (2) Other Expenditures \$1,575,000.00.

**Mr. Reid:** Madam Chair, my same question, as I have asked before, have these funds been recovered from the Government of Canada, these \$425,000.00?

**Mr. Driedger:** Madam Chairman, I want to indicate to the Member wherever it says Recoverable from Other Appropriations or from federal Government, it is not like these are arranged things, you know, and understandings. There is no difficulty recovering that. I do not know whether the Member has some concern that we are not getting paid from the federal Government. I want to assure him that all these cases where it is recoverable, this happens. It is when we talk of new programs, you know, we can talk about the prior costs and stuff of that nature which we covered the other day, but where it says recoverable we have no qualms. Money always comes. These things happen.

**Mr. Reid:** Madam Chair, if I might just give a brief explanation of my concern over the recoverable portions from the Government of Canada. We had some commitment from the Government of Canada concerning the forest fire funds that were invested by the Province of Manitoba. We have yet to see any monies coming back to help towards the contribution of fighting those fires and moving the people to safer locations. That is why I have a concern to see whether or not these funds are coming back.

**Mr. Driedger:** Madam Chairperson, that is why I was trying to indicate to the Member that where it says recoverable, these are arranged things, agreed on things. In the case of the fires with the cost sharing, this is something that has never been firmly established as to the amount. When we have amounts here, that is a guaranteed thing. So I want to assure him that where it says recoverable, that is a pat thing. There is no doubt about that. In the case of the fires, we have never come to an agreement in terms of how much money should be shared, and that is what we are negotiating, but in all these cases

here and in other departments as well, once that is done, once it shows here, it is an automatic.

**Madam Chairman:** Item 4.(d) Northern Airports: (2) Other Expenditures \$1,575,000—(pass).

Item 4.(e) Marine Services; (1) Salaries and Wages \$616,000.00.

**Mr. Gaudry:** Madam Chairperson, could we have the six areas where we have these six-passenger vehicle ferries, and what is the staff on those ferries?

**Mr. Driedger:** Madam Chairman, we have six active and we have one that is out of service. I do not think the Member is really interested in the names of the vessels, but the areas where they are. One at South Indian Lake, South Bay, and our cost there per year is \$218,000 to run that one. We have Split Lake, York Landing, in both cases, staff as well as the other costs involved were \$114,000.00. We have the Bloodvein, the Princess Harbour, and that one is \$89,500.00. We have at Sea River Falls Crossing on Nelson River to Norway House, which is \$66,500.00. We have the Matheson Island ferry for which our cost is roughly \$50,000, in there. We have the Pipestone Crossing on Nelson River to Cross Lake which is \$66,500, and then we have the one at Nelson River to Cross Lake, which is out of service at this time, our cost there a little over—yes, we are looking to relocate that ferry because there was a bridge built there. So we still have costs in maintaining the ferry, but we are looking at placing that and providing that service somewhere else.

**Mr. Gaudry:** Madam Chairperson, you say this one is out of service, but there is a bridge that has replaced it to serve those people in those areas?

**Mr. Driedger:** Madam Chairman, that is correct.

**Mr. Reid:** Madam Chair, the Minister had indicated that he had some concern about the fuel costs for running of the equipment for highway repairs, and I see here there is also a fuel cost in here. Has the Minister undertaken to make some adjustments or make some representation to his Cabinet for adjustment to fuel costs in those areas, or would it be a significant enough factor to worry about?

**Mr. Driedger:** Madam Chairman, the ferries all basically have shut down because of weather conditions, because of icing, so actually the fuel costs, you know, the impact that it had on them has been very tentative and we have managed to cover that within the department. For next year, once the operation starts again, these are things that we will have to look at for next year's budgetary items.

**Mr. Reid:** Never having been fortunate enough to get too far north in this province yet, although I expect very soon to be able to have that opportunity, I look forward to that, to meet the people of northern Manitoba and to hear some of their concerns and interests.

Maybe the Minister can give me an understanding on the season that these ferries operate in. As well, we talked about the fuel costs, I am wondering if the province accumulates fuel for the operation of those ferries during the off-season and then stores it for the use during the season.

**Mr. Driedger:** Madam Chairman, the fuel requirements vary from ferry to ferry, because some run longer distances. For example, if the Members and critics have a chance to get up north, down to Matheson Island or stuff like that or avail themselves of the northern winter roads and just go and to look at some of these things, but it varies a little bit.

You have to understand that where we operate these ferries, in some cases in isolated communities, there is no access from the time that the freeze-up starts and the ice gets too thick until there is ice thick enough for them to cross the waterways. There is a time when there is limited communication other than by air in these areas.

As soon as it is possible in spring, the ferries operate, because there is a lot of pressure in terms of making sure that service is provided. May to October by and large is when we operate these ferries.

\* (1940)

**Mr. Gaudry:** Madam Chairperson, the Minister mentioned that there was a ferry that was out of commission or was going to be replaced by a bridge. Should that not have been reflected in the cost of one less ferry?

**Mr. Driedger:** Madam Chairman, it has been out of service now approximately four years. We have a limited cost in terms of just making sure we maintain it, because these are relatively expensive ferries that we have and so we spend a certain amount of money.

That is why the figure does not change in here, because it is four years ago that the ferry was taken out of service. We make sure that it is properly maintained and we are looking at providing a service for that ferry.

Once that comes on stream again our costs are going to go up again and it would be reflected. This basically shows the same thing has happened for the last four years.

**Mr. Reid:** Madam Chair, the Minister indicates that the ferry has been out of service for some four years. I am wondering how the community that had been previously serviced—

**Mr. Driedger:** I indicated before that a bridge was built.

**Mr. Reid:** Okay, I am sorry. I missed that. Thank you.

**Madam Chairman:** Item 4.(e) Marine Services: 4.(e)(1) Salaries and Wages, \$616,000—pass; 4.(e)(2) Other Expenditures, \$405,900—pass.

Item 4.(f) Materials and Research: 4.(f)(1) Salaries and Wages.

**Mr. Reid:** Madam Chair, could the Minister give me some understanding, please, what takes place under Materials and Research, the staff people who are involved, and their duties and responsibilities there?

**Mr. Driedger:** Madam Chair, these are basically—I can read the whole role. This branch is responsible for providing pavement design and evaluation as well as testing and quality control for materials used in the maintenance and construction programs. In addition, staff maintain an extensive inventory of all gravel/rock sources, which are essential to all construction and maintenance projects.

Engineering investigations of earth stability, problems on rights-of-way, training of departmental staff and materials, handling and testing, research into new construction materials and testing techniques are also responsibilities of this branch.

A major materials testing laboratory is operated in Winnipeg with a small satellite laboratory in Brandon as well as two mobile laboratories, two pavement coring drill units and two soils drills. Basically, that is what is happening in this department.

**Mr. Gaudry:** Madam Chairperson, in Other Operating expenses there has been a hefty increase from \$74,000 to \$111,000.00. I know he will refer me back to page 9, but why such an increase in these expenditures?

**Mr. Driedger:** Madam Chairman, I am pleased to inform the Member that the increased costs here are because of the increased Capital Program that we have had. It is all related to that because we have a

bigger construction program. We have more demand on testing. We are building more roads than have been ever done before, and it is reflected in these costs in terms of doing the necessary research and the materials evaluation, et cetera.

**Madam Chairman:** Item 4.(f) Materials and Research: 4.(f)(1) Salaries and Wages, \$1,420,000—pass.

Item 4.(f)(2) Other Expenditures, 283,900.00.

**Mr. Reid:** Madam Chair, I am not sure if this is the correct area to make mention of this, but I will rely on the judgment of the others who may know better than myself.

I had some communication with the people living in a community north of Winnipeg, and they had some concern about—it is the community of Ashern—the safety of their children who have to cross No. 6 Highway. They made some representation I believe to the Minister and his department. They were asking for either signs that would lower the speed, speed restrictions for the traffic passing through that community or to have some other traffic control devices that would increase the safety for the children who have to cross that very busy highway.

**Mr. Driedger:** Madam Chairman, under Traffic Engineering, which is the next area, that is where it comes in, and I am prepared to answer it at that time.

**Ms. Rosann Wowchuk (Swan River):** I would like to ask the Minister, Madam Chairman, you have a line in here that says research for new materials. Is there any research being done on any material like crushed glass or anything like that to be put back into pavement?

**Mr. Driedger:** Madam Chairman, I want to indicate to the Member that we are always looking at what is happening in other areas. We do not necessarily have the funding to do the total research ourselves, but I have to indicate that my deputy is part of a committee where the Americans pay all the costs for him to be involved. He has a lot of experience and is highly regarded in his profession.

We are constantly looking at what other jurisdictions are doing, and we are trying to take advantage of any things that, maybe riding on the backs of some other jurisdictions, but certainly it is working. We have the kind of connections that give us that opportunity to do that without expending the financial monies that are required. We are watching all the time in terms of anywhere where we can

enhance our economy in terms of the work that we undertake.

The question is well put, but we are watching all the time. We are not living on an island unto ourselves. We are watching what other areas are doing, and I believe we have the people who have the connections where we can keep on top of that. We may be piggybacking on somebody else's expenses, but we are on top of things that are going on.

**Ms. Wowchuk:** Then are you saying that we are not using any recycled material or any glass in our pavement at this time?

**Mr. Driedger:** Madam Chairman, we are not using any glass at the present time. However, we are using certain recycling programs where we take and skim off the present asphalt system, you know recycling it and using that. We are looking at the most economical ways of doing some of these things. At the present time, glass, we are not using, no.

**Ms. Wowchuk:** Madam Chair, on the rehabilitation of gravel pits. At what stage are you in Manitoba on rehabilitating the gravel pits?

**Mr. Driedger:** Madam Chairman, I am very pleased to inform the Member that we have developed a program for rehabilitation of the pits that are basically Government pits. We are not spending that terribly much money on it. We are spending in the area of \$50,000 a year just to make sure that we get our pits cleaned up.

I think municipalities are looking in some cases at having their own by-laws drafted to make sure that contractors put the pits into a safe condition. I can really relate to that because the area where I come from, which is southeast Manitoba, I live in an area where gravel pits are predominant all over the place. We have some that are dangerous, and I am very excited about this program. I hope that the private sector can be forced to take and follow the leadership of the Government in terms of trying to make these pits safe.

**Mr. Reid:** Madam Chairman, I have just one brief question here. While I understand the concept of quality assurance, there is one line in here which says, provides equipment and service for quality assurance. I am not sure in what context that is meant. Maybe I could get an explanation on that from the Minister, please.

**Mr. Driedger:** Madam Chairman, I would like to indicate that the art of building highways now is very sophisticated and we have our staff out there checking the quality of the material so that the contractors do not necessarily use a lesser quality. We have our almost on-site labs that check the quality of material at all times so that when we ask for A base, C base or a certain quality, it is always assured that it will be there. That is basically what it relates to, the on-site testing to make sure. I am not saying that the contractors would take advantage of us, but we just want to make sure that we get the kind of material that our engineers specified in terms of building the kind of road that we want.

\* (1950)

**Madam Chairman:** Item 4.(f) Materials and Research: 4.(f)(2) Other Expenditures, \$283,900—pass.

Item 4.(g) Traffic Engineering: 4.(g)(1) Salaries and Wages, \$782,000—shall the item pass?

**Mr. Reid:** Madam Chairman, I am not sure if my previous question to the Minister under the last heading comes under the heading of Salaries and Wages, but I would ask the same question that I asked before. Since I have had some communication with the concerned residents who live in Ashern and have their families cross Highway No. 6 when they have to attend the school in that area, I would like to know what the possibilities are that something can be done to make it safer for their children to cross that very busy highway.

**Mr. Driedger:** Madam Chairman, I will try and explain a little bit how the system works. When we have a request from traffic authorities, whether it is the community of Ashern or any other community or municipality in terms of, let us say, crossings or speed limits, by and large what happens is they have to make the application to the Highway Traffic Board, in terms of speed limits. What we do basically, our staff goes out and does investigation. I think they are very qualified people in terms of deciding—we use certain criteria, it is not an ad hoc type of decision. We use the criteria that is available in terms of traffic movement, how many cars, how many children, stuff of this nature. We use all this information to come forward with recommendations.

In the case of speed zone reductions, even if they make an application to the Highway Traffic Board, because it affects in most cases the Government's highways, we still do that type of approach. We

make sure that we have the information, and when the Highway Traffic Board conducts a hearing, we bring forward the information that we have. They then make a decision based, in most cases, on the information that we provide, they make a decision as to whether reduce the speed limit or not. The same things applies with other safety applications that can be made from various communities.

**Mr. Reid:** I recognize, and I have read several reports before that indicate that departments do vehicular and pedestrian traffic, then make determinations on what is the proper equipment in their estimation for that particular location. In situations like this, and I have run across a situation similar to this before, I have to wonder why it is that we make a decision only based on those criteria, when it is the safety of the people who are using that area, who have to cross those busy intersections or highways or streets. Do we have to lose a life or have someone injured before we take action to make it safe for these people?

**Mr. Driedger:** We get many applications to the department in terms of changing traffic regulations, speed zones et cetera, and we take them very seriously. We cannot just make a carte blanche decision on that. We look at the amount of accidents, we track our accidents on our highways. If there is an intersection that creates a particular problem, we try and address it either through reconstruction, through safety signals, et cetera. If that does not address the problem, then of course, we try and address all aspects of it.

I am proud to say in the two and a half years that I have been Minister, all departmental people within my Department of Highways and Transportation, safety is a thing that we stress all the time. We are vulnerable to some degree, if somebody gets killed because of a not safe highway, and it is related to us not doing our job—these are the things. There is a very conscious awareness of safety all the time.

When we do these studies we have certain criteria that has been developed over many years of experience, not mine—in two and a half years—but certainly from the departmental people, to say at what stage of the game does it become a dangerous problem in terms of traffic delays, crossings, these are ongoing things. I inherited something that I did not develop. It has been there for a long time in terms of making sure that safety is front and foremost in terms of the decisions that we make.

**Mr. Reid:** I will not belabour this point, and I thank the Minister for his answer. I recognize that his staff that he has in his departments are very well qualified and very experienced people, and I have no doubt of that.

I am looking in the sense, and I do not mean this in a negative context, for something that is more proactive instead of reactive to a situation, to avert any fatalities that could or may occur in the future. I am looking at it for the safety of these communities and the people who live in them. That is my only purpose.

**Mr. Driedger:** I have to indicate to the Member that we do not wait until people necessarily bring a concern forward. We ourselves, my department, look all the time at aspects of safety and problems within that. It is not that we are reacting; we react when people bring forward concerns.

I have to tell the Member that we get a lot of requests and concerns brought forward to us. I will give the Member an example. In my own community, a little village, hamlet of Grunthal with 700 population, there are a lot of gravel trucks going through there. They asked for an illuminated crosswalk, across Main Street. If we use the criteria—we have to have some criteria. We cannot just run forward and do all these things, because we are flooded with these requests. That is why we have certain criteria in place, and I am very safety conscious, but just because somebody asks and says, listen, we would like to have an illuminated crosswalk, does not necessarily justify the cost of doing that, or a signalized intersection.

That is why there are criteria in place. I have challenged the department from time to time. I felt, for political reasons, some organization or community has come forward and said, listen, we want to have an illuminated crosswalk, or we want to have signal lights, and stuff like that. It is a good thing that the Minister does not make those decisions on his own.

By and large, you have to rely on the background information that has been developed over a long period of time to assure that we are addressing the safety aspect of it, not just some political wish of organizations or individuals. We feel, without being arrogant, that we have the qualified background, knowledge and information in terms of making good rational decisions. I want to repeat, safety is the main concern that we have.

**Mr. Reid:** Until this matter can be resolved, I am not sure if it would be in order, but I might make it as a suggestion to the Minister that maybe some policing of this area to ensure that the speed restrictions on those particular highways that pass through those communities are adhered to, and that police do enforce those regulations.

**Mr. Driedger:** The Member could maybe indicate, this is in regard to the Ashern request?

By and large, we are doing our portion in terms of doing the investigative work. If there is a concern, the community, all they have to do is inform the RCMP for enforcement. They are not doing it?

I can indicate to the Member that I have a little community that I travel through every time I drive to the city, called the Village of Kleefeld. It is a small community with a restricted speed zone there, and invariably, because it is a small community, people have a tendency to just sort of look around and just give her, you know. The community became a little concerned and raised that concern with the RCMP, and I will tell you something, there are a lot of guys that got a little lighter in their pocketbook because of it; they got caught.

I think the Member himself maybe has a responsibility, if he has a concern there, to inform the RCMP that you have been having complaints, and they should maybe try and address it. He might be surprised; he might get complaints the other way, that they are doing it too well.

**Madam Chairman:** Item 4.(g) Traffic Engineering: (1) Salaries and Wages \$782,000—(pass); (2) Other Expenditures \$5,031,000—(pass); (3) Less: Recoverable from Other Appropriations \$1,000,000—(pass).

Item 4.(h) Government Air and Radio Services: (1) Salaries \$3,861,200—(pass); (2) Other Expenditures \$5,865,300.00.

**Mr. Gaudry:** I would like to go back to Salaries, where there has been a decrease in SY, and an increase in dollars. Could I have an explanation, please?

\* (2000)

**Mr. Driedger:** Madam Chairman, we have a reduction in SYs of three, and that is when we closed down the Lac du Bonnet air base. We did not have the need for it anymore, and we closed that down. That is the reduction of staff there.

**Mr. Gaudry:** Madam Chairperson, why was it not required anymore, the air base in Lac du Bonnet?

**Mr. Driedger:** Madam Chairman, we do not have the need for that kind of an airport anymore, because our smaller aircraft have been moved up north to Thompson and the area, and the water bombers basically have taken over landing there. Well, they land wherever they can, I suppose.

I have to indicate to the Member that I can recall when I was elected, the Member for the Interlake was the Minister responsible for Highways and Government Services. At that time, we had quite a substantial fleet. In fact, the Member felt great pride in calling it Harry's Luftwaffe. It has been termed the Red Air Force at one time, et cetera, all kinds of names. I have to indicate that, by and large, the fleet has been really reduced, and we have replaced it with a big twin-engined—the water bombers, basically. So the fleet is really down, and for that reason, we did not really require the cost and the operations at Lac du Bonnet.

Incidentally, I might add that there is a private consortium in Lac du Bonnet, together with the municipality. We have made arrangements with them to take over the airport. They are looking at federal funding to expand it and provide a sort of a regional air base out there.

**Mr. Gaudry:** Madam Chairperson, you have reduced the fleet, but your repairs and maintenance have increased substantially. Why?

**Mr. Driedger:** Madam Chairman, I have to indicate that in this particular case we had an engine replacement of one of the jets, and that is the cause of that. We have these blurps from time to time, as we basically do the maintenance on the water bombers. We are talking of costs that have naturally gone up. They do not just happen on the spur of the moment, because we would not dare take—it is not like driving your car, the Member for St. Boniface (Mr. Gaudry), and halfway down there it stalls and then you say, well, I will have it fixed tomorrow.

With the airplanes, there are very tight regulations. You know, it is planned things. When the life of an engine is so-and-so old, it has to be replaced. That is how we plan these things.

**Mr. Reid:** It shows here that we have five water bombers. Is that correct?

**An Honourable Member:** Correct.

**Mr. Reid:** These water bombers, when they are not being utilized here in this province and there is maybe a greater priority in one of our neighbouring provinces during the forest fire season, they are on loan to these other provinces, I take it. Do we recover all of our costs for these water bombers that we would send to these other provinces?

**Mr. Driedger:** I am very pleased to indicate that we have interprovincial—with other provinces—agreements. Reciprocal agreements where they come and help us, and we help them. The year of '89 when we had the terrible tragedy in this province with the fires, we had water bombers here from the Northwest Territories, from Saskatchewan. We had them from the Maritimes? I am not even sure. There is an agreement, and, by and large, the Department of Natural Resources is actually involved in the agreements. We just make sure that the planes are operational and flying and have the crews for them. The technical arrangements, if the Member wants to follow that up with the Minister of Natural Resources (Mr. Enns), exactly the details of the agreements with the other provinces—there are agreements. It is working well.

**Mr. Reid:** It shows here that we have one Citation jet aircraft for additional patient transportation. It also indicates here that it is "also available for general purpose use." Does that indicate that it is used by the various Government departments from time to time?

**Mr. Driedger:** We have two Citations. One is the Medivac plane, and it is doing an outstanding job, and we have more hours that are being put on it every year. Then we have the backup unit which, by and large, if the Medivac is out, they can call on the other one. It is also used for Government purposes, when it is available, because it is set up in such a way that you can take the seats out and use it as a Medivac too, if you wanted.

We have those two jets. It is surprising how many times—Government uses it from time to time, but the priority is almost always Medivac. If it has been used for Government purposes, going up to Thompson with people, and a call comes in and the Medivac is out, people, unfortunately, have to wait and make other arrangements, because the Medivac has priority in these cases.

**Mr. Reid:** I am not sure if this question has been asked, or if an answer has been given, or the information given. It states here that we have

"general purpose aircraft." Is this strictly for hauling cargo, Government equipment, throughout the province?

**Mr. Driedger:** We have three categories of planes. We have the water bombers which basically have their purpose to serve; we have the two jets that basically serve Medivac, and some general purpose; and then we have three Otters and one Navajo. These are used for dual purposes, they are used for freight; and they are used for passenger service for the Department of Natural Resources, for the justice system flying judges up to court cases, et cetera. There is a variety of things that they use, but that is basically the fleet that we have.

**Mr. Reid:** Earlier in our discussions about the Estimates, the Minister of Natural Resources (Mr. Enns) was very generous in giving me a question that I could ask from the Minister of Highways and Transportation (Mr. Driedger).

Just a few moments ago, the Minister of Highways and Transportation was very good in giving me an idea on a question that I might, if the Minister of Natural Resources is willing, ask that particular Minister. That is concerning the use of the water bombers, and whether or not we recover our costs or the program—the system that is in place—that we use in trading with the different provinces.

\* (2010)

**Mr. Driedger:** Madam Chairman, I do not think this would be the appropriate time to get into that. I would suggest to the Member, with all due respect, that he wait until the Minister of Natural Resources (Mr. Enns) brings this forward, because that could lead into a train of discussion that I think is not related to this department. I would ask his indulgence to wait and go after the Minister when his Estimates come up, if that is acceptable.

**Ms. Wowchuk:** Madam Chairman, I would like to ask the Minister, you said that you had to repair one of the aircrafts, replace a motor. Was that the air ambulance?

**Mr. Driedger:** Madam Chairman, yes, it was.

**Ms. Wowchuk:** The other question I have is with regard to the fires and the evacuations out of the Swan River area. After those fires, we had indication that they might use the Swan River airport for a heli-tac crew to keep something permanent there during the summer season, but that there would have to be some expansions and renovations done to the Swan River airport before that could happen.

Was that budgeted for and did any of that work take place at the Swan River airport?

**Mr. Driedger:** Madam Chairman, I do not want to pass the responsibility, but that is under the jurisdiction of the Department of Natural Resources. They are basically the ones that have these helicopter-tac crews, et cetera. We have no responsibility in terms of getting involved in that one.

**Ms. Wowchuk:** No, I am sorry, I do not mean about the crew. The repairs to the airport would come under this department, would they not?

**Mr. Driedger:** Madam Chairman, I would like to indicate to the Member that prior to her entering into the House, her predecessor was one that nearly twisted my arm off because there were some difficulties with the Swan River airport in terms of jurisdiction and people at the end of the runway. It has been an ongoing fight and legal costs are involved. We did make an exception in that case and actually participated financially to some degree to help cover that; however, it is not our jurisdiction.

It is this jurisdiction in terms of whether they want to expand it and do improvements on it. We have a basic grant that we give. In this case we have, as I mentioned in my opening remarks, doubled the grant to \$4,800, plus a one-time grant that we give them in this particular case.

If they want major improvements on it, within my responsibility and my jurisdiction, the maximum they can get is a \$4,800 maintenance grant and they get it yearly. In some cases people say, well, that is mickey mouse. It could well be the case, but it at least helps because it is not our responsibility. We just have a funding program, and we have doubled that within the last year.

**Ms. Wowchuk:** Madam Chairman, I am just looking for clarification here. If the airport was being used for a heli-tac crew, would the province have a responsibility to keep that airport in the proper condition for that heli-tac crew to stay there?

**Mr. Driedger:** Madam Chairman, I would like to think that the Department of Natural Resources, if they wanted to operate a crew out of there that they would have responsibility in terms of providing a facility, let us say, for the helicopter and stuff of that nature. It certainly would not change the position of my department. We would still give the basic grant, and the community would have to look for sources through federal or through other arrangements in terms of expanding or enhancing their airport.

**Mr. Gaudry:** Recoverable from Other Appropriations, the recoveries of \$6,351,000 in the Inventory Account, could we have a brief explanation of that amount?

**Mr. Driedger:** The recovery is basically ours. We provide the service in terms of the planes and crews and in the case of the Health Services Commission, the Medivac things. The Health Services gets charged and they repay us, so it reflects in their budget. In the case of water bombers, we charge the Department of Natural Resources and recover from that aspect of it. That is where the recoveries come from.

**Madam Chairman:** Item 4.(h) Government Air and Radio Services: 4.(h)(2) Other Expenditures, \$5,865,300—(pass); 4.(h)(3) Less: Recoverable from Other Appropriations, \$7,251,000—(pass).

Resolution 81: RESOLVED that there be granted to Her Majesty a sum not exceeding \$12,567,100 for Highways and Transportation, Engineering and Technical Services for the fiscal year ending 31st day of March, 1991—(pass).

Item 5. Transportation Policy and Research, \$1,794,400; 5.(a) Transportation Policy and Research: 5.(a)(1) Salaries, \$794,000.00.

**Mr. Reid:** Under Transportation Policy and Research, could the Minister give me an understanding or make me aware of the number of people who are involved and their duties and responsibilities, please?

**Mr. Driedger:** I want to indicate that the SYs have not changed; we had 19 SYs last year and we have 19 SYs this year.

**Madam Chairman:** Item 5.(a) Transportation.

**Mr. Reid:** I would like to know a bit about the duties and responsibilities for these people who are there.

**Mr. Driedger:** The objectives are to provide research, analysis, technical and policy advice on various transportation modes within the province, to provide a variety of transportation programs to industry, municipalities and to the public. It develops, analyzes, co-ordinates policy proposals involving freight and passenger service of the various transportation modes. It prepares brief submissions for presentation to federal boards and regulatory commissions. It provides and administers programs to enable improved transportation services such as the program for the transportation for the mobility disadvantaged in rural



Manitoba—incidentally, a tremendous program—and the Southern Manitoba Airport Assistance Program, which I referred to before in terms of the doubling of the funding that we put in there. It develops economic investigations, evaluation, analysis and plans concerning transportation issues related to the department and all other Government agencies.

**Mr. Reid:** Could the Minister give me some indication, please, where these people are located in the province?

**Mr. Driedger:** These people are located at 215 Garry, right here in Winnipeg.

**Madam Chairman:** Item 5.(a) Transportation Policy and Research: 5.(a)(1) Salaries.

**Mr. Gaudry:** Madam Chairperson, talking about the disadvantage in rural Manitoba in the Southern Manitoba Airport Assistance Program, what happens for the disadvantaged here in Winnipeg?

**Mr. Driedger:** Madam Chairman, I think the Member got a little ahead of me. I am still on the 5.(a) section, but he is looking at the 5.(b) section, but that is fair.

The City of Winnipeg and Urban Affairs are the ones who fund the grants for the transportation for the mobility disadvantaged. I just want to indicate that this is a super program. How many years has it been in progress? -(interjection)- Since the early '80s. We have 38 communities that are involved with this now. If there is one thing where we get accolades, it is coming from this program. It is a tremendous program.

**Mr. Gaudry:** Madam Chairperson, who does the research for the mobility disadvantaged for the Province of Manitoba?

**Mr. Driedger:** Let me first of all introduce Wes Graham, who has just joined us here, and he has been the one who has by and large been involved with the communities. The communities basically do some of the research and we provide what information we can.

\* (2020)

I have to compliment Wes. He is well known to the communities that have made application to this program and he has done a tremendous job. I repeat again, this is one program which has been very, very positive for my department and Wes has to take a lot of credit for that. It is a joint effort. They make

application, provide certain information, we give them the guidelines and we take it from there.

**Mr. Gaudry:** You say it is a joint effort. It is a joint effort with the city or just with the province?

**Mr. Driedger:** I want to indicate to the Member that we deal only with rural, outside of Winnipeg in this program. Anything to do with the program inside of the city limits comes through the Department of Urban Affairs and the city.

**Mr. Gaudry:** Madam Chairperson, in respect to the research that has been done, do you share with the city after you have researched?

**Mr. Driedger:** I understand, the Member for St. Boniface being urban, that he would see whether there is some interrelation. Really there is not. The city does not really care what kind of information we have on the rural areas. This is a program designated for rural communities. The city has their own responsibility in terms of providing a service that is probably much enhanced and much beyond what we provide in the rural areas.

Without going into extensive detail at this stage of the game, the service that is being provided under this program, a lot of it is volunteer work, it is basically community oriented. We basically give a one-time capital grant for the purchase of the unit and then we give a grant toward the operating grant. Most of the work is done by community organizations, volunteer individuals and stuff of that nature. That is what makes it such a nice program. It is not just the Government giving them something. We participate and the onus is on the communities to do their own thing.

I am not sure whether the city has that kind of an arrangement. They have a different operation altogether. That is why we cannot really mix the two, you know.

**Mr. Gaudry:** Madam Chairperson, in the rural areas, where are these programs working right now, is it Steinbach, Portage la Prairie? Are there smaller communities that are involved?

**Mr. Driedger:** Madam Chairperson, there are 38 communities. What I will do, I will make a list available to both critics in terms of the communities that have a program going right now, because I do not think you want to waste the time of me having to read these communities into here. I am giving the undertaking that they can have a copy of this.

**Mr. Reid:** Madam Chair, just to move back if I might to the section that we had not completed yet, Transportation Policy and Research. There is a Section 3 there, University of Manitoba Transport Institute Grant. Could the Minister give me some background or some information on that particular grant, please, and its role, if there has been a role, in the past?

**Mr. Driedger:** Madam Chairperson, the critic initially in his opening comments made reference to the fact that he wanted some explanation here. I will try and give that under this section, because you see a big variance in the figures on top.

If you look at last year's expenditure and this year's expenditure under this area, and if you look down under the Canada-Manitoba Churchill Agreement where there is nothing, under that agreement we also were funding \$540,000 a year for the Transportation Institute at the university, which was part of an ongoing agreement. That whole agreement has terminated. As a result, the \$540,000 that was in there as well as the other agreements, which was the rail car rehabilitation et cetera, et cetera, that program is now terminated. That is why you see no expenditures on that one side.

However, because the funding and the agreement terminated, what you see over there is \$300,000, which is a grant that we give to them on a year-to-year basis. We are hoping that ultimately we will not have to do that as a province, that they will be able to develop their own clientele and collect the kind of revenues to be self sustaining. However, because the agreement has just terminated basically last year, they are not in a position to do that.

We are encouraging them to develop programs so that it can be self sustaining. In the meantime, we have made a commitment for this year to fund them the \$300,000 to keep them operating. That is why on this particular area there is some confusion. That is why the \$300,000 shows as a University of Manitoba Transport Institute Grant and was removed on the other and the previous years as part of the agreement that has terminated.

Have I confused you well enough? I am trying to explain basically what has happened. So that is why there are some variations in the figures here.

**Mr. Reid:** Madam Chair, I guess there is a difference in the difference between policy study and

development of programs or projects. I would like a clarification on whether or not this is strictly policy research that the grant would be given for to the university.

**Mr. Driedger:** Madam Chairman, it does not necessarily reflect our policies that they are working on. They are working for the private sector as well, and that is why we have encouraged them to develop a program for cost recovery.

They undertake certain projects which are beneficial to us as well, and we use some of that information. So by and large it is not that we give it just for—under the general operations of the institute.

Has the Member had a chance to maybe have a look at the building out there? If the Members have a chance and indicate who you are, they will give you a full explanation as to what they are doing. I think it is a worthwhile project. At least we, as Government, think it is a worthwhile project, that there are things we can benefit.

My staff indicates that one of the studies being undertaken right now has to do with Dr. Mulligan on the seatbelt usage, et cetera.

These are the kind of things they are working on, which I think are advantageous to the Government as well in making policy decisions.

I am just maybe not broadening it far enough to get a full understanding, but if the Member has been there he probably has a good understanding of it.

**Mr. Reid:** Madam Chair, I did have the opportunity a few weeks ago to go to the University of Manitoba for their open house. Unfortunately I did not have an opportunity to see all of the facilities there, but I did talk to some of the people that were involved with the university. I hope to go back to that facility some time in the near future to find out more about the work that they are doing there.

I have some concerns about Government leaving transportation policies and transportation research in the hands of private interests to develop. It is my belief that Government should play a significant role in the development of transportation policy and hardware, if you like, to allow us to progress into the future.

This \$300,000, I am still not clear exactly if it is just given carte blanche with no accountability, if you like, as to how that money is directed or spent.

**Mr. Driedger:** Madam Chairman, the question is well placed. It is not just *carte blanche*. We have a bit of a rider on that. We asked for a game plan or a program plan that they are putting them forward. By requesting that we are hoping they ultimately can develop programs to the point where they can be self-sustaining.

We have indicated to them that this is not a guaranteed yearly grant, that they will have to start looking towards self-sufficiency somewhere along the line. So we ask for a program plan really before they get that money.

**Mr. Reid:** Madam Chair, if I might make a suggestion to the Minister, this could be a way that the Government could formulate some policy to allow the transportation sector to grow and to modernize for the future.

Of course Manitoba being an electrical energy producing province—and I have always had some interest in us moving towards electrification in particular for the railways. I was wondering if research had been done or if the Government has any interest or have made any efforts to move in the policy research in those areas.

\* (2030)

**Mr. Driedger:** Madam Chairman, I would like to indicate that we have looked into it to some degree. We have our own policy people of which I should make reference at this time to the previous ADM of Transportation, Jim Wallace, who was with the department many years, did a very efficient job, and because of health reasons has been out of commission since March.

Mr. Wes Graham has basically taken over that responsibility, but within this division we have ongoing research. We are looking at many aspects of it, including the rail line abandonment, the impact of that we are comparing with other provinces, what they are doing. We have people who are working constantly on policy and directions and changes in the transportation industry, whether it is air industry, rail industry, ground transportation, all these things. We have people who are very qualified and have a good knowledge of what is going on.

**Mr. Reid:** I just think it is to the advantage of the province, since we have always been a transportation centre, that we do some policy research and development as well as hardware development. In particular, I know I have had some questions of the Minister in the past regarding the

railbus in this province, and I know there had been some research that was ongoing with that program. The Minister had indicated earlier that program had been terminated and yet when I look in the submission to the Royal Commission on National Passenger Transportation, there is mention in there several times of the railbus project.

I am wondering what research and development is being done to have a continuation of that program so that it can service the northern remote communities in a more economical and a more convenient manner for these people.

**Mr. Driedger:** Madam Chairman, the Member has raised the issue of the railbus at various times in Question Period. The Government of the Day had involvement with the railbus experiment, if you want to call it. This took place between '84 and '86.

At that time, I think personally from my limited information, that it was doomed to be scuttled just because of the people involved, because of the—I think that it never got a fair chance to get off the ground. I think the basic information and study was beneficial. I think if it had been handled properly that it might have been able to get off the ground, but because of a lot of funding and the way it was set up, I believe that is one reason why we do not have the railbus. I think we had a stacked deck to get into the thing.

I am just trying to see whether I can give you as much information in a short time as possible. My policy people have ongoing—looking at the possibility of coming up with other alternatives. I think a challenge for us is—and my interests are the same as the previous administration in terms of making sure that we have viable service to our isolated communities, namely Churchill. This has been an ongoing challenge for me and probably been the biggest challenge that I have faced in the little over two and a half years that I have been Minister. We are scrambling and doing everything we can in terms of making sure that we in Manitoba who have an ocean port in the middle of the country so to speak, that we will try and do everything we can.

We can really get into a debate on the Churchill issue, and I just want to indicate that between the various Government departments that the Minister of Rural Development (Mr. Penner) is the one that is coring it. His Estimates are coming up, and he is

sort of synchronizing the efforts between the various departments.

I will try and answer what he wants in terms of that direction right now, but I want to reconfirm the fact that we are doing ongoing investigations, I suppose, and looking at various options in terms of what we can come forward.

The decision by and large is still a federal decision, and we are doing everything we can to make sure that they get the message of the importance of the Port of Churchill, the community of Churchill to all of Manitoba.

**Mr. Reid:** Madam Chair, I know the Minister and I have exchanged questions and answers in this House during Question Period for the last month, month and a half, concerning the topic of VIA Rail. VIA Rail provides a very essential and necessary service for these different communities throughout the province.

If we look at what has been taking place with some of the comments by the chairman of VIA Rail, and the recent decision by the NTA to allow VIA Rail to abandon services in the province, I think it would be in the province's best interest if we would move in the direction of at least approaching the federal Government for a cost-sharing program to continue with the research and development of this railbus. Failing that, that the province should at least make some efforts in the direction of continuing that railbus program to ensure that when VIA does cut their services that we have an alternate that is in place and ready to provide necessary services for these communities. That is why I ask the Minister to undertake to continue this program of research and development for the railbus.

**Mr. Driedger:** Madam Chairman, if we initiate this on our own the costs would be horrendous in terms of doing that. The one concern that we have all along, and I have raised this many times, that our role is more to take and lobby both the federal Government, the Ports Canada, the CN, in terms of their responsibility. They would love nothing better than to see us take the initiative on this thing and hang us with the whole damn thing. That is why I do not think that—

I agree, and we promote as best we can, but if we undertake this kind of activity ourselves we will get—you know with the mind-set that federal Government has in terms of offloading, they would love nothing better than to see us take the initiative

and hang us with the whole thing. We are very cautious on that, and we promote the idea that they have a responsibility—not promote the idea, we damn well tell them that they have a responsibility in terms of their obligations to the Port of Churchill.

I have said this many times in my speeches that 20 years ago we had a population of 7,000 in Churchill. It is maybe 700 now, or whatever the case may be, and it has been based on offloading of the federal Government. The Member can be critical if he likes of this administration, but there has been a history of this thing sliding down all the way, and I have had many rather agitated debates with his colleague, the Member for Dauphin (Mr. Plohman). We can go into the whole emotional debate about who should do what, and what we are doing.

I want to indicate that I am prepared to work with both critics in terms of making sure that we bring forward a Manitoba position, not just the position of one Party or the other, because I think if he has had a chance to look at the background of what has happened over the years that it has been sort of an all-Party type of position that we have put forward in terms of trying to save Churchill and promote the use of Churchill. I am prepared to work, not in a confrontational manner, but together with the Member in terms of seeing whether we can get some of these things done.

**Mr. Reid:** My concern is that when VIA does—because this is the direction they have been heading in now for at least a year, is that they are going to abandon the service to these communities that do not give them an adequate return on their dollar even though they provide a very essential service to these communities. If we wait for VIA to abandon that service before we take any action, then we are going to be let in the lurch trying to find an alternative to service these communities and probably at great cost at that time.

\* (2040)

I know there were some decisions that were made in the cost-sharing program with the federal Government. I believe the cost was \$1 million in the development of that railbus at that time. The Minister could probably correct me if I am wrong on that figure, and there was some question as to the type of equipment that was utilized during that experiment process. We might have been better served had we gone to a particular piece of light rail passenger equipment that may have been

developed in this province, and we know that we have that type of technology available here in the City of Winnipeg.

I have fear for the future. What is going to happen to these remote communities if we do not develop that particular technology? I do not want to go into a long-winded recitation on this, because I know we have other questions that we have to deal with—another one dealing with the railway though, while I am on that subject, is the rail line abandonment. I think it is important for us, as a Government, to ensure that we do not abandon those particular rail lines, or put pressure on the federal Government to ensure they are at least left in place until we can provide some alternate forms of transportation into those communities.

I know the Minister has indicated a few times that he has made communications with his federal counterpart to ensure that there is at least some discussion taking place in that regard.

I will change the subject here a little bit now and move on to a different topic, but under the same heading. I would like to know what the policy is of this Government, since there are some serious ramifications in the decisions that could be made and will be made in the very near future, and that is to deal with the open skies policy. I would like to know the Minister's feelings on this, and the comments that he might like to make about that.

**Mr. Driedger:** Madam Chairman, the Member made some comments prior to asking this question related to the railbus. Obviously, he has done some of the homework on it and identified basically what happened, why it got scuttled to some degree. You know, we have no differences of opinion on that.

Related to the rail line abandonment, I can indicate to him that our position has been the same as it was under the previous administration in terms of the four western provinces that put forward a position in terms of the implications of the rail line abandonment. I, to this day, feel that as these lines get abandoned because of the cost factor involved and the rationalization of the railways there has to be some—and this is the position, I think, all four provinces put forward—rationalization. There has to be some compensation in terms of the municipalities, the communities affected, as well as the provincial Government, because when you abandon a line, there is a transference in terms of

the transportation mode from rail to road. That affects municipalities as well as the province.

This is a thing we could debate and talk about a long time, but I just want to indicate our position has not changed from the previous administration where four provinces basically developed a strategy which has never been accepted.

Coming back to the open skies policy, the question was raised capably by your Leader the other day in terms of what the provincial position was. I have to indicate that the position was brought forward officially only about six weeks ago. What is happening between the Minister of Industry, Trade and Tourism (Mr. Ernst) and my staff, they have been meeting, and we are trying to develop a position which was asked for the other day. It is not quite that simple. You are not necessarily for or against this type of thing, because you have to look at the full implications.

I met with the Minister of Industry, Trade and Tourism (Mr. Ernst), I think, three times on the issue. We will be meeting again shortly. You know, you have to look at the implications, and we are meeting with the industry. We are talking of Air Canada and Canadian Airlines in terms of what their views are on it, because on the one hand, we look at potential for industrial development for the future by maybe having the open skies policy. At the same time, we have the concern as to the impact when we go into the open skies policy. What will it do to the services that are being provided by some of our airlines now for our northern communities?

What I am basically telling the Member is that we have not, at this stage of the game, developed a definitive policy because of all the implications involved. There are advantages and disadvantages, so we are trying to develop that, and we will be coming forward with that.

**Mr. Reid:** Madam Chair, this is a very serious matter, and it could have serious ramifications for the Province of Manitoba. We have two remaining Canadian airlines operating through this province. There used to be one that was headquartered here, of course. We also saw the loss of the Wardair airline in this province not too long ago. There are a great number of jobs that are at stake in this open skies policy, in this province and throughout this country.

I think it is important that the Government in this province, in conjunction with the Government of this

country, get together with the other provinces and form some kind of a policy that is going to ensure that we are not going to lose our airlines and we are not going to lose the employment that these airlines create within the province, because these have been historically good paying jobs. They are now being put at risk by this open skies policy.

There is another factor that comes into play here—and I know the Minister and I have talked about this before—that is cabotage and the effect that it will play, not only in the airlines, but in the trucking industry. I would like to know the Minister's position on this cabotage with respect to the airlines.

**Mr. Driedger:** Madam Chairman, you know the points that the Member raises are valid points, but I do not think it is fair to start indicating that there are going to be jobs at risk necessarily, at this stage of the game, but these are the things that we are trying to establish. We are trying to get a feel for what could happen out of this whole thing. You know, there could possibly be advantages as well, because we have just recently met with some of the express companies that are looking at potentially expanding at the Winnipeg Airport, because our location is something that is very attractive.

We are in the middle of our continent, so to speak, and the distribution point. That is what has made us a transportation centre, and that is why many of the truck carriers are headquartered here, because of our location. There are advantages as well, so the Member, I think, should be cautious when he starts saying, well, there are jobs at risk. Yes, potentially maybe, but is there a positive offset because of our location?

The Minister of Industry, Trade and Tourism (Mr. Ernst) and his departmental people are working continuously with some of the people who are looking at getting into here and centralizing here in terms of doing the same thing with air as we have done with the trucks. I know I am not being definitive in terms of what our position is, but we are trying to develop that, because it is a serious situation. There are implications, positive and negative, and we are trying to develop that.

I have no hesitation once we come forward. The moment we develop a strategy position, from the province's point of view, we are going to be sharing that information. You know, it is not something we are going to keep under our vest and say, well, we know something and we will not tell you. I think the

concerns, as expressed by your Leader just the other day, yesterday, I believe, or today, illustrated that there is some concern. I think we have to be cautious in terms of saying that there could be a lot of jobs at risk, or stuff of that nature. That is not that simple to establish, and we are trying to do that.

**Mr. Reid:** I was with an industry before I ran for election that was severely impacted by the effect of deregulation on that particular industry, and that was the railways. I know the effect that it can have. With the open skies policy coming in, the open skies policy can have the same type of impact on the airlines that deregulation has on all the modes of transportation, and I am very concerned about what can happen in there. I would like to ask the Minister again what his opinion is and if the Government has any policy to deal with the cabotage issue with respect to the airlines.

**Mr. Driedger:** Madam Chairman, you cannot deal with cabotage in isolation. It is part of the whole thing, how it affects things, and that is why I will not give the Member a definitive answer right now in terms of what my view is on it. These are the things that are all part and parcel of the total implications of the open skies policy. I think the concerns that you are raising and concerns that you have are well-founded and well-taken.

At the same time, I have tried to raise some of the other implications of that, because we, in isolation, will not necessarily stop the open skies policy. All we can do is raise our concerns, in terms of the impact, to make sure we know what impact it will have on the province so that we can take and raise those concerns when we have the opportunity to do that with the federal Government.

I can indicate to the Member that in itself is not necessarily going to change things because together with the labour element and with the City of Winnipeg, the Province of Manitoba, a group of people that went down and raised, in my view, supreme hell about the VIA Rail cutbacks. It happened anyway.

\* (2050)

I know the Member has very strong feelings and has involvement with the VIA Rail aspect of it and I just indicate—and he can check with people like Al Cerilli and some of the other people that went with us as a joint operation, raising a general Manitoba concern with the federal Government in terms of, do

not do it, study it, look at the implications of it. They did it anyway.

What I am saying is, we are developing a strategy. I could stand here and boldly say, we are opposed to open skies policy. It probably would not make a darn bit of difference, but we wanted to try and be able to build our case. I think the responsibility is between myself and the Minister responsible for Industry, Trade and Tourism (Mr. Ernst) to develop a case, in facts and figures, to show what the implications would be. Once we have that established, I will share it with the Members, both of them, just to let them know where it is at.

**Mr. Reid:** Madam Chairman, I thank the Minister for those comments and for his offer. There was a particular airline that was operating between Winnipeg and Denver that had come into this province. It did not last very long in this province, and I am not confident that other airlines will be any more successful than that one was. I am not sure whether or not the Government has done a great deal or any significant amount of policy research to deal with the open skies policy. Has any of that taken place? Are there any documents that can be tabled in this House to deal with that issue?

**Mr. Driedger:** No, we do not have documentation.

**Mr. Reid:** I asked the Minister, Madam Chairman, whether or not there is any documentation that he would table today to give me an indication on what policy development this Government is doing to deal with the open skies issue.

**Mr. Driedger:** Madam Chairman, that is what I have been trying to indicate to the Member in the last 15 minutes or so, that we do not have documentation. We are working on the policy, together with the other departments, in terms of the total impact, and I do not have any documentation that I can table at this stage of the game. When we have any documentation, I can indicate to the Member, I will table it and let him know.

I want to assure both critics that I have nothing to hide, good, bad or otherwise. In our discussions that we had before, I indicated where the soft spots were in my department and stuff of that nature. I will do that in the future, but I cannot give you any further information at this stage of the game in terms of where we are at with the open skies policy.

I have taken the comments that you have made under consideration, and I have raised other concerns and given you a bit of an idea of the

complexity of it. Once we have arrived at something and there are ongoing meetings taking place, once we have some documentation, I am prepared to give it to the Member.

**Mr. Reid:** Madam Chairman, I thank the Minister for those statements and that offer, and I look forward to any documentation that may be coming from his department.

To continue on in the topic of cabotage, going back to the trucking industry, if I might. That is another industry in this province, of course. We have nine of 14, I believe, trucking industries headquartered in this province. Cabotage can have serious impacts on that particular industry. Of course, we have a great number of jobs at stake in that industry. I would like to know the Minister's thoughts or comments on cabotage within the trucking industry.

**Mr. Driedger:** Madam Chairperson, first of all, let me indicate that I think cabotage in the trucking industry has been sort of overrated in terms of the impact that it has, because there are certain controls that are in place at the present time. In terms of the general deregulation, it goes much deeper than that, and I think I have alluded to some of that, maybe not on the record here, but certainly individually to the critics, that this is an area of major concern.

The position that Manitoba took—and the Memorandum of Understanding was signed by the previous Minister, the Member for Dauphin (Mr. Plohman). We have had no change in terms of the policy and the direction we wanted to go. My chairman of the Motor Transport Board, a very qualified individual, is the one that basically helped develop the strategy and felt it was important for the transportation industry of Manitoba that we take the maximum time allowed, and fought hard to have a five-year federal legislation that was in place.

We have been basically getting a lot of heat and criticism from other provinces which do not have the advantage that we have in terms of transportation. I have, in many instances, indicated that transportation is to Manitoba what oil is to Alberta, what potash is to Saskatchewan. We have been protective as the other provinces have. When you have something, you want to protect it, and we have been doing everything possible to try and keep on that type of trend to made sure. We might have been a little possessive, and we have taken the criticism for it. I make no apologies for it, because I think we

wanted to make sure that our trucking industry, by and large, had the advantage of a slower process to be able to get themselves positioned.

The Member probably is aware that in Ontario and in some of the other provinces, the truckers demonstrated and blockaded American truckers from coming in. We have concerns about that under deregulation and the whole complexity of deregulation. When the Americans deregulated, every old clunker was on the road. The Canadians, when they deregulated, brought along the national safety code simultaneously with that so that we would not have that happen. I think it was a positive move.

At the same time, as we deregulate now, I have major concerns about the possibility of the giant trucking organizations in the States picking and choosing the communities, because our major cities are all along the American border, within a certain distance—that they would not pick and choose the advantageous aspects of transportation, zero in on that and then leave the lesser plums for our local industry to pick up, which would make it very difficult.

I raise these concerns in terms of potential fears that we have, but as we develop this kind of thinking, cabotage has not necessarily been one of the problems. It is a perception problem in many cases. We have gone through this, as indicated, with the chairman of Motor Transport Board, Mr. Norquay, who I think is a very, very capable and qualified individual in terms of understanding the whole complexity of the transportation industry. At least that is how I feel. I think he is a very qualified individual. He is not a political individual. He is very concerned about the trucking industry.

So these are things that I raise, that cabotage is not necessarily the concern. I think we have to develop a scenario of allowing our truckers to be competitive with the Americans because right now our truckers have tax disadvantages in terms of depreciation, fuel prices, et cetera.

So these are all things that basically enter into it. I want to indicate to the Member that we established, when the federal Ministers met in Newfoundland this fall, an interprovincial committee to look at various aspects of the problems in the trucking industry. I am pleased to say that Mr. Norquay is going to be chairman of that, and to look at all aspects of it. I think that the Minister of Finance (Mr. Manness) just the other day in his Budget Address, indicated

concern about what is happening in the trucking industry and that we are going to give relief to some of them in terms of the payroll tax, just to try and offset some of these things.

So we are aware of the problems that are out there. We are trying to position ourselves to look after Manitoba interests in terms of making sure we retain that transportation hub, as we would like to call ourselves, and maybe enhance it.

**Mr. Reid:** There has been some discussion, and I have read articles dealing with cabotage. There was also one I read recently that talked about limited cabotage that would allow the American trucking firms to come up into this country, into a major centre like Winnipeg, drop off their load at destination then pick up another load, move over one major centre, then pick up a load and go back to the U.S. The system that I can see developing if we do not deal with that situation now, is that someone will come along with a 1-800 number. They will set up a system that the trucking firm will come into the city, then phone to find out which way they have to go to pick up their next load.

To me, that is putting at risk the jobs in this country, and I think it is important as a Government that we deal with that situation now. Does the Minister have any thoughts on limited cabotage versus the overall?

\* (2100)

**Mr. Driedger:** Madam Chairman, as I have indicated before in my discussion with the chairman of the Motor Transport Board, and I re-emphasize the confidence I have in his ability to do the assessment on that, we could take and set up regulations at the border, and look at controlling aspects of import and export. I am much more concerned that if we do not get our trucking industry on a level playing field with the Americans, then some of our people are going to headquarter across the line and still do the same thing that the Member is suggesting.

I think it is a matter of making sure that, not just in Manitoba but across Canada, the federal Minister realizes the importance of what is happening, and because we can give certain tax concessions here. It still will not solve the problem on a national scale, and we are hoping by this committee that was established through RTAC, and at the national Ministers' Conference to be able to develop some



guidelines that the federal Minister can take and apply in terms of looking after that.

I have to say that, because of the position we have taken provincially, the trucking industry is possibly—we have been leaders to some degree in terms of making sure that we have addressed their concerns, not just with cabotage or the competition with other provinces, but just within the province itself.

So I would like to pride myself that, based on the direction we have taken, we have addressed many of the concerns in the trucking industry. That is one reason why possibly they are not getting that upset with us.

**Ms. Wowchuk:** Madam Chairperson, I would like to ask the Minister, going back to the airports, can you tell me the difference in funding for southern airports versus northern airports?

**Mr. Driedger:** Madam Chairman, to the Member for Swan River, I would like to indicate that the municipal airports are the southern airports where we basically give a grant to. Northern airports are totally the responsibility of the Department of Highways and Transportation, and that is the difference.

Where it is a municipal airport, we basically give some basic funding to it. It is the responsibility of the municipality. The northern airports, what we provide is we do everything out there. We provide the total service for them. It is mostly remote communities.

**Ms. Wowchuk:** Madam Chair, remote communities in the North, is that right?

**Mr. Driedger:** That is right.

**Ms. Wowchuk:** Okay, then what kind of funding, how much funding? Is it a set amount that each airport gets in the South?

**Mr. Driedger:** Madam Chairman, as I indicated before, we have two categories of funding. Those that are gravel airports, municipal airports, it used to be \$600, and I think we now upped it 100 percent. It sounds good. Now we give \$1,200, which is possibly underrated, but it is a matter of getting the funding for it.

Those that are paved airports, it was \$2,400? They now get 24? They got 12 before and they now get 24, so we have doubled the funding. -(interjection)- Yes, and maybe we should leave it at this, Madam Chairman. To the Member, Swan River is the one that got \$4,800.00. We can pursue this

and have a prolonged debate on it, but it might be advantageous to everybody to leave it at that.

**Ms. Wowchuk:** Madam Chair, can you tell me how many airports are there under the southern airports?

**Mr. Driedger:** Madam Chairman, there are 25 airports that qualify for grants in southern Manitoba.

**Ms. Wowchuk:** Would any of these airports have staff, full time or staff based at the airport, or is it just remote communication then?

**Mr. Driedger:** I do not anticipate, because they are municipal airports. We have no involvement with them. The northern airports, we staff them. We look after them and do everything, but these are municipal airports. We just basically are involved with giving them a basic grant.

**Mr. Reid:** I am not sure if the Minister needs five minutes to stretch his legs. If he wants to take a break for a few minutes.

**Some Honourable Members:** No—pass.

**Mr. Reid:** Well, I have been generous in making the offer. You know, it is easy for one of us to sneak out for a few moments.

**Mr. Driedger:** Madam Chairman, I appreciate the offer. If the Members would want to finish this category here before we go into the next one, I would not mind a break.

**Madam Chairman:** Item 5.(a) Transportation Policy and Research: 5.(a)(1) Salaries, \$794,000—pass; 5.(a)(2) Other Expenditures \$236,500—(pass); (3) University of Manitoba Transport Institute Grant \$300,000—(pass).

Item 5.(b) Rural Transportation Grants for the Mobility Disadvantaged \$463,900—(pass).

Resolution 82: RESOLVED that there be granted to Her Majesty a sum not exceeding \$1,794,400 for Highways and Transportation, Transportation Policy—the Honourable Member for Transcona.

**Mr. Reid:** It was my understanding that we would be going line by line, and even though there are no figures in those lines we might have the opportunity to have some discussion on these different areas.

**Madam Chairman:** Yes, you are certainly allowed to have discussion on those items.

**Mr. Reid:** It is still shown as separate headings under there, (a), (b), (c) and (d), and I thought that we might have the opportunity to ask some questions of the Minister in each of those headings,

not to consume a great deal of time, but to ask some important questions.

**Madam Chairman:** That is correct. You may proceed.

**Mr. Reid:** Under the Canada-Manitoba Churchill Agreement of course there were some monies that were available last year and in previous years I believe in a cost-shared program with the federal Government. Of course this year there are no monies there.

I was wondering if the Minister could bring us up to date on what is taking place or what the status is of the negotiations between the province and the federal Government in that area.

**Mr. Driedger:** Madam Chairman, I would like to indicate that there are ongoing negotiations. This Minister is not doing the negotiations. It used to be part of the ERDA agreements. The federal Government has decided not to use the concept of the same type of format in terms of making the agreements. They have looked at dealing—I think the Minister of Natural Resources has a different type of arrangement for forestry—I know that under the SDI, Southern Development Initiative, the format is not the same.

We would like to think, you know there used to be the Canada-Manitoba Churchill Agreement, that it would be that kind of an arrangement. They have changed the format in terms of the negotiations and the agreements. I do not really know where we are at with that. I can try and find out.

Other Ministers within the Government are the ones that are doing the negotiating at this stage of the game.

**Mr. Reid:** It is important to the communities like Churchill as well as to the province in general that we have cost-shared programs to allow us to develop and grow in these areas.

I would appreciate if the Minister has any documentation or if any will be available in the near future that he would be able to table that so we might have a better understanding of the policies and the direction that the province is going in those areas. I would like to ask the Minister if he would be willing to do that.

**Mr. Driedger:** Madam Chairman, I will give an undertaking to the Member that I will try and find out what the status is in terms of who does the negotiating, where it is at.

I know that the Minister of Northern Affairs (Mr. Downey) is involved in some of the negotiations, but because the format has been changed to some degree in terms of how it works—but I am prepared to give the undertaking that I will try and find out what the status is in terms of who does what and where it is at. I will get that information. I do not have it right now, unfortunately.

I can give you the undertaking that possibly by next week. We will try and have an undertaking and as soon as I have—I will find out the information and I will give the information to the Members, both of them.

**Mr. Gaudry:** Madam Chairman, since there has been no money in these two sections, maybe this is the time to ask for the Minister's resignation. No, I am just being facetious.

\* (2110)

Since there have been no monies allocated or no negotiation, no agreement with the federal Government, the Manitoba Government, I am sure, must have a long-term strategy plan for the survival of Churchill. Could the Minister tell us or table policies that they have developed in regard to the survival of Churchill?

**Mr. Driedger:** Madam Chairman, let me first of all indicate to the Member that I have been one of the strongest proponents and supporters of the Port of Churchill over the period of time that I have been Minister responsible, but mine is only one segment of it.

There are various departments that all have a role to play: The Minister of Housing (Mr. Ducharme); the Minister of Tourism (Mr. Ernst), with the rocket range; the Minister of Rural Development (Mr. Penner), with the community in terms of services provided; the Minister of Natural Resources (Mr. Enns), with the designation of a national park; and myself with the port itself.

So there are a variety of Ministers, and each department was seemingly working independently. Then we had the Port of Churchill Development Corp., which has been terminated, but the decision has been made to re-establish another group because Saskatchewan and Alberta used to be funding.

I could go on for hours maybe talking about Churchill because I am a real—I always have said every Member of the Legislature should fly to Churchill once and see what it is like and have a feel

for it. I hope everybody takes advantage of that somewhere along the line. -(interjection)- Pardon me. I have taken the train myself, so I have a feeling of support for Churchill.

However, because of the maybe uncoordinated approach, with each department working with their people and providing a certain responsibility there, the decision of this Government has been that the Minister responsible for Rural Development (Mr. Penner) is going to be the co-ordinator of this and his Estimates are coming up.

I am working closely with him, I suppose, because of my personal support for Churchill and the involvement I have had through my department in terms of the port itself and the grain movement, et cetera, and the rail line and VIA Rail. So we are trying to establish a bit of a—did the Member ask me whether we had a co-ordinated approach or a long-term policy?

We are developing that with the Minister of Rural Development (Mr. Penner) being the co-ordinator of it so that we can synchronize and not work independently, to work in tandem in terms of making things happen out there. That in a nutshell is basically where it is at, and I think I would encourage Members that when the Minister of Rural Development's Estimates come up that you raise these questions again.

I am not trying to defer my responsibility, but I can only commit myself to being a strong supporter of Churchill, and I facetiously said many times that if we had this kind of a port in Ontario or Quebec, it would be a thriving metropolis. But, because it happens to be in poor little old Manitoba in the middle of the continent, of Canada, everybody seems to be mentally geared to try and close it down.

We will fight as hard as we can and see whether we can take and get the recognition because a lot of things really—you know there are a lot of enemies of Churchill, but there are a lot of great advantages we have in Churchill—uniqueness. We can also ship grain through there.

If you get me going, I can go for an hour on this thing, but I just want to indicate that my Premier (Mr. Filmon) and my colleagues, myself included, feel very strongly about doing everything we can in terms of the ongoing promotional support of Churchill.

**Mr. Reid:** It is my understanding that in previous years there was upward of \$50 million under the ERDA agreements. I believe that figure to be true. Now I see that of course there is zero in the way of grants or cost-shared programs between Canada and Manitoba. The question I would like to ask the Minister is, under the Canada-Manitoba Churchill Agreement there was \$23,000 for Salaries last year and \$138,000 for Other Expenditures. Would the Minister please explain what it is in those areas that we utilized the monies for, and what is it that, in other words what are we losing here?

**Mr. Driedger:** Madam Chairman, the Canada-Manitoba Churchill Agreement terminated a year before that, and there was provision made for one year to wrap up some of that program.

I have to indicate that the federal Government did not fully meet all their commitments, because under part of that agreement was the air terminal at Churchill, and we have been pushing and saying, and the federal Government keeps making the commitment saying that we are putting it at the top of the list.

We met our obligations; they did not totally meet theirs in terms of the air terminal replacement. This is a thing that we keep hammering at them all the time, and they have indicated that under the new system they will prioritize it. It still has not happened but, like I say, I could go into endless discussions with the Member in terms of all the little things that have happened, and big things, the implications of it.

I am prepared to actually spend some time with both critics somewhere along the line in terms of just spending time where we sit and chat and maybe talk about all the things that have happened out there. This is not a political parochial type of thing. I think we all feel the same way, and it is a matter of how we strategize that.

I have to indicate to the Members that when we had that bad year with very little grain moving through there that by and large we had an all-Party committee that basically was struck pushing for these kind of things. I am prepared to work in that direction again with Members in terms of seeing whether we can strategize and use everybody's best information in terms of seeing whether we can come up with positive things.

**Mr. Reid:** The Minister indicated that there was an air terminal cost-sharing, that the federal

Government had not lived up to their portion of the monies that were supposed to go into that. Could the Minister please give us some idea on what type of funding and the amounts that the federal Government has not forwarded to the province as part of that program? Is this also to deal with the federal Government's initiative to move the airport terminals into private hands?

**Mr. Driedger:** I cannot give the Member figures, because part of the agreement was that the federal Government, it is their responsibility, they were going to replace the terminal building at Churchill. That responsibility has not come forward from them, and I do not have a specific figure. I think we were roughly talking \$3 million, but that was part of a commitment they had to undertake. That has not developed. We still keep pushing at them to do that. It involves all kinds of things out there under this agreement, boxcar rehabilitation, the upgrading of the port facilities, the dust-free program, et cetera, et cetera. This is the one element that has not been addressed. It was not a cost-shared thing. This was their responsibility as many of the things were.

**Madam Chairman:** Resolution 82: RESOLVED that there be granted to Her Majesty a sum not exceeding \$1,794,400 for Highways and Transportation, Transportation Policy and Research, for the fiscal year ending the 31st day of March, 1991—(pass).

**Mr. Driedger:** Madam Chairperson, could we have a five-minute break?

\* (2120)

**Madam Chairman:** Is it the will of the committee that we have a five-minute recess? Agreed? Agreed.

\*\*\*

The committee took recess at 9:20 p.m.

### After Recess

The committee resumed at 9:27 p.m.

**Madam Chairman:** Order, please. The Committee of Supply considering Highways and Transportation will continue. We are dealing with item 6. Driver and Vehicle Licensing \$16,154,800 (a) Management Services: (1) Salaries \$2,519,900—(pass); 6.(a)(2) Other Expenditures \$2,435,600—(pass).

Item 6.(b) Licensing: (1) Salaries.

**Mr. Reid:** I have a few questions, and I know we have had some discussions with the Minister

previously. I would like to take this opportunity to thank the Minister for taking some time out of his busy schedule and for giving the critic from the Liberal Party and myself the opportunity to meet with him to discuss some of these areas. I appreciate that opportunity. It gives us a chance to ask questions that we would have had to ask in the Chamber at this time, and I appreciate him taking that time to talk with us.

I have questions under the area of Licensing. The Minister at our previous meeting had talked about photo licensing that was going to take place where pictures are going to be on the individual driver licences. I would like the Minister to bring me up to date on what has developed with that particular area at this time.

**Mr. Driedger:** Madam Chairman, first of all, I would like to take this opportunity to introduce Dan Coyle who is the Registrar for the Province of Manitoba. I might say that he is the fairest and the most conscientious individual who could have that responsibility in my two and a half years. I know that he is a very principled individual, very conscientious of his responsibility.

**An Honourable Member:** He keeps you straight.

**Mr. Driedger:** He keeps me straight, yes, you are right.

Maybe just to give you an update, the Province of Manitoba will be introducing photo driver licensing on January 1—it says January 1, I think it is January 2, 1991. The program will be implemented over a two-year period. All current Manitoba drivers born in an odd-numbered year will receive the new two-part photo driver licence upon renewing their driver licence in 1991, while those born in an even-numbered year will receive their photo driver licence in 1992.

All new drivers licensed after January 1, 1991, will be issued the new two-part photo licence immediately.

The photo driver licensing system being introduced in Manitoba is a digital imaging system in which a video camera is used to capture the driver's image. The video camera is connected to a small desktop computer which digitally records the driver's image, personal information and signature on a hard disk. An attached printer then produces a portrait quality coloured photo card which can be issued to the driver within five minutes.

All information is transmitted to a central storage and retrieval site where it is stored on an optical disk. If a driver loses his or her licence or personal information contained on the licence changes, replacement licences will be issued through a central storage and retrieval system.

So we are implementing the program as of January 2, the first day when we will be taking photo licensing or photos. I want to indicate that as of the beginning of December, we have a promotional program going. Anyway, we have a promotional program coming forward in which we will take and let the people of Manitoba know exactly what the process is going to be.

I want to also indicate at this time that in Winnipeg we will be having six sites where people can have their photo licence or their photo taken. We have expanded through this program where you used to be able to take a driver's test at the Fort Osborne complex that we have three sites in Winnipeg where they can now do their driver testing.

\* (2130)

So we think it is a very positive program. I have to indicate to Members of the Legislature that for myself this has been sort of a favourite little project. I am excited about getting it into place. We have other provinces in Canada that have implemented it already. Most of the states have. I am looking forward to having all the wonderful good-looking faces of this province on a photo.

I also want to indicate that the promotional aspect of it will you know promote the idea that we have the toughest drinking and driving legislation. I have to indicate that because the Attorney General, the Minister of Justice (Mr. McCrae), just joined me, who basically announced the photo licensing project as part of the drinking and driving initiative almost two years ago. This is my opportunity to sort of get a little shot at him because he is sitting here now.

I think it is a very good program. I appreciate the support of him and my colleagues and that is a brief statement sort of where we are at with photo licensing.

**An Honourable Member:** May I ask a question, please?

**Mr. Driedger:** No.

**Mr. Reid:** I applaud the efforts of the Minister and his department to move in this direction. Personally,

I think it is a move in the right direction to go with photo licensing.

I have a concern I guess, and the Minister talked about the opportunity for the residents of Winnipeg and surrounding communities to have their photo licensing done at locations in Winnipeg. I have two questions I would like to ask here.

Are the locations where the photo is going to be taken in Government facilities? What provisions are being made for these photos to be taking place in the rural areas of Manitoba?

**Mr. Driedger:** Madam Chairman, I want to indicate that the sites where these locations are established are in each community committee and that in the rural area—I had the occasion to be at the Union of Manitoba Municipalities bear pit session where the question was raised in terms of who in the rural area would deliver this program, get the cameras. After much debate and discussion, and it has been a very complex way of coming forward with the program, the decision was made to take and establish the cameras in the areas where we give driver testing right now. We felt that was the fairest way to do it.

Now, there are many Autopac agencies that want a raise that by and large issue driver's licence but do not do driver testing. The photo licence has to be taken. The cameras are established where we take the driver testing. They can still go back to their own community, whatever the case may be, because we cannot simply, for cost reasons, establish cameras in every community or every Autopac dealer. So that is the decision that has been made and we will try and get this information out to the public in such a way that everybody knows what is happening.

**Ms. Wowchuk:** Madam Chairperson, I would just like to ask: How are you going to make a decision? It is going to be a difficult one when there are three or four agents in a town who are selling the licences. How will you decide where you will put the cameras?

**Mr. Driedger:** Madam Chairman, where we have a community where we do driver testing, every Autopac agent gets a camera, and that has created some pros and cons, but that is the fairest way that we know how to do it.

**Mr. Reid:** I have another question concerning photo licensing, and that has to do with the fees. Are there going to be any extra fees that are going to be charged to those who are going for the new driver's licence, and also is there going to be an increase in the fees generally other than for the photo licensing?

**Mr. Driedger:** Madam Chairman, since the Government made the decision to go with photo licensing, as of January 1 of 1990 everybody has been paying an extra \$4 on his driver's licence to pay for this. That is the fee that everybody will pay and there is no further cost besides that.

**Mr. Gaudry:** Yes, Madam Chairperson, this contract, is it a contract that has been given to someone for this photo ID or is it the Government itself that is involved with the cameras and everything else?

**Mr. Driedger:** We established the terms of reference, we tendered this thing publicly, and the lowest bidder got the contract for providing the services in terms of the equipment, the cameras, et cetera, et cetera.

**Mr. Gaudry:** How long a contract is this going to be?

**Mr. Driedger:** Madam Chairman, four years.

**Mr. Gaudry:** Is the contract going to be renewed or will it be tendered again after four years?

**Mr. Driedger:** Madam Chairman, it will be tendered again after four years.

**Mr. Gaudry:** Madam Chairperson, how many more employees has the department employed to look after this photo ID?

**Mr. Driedger:** Eight and a half staff years, which are basically term employees, because once we have it established we expect that it will decrease from there on.

**Mr. Gaudry:** So I take it the increase in Salaries and Other Expenditures this year in the Estimates here are related to the photo ID?

**Mr. Driedger:** Madam Chairman, that is correct.

**Madam Chairman:** Item 6.(b) Licensing: (1) Salaries \$1,705,900—(pass); 6.(b)(2) Other Expenditures \$1,117,300—(pass).

Item 6.(c) Safety: (1) Salaries \$4,256,500.00.

**Mr. Gaudry:** Madam Chairperson, could we have an explanation of the increase in Salaries in Safety?

**Mr. Driedger:** Madam Chairman, it is strictly related to the photo licensing.

**Madam Chairman:** Item 6.(c) Safety: (1) Salaries \$4,256,500—(pass); 6.(c)(2) Other Expenditures \$779,600—(pass).

Item 6.(d) Manitoba Public Insurance Corporation Cost-Sharing Agreement.

**Mr. Reid:** Under the Manitoba Public Insurance Corporation Cost-Sharing Agreement, I am unfamiliar with this. Could the Minister please explain to me a bit about what this means?

\* (2140)

**Mr. Driedger:** Madam Chairman, MPIC has the delegated responsibility for administrating the vehicle insurance registration system. DDVL has the delegated responsibility for the driver licence insurance system. The party responsible for each system bears the full administration costs of its system with the exception of commissions paid to authorized agents and computer system development costs.

The cost of commissions are shared as follows: Vehicle insurance registration system, MPIC pays vehicle agents' commissions for each new issuance or renewal of a vehicle registration insurance certificate. The rate of commission paid by agents to MPIC is equal to 5 percent of the basic insurance premium assessed on the certificate. DDVL reimburses MPIC a set rate for each certificate handled by the agents estimated at \$3.27 in 1990-91. This rate is increased each year by the amount of the consumer price index, CPI, for the City of Winnipeg.

The terms of the agreement require the Government of Manitoba to reimburse MPIC \$2.9 million for collecting approximately \$33 million in vehicle registration fees in '89-90. In 1991, it is estimated that costs to DDVL for vehicle agent commissions and flat fees will be increased to \$3,087,0000.00.

Driver licensing insurance system, DDVL, pays driver licence agents a commission for issuing a driver licence. The rate of the commission paid to agents is \$1 for each licence issued. MPIC reimburses DDVL 50 cents for each driver licence issued by agents for which an insurance premium was collected. The terms of the agreement required MPIC to reimburse the Government of Manitoba the sum of \$81,600 for collecting \$48,000 in vehicle insurance and drivers' surcharges in 1989-90. It is estimated that the cost to DDVL for driver licence agent commissions for 1990-91 will be \$110,000.00.

The two departments are very interrelated in terms of some of the services that are provided, and we have agreements. I have to indicate to the Members that there is a review going on right now

in terms of seeing whether we can streamline and reorganize some of those things.

**Madam Chairman:** Item 6.(d) Manitoba Public Insurance Corporation Cost-Sharing Agreement \$3,087,300—(pass); 6.(e) Transport, Safety and Regulation: (1) Salaries \$153,000—(pass); 6.(e)(2) Other Expenditures \$99,700—(pass).

Resolution 83: RESOLVED that there be granted to Her Majesty a sum not exceeding \$16,154,800 for Highways and Transportation, Driver and Vehicle Licensing, for the fiscal year ending the 31st day of March, 1991—pass.

Item 7. Boards and Committees \$1,633,000 (a) Motor Transport Board: (1) Salaries, \$631,000—pass; (2) Other Expenditures \$119,900—pass.

Item 7.(b) Highway Traffic Board: (1) Salaries, \$259,000—pass; (2) Other Expenditures, \$69,000—pass.

Item 7.(c) Licence Suspension Appeal Board: (1) Salaries \$236,000—pass; (2) Other Expenditures, \$70,000—pass.

Item 7.(d) Taxicab Board—

**Mr. Reid:** Sorry if I startled you, Madam Chair. I have some questions about the Taxicab Board. I would like just a brief explanation on their purpose and the number of people who are on that particular board.

If it would be of any advantage to the Minister, he could either table the document or pass it to us in some other fashion at a later time.

**Mr. Driedger:** Madam Chairperson, I really appreciate the indulgence of the Member. I will provide all the information on the Taxicab Board, the total package, to both critics, and I will probably have it by tomorrow or the day after.

**Mr. Reid:** I have a few questions to do with the limousine service. I would like to know a bit about the procedure that one must go through to get a licence to operate a limousine in the city.

**Mr. Driedger:** Members are probably aware of the excitement and the differences of opinion that have taken place over a period of time and some of the tragedies that have taken place in the industry with some of the people being murdered and the reaction in terms of the shields, et cetera.

We have a Taxicab Board which is a quasi-judicial board, removed at arm's length from the Government, where they make decisions. That board basically—over a period of time when they

took office the chairman of the day then resigned and the Government of the Day appointed Don Norquay as the acting chairman of the Taxicab Board who, with his experience in the Motor Transport Board, went through the process of having hearings, listened to the public. Members are probably aware of the demonstrations that took place here, concerns about some of the reports that came out.

I think the industry has settled down finally. They want assurance again—because I do not make the decisions and I am thankful for that. The Taxicab Board by and large is the authority that makes the decisions in terms of what should happen. They went through the process of hearings. The Members are probably well aware of the problems that had developed over a period of time in the taxicab industry.

I would want to indicate to the Members, I know that we are sort of squeezing on time, and I do not want to circumvent the fact that they get the information. I am prepared to try and arrange a meeting somewhere along the line to make sure that we discuss the whole aspect of the taxicab industry, because the decision-making role is still not the Minister's, it is the Taxicab Board's. I would like to at least maybe give them more of the background information.

**Mr. Reid:** I appreciate the opportunity to meet with the Minister at a later time to discuss the Taxicab Board and the role they play in the taxicab industry itself in general in this province—in this city, I should say. I will have some questions at that time, although I know that there is also an issue that is going to become much more important when we get a little bit closer to the end of this year, dealing with the taxicab industry. I am sure that we can ask the questions of the Minister at that time.

The one area that I want to zero in on is to deal with the limousine business or the industry in this city. The question I have is: What does one have to do to obtain an LVL plate to operate a limousine or a limousine business in this city?

**Mr. Driedger:** Madam Chairman, I would like to indicate that first of all I do not make that decision, but there is a process in place. An application has to be made to the Taxicab Board. They will review it in terms of the demand to some degree just like the elite service.

That is why I say it is not that cut and dried, and I am prepared to take, and if I cannot—because I am not privy to all the course of action that takes place in terms of making the decision. I will try and arrange it so that we either have the chairman of the Taxicab Board come and outline exactly what is happening and make sure that the process is established, in terms of how the board deals with the elite cabs as well as the limousine cabs.

**Mr. Reid:** I would appreciate that opportunity and as long as the Minister is willing to assure that we have the opportunity to have access to that information on what takes place, the fees, and the other regulations involved, I would be willing to go with that route.

\* (2150)

**Madam Chairman:** Item 7.(d) Taxicab Board: (1) Salaries \$191,000—pass; 7.(d)(2) Other Expenditures \$57,100—pass.

Resolution 84: RESOLVED that there be granted to Her Majesty a sum not exceeding \$1,633,000 for Highways and Transportation, Boards and Committees for the fiscal year ending the 31st day of March, 1991—pass.

Item 8. Expenditures Related to Capital \$117,684,200 (a) Construction and Upgrading of Provincial Trunk Highways, Provincial Roads and Related Projects \$106,500,000—pass; (b) Aid to Cities, Towns and Villages \$1,500,000—pass; (c) Work in Local Government Districts and Unorganized Territory \$4,600,000—pass; (d) Rural Municipal Bridge Assistance Program \$500,000—pass; (e) Acquisition/Construction of Physical Assets: (1) Other Projects \$4,584,200—pass.

Resolution 85: RESOLVED that there be granted to Her Majesty a sum not exceeding \$117,684,200 for Highways and Transportation, Expenditures Related to Capital \$117,684,200 for the fiscal year ending the 31st day of March, 1991—pass.

At this time, I would ask that the Minister's staff leave the Chamber. We will now deal with 1.(a) Minister's Salary.

**Mr. Driedger:** Madam Chairperson, I just want to indicate that I know that we have moved rapidly in some areas. I want to extend an invitation to both the critics that I am prepared to spend more time again in terms of getting into this thing. I appreciate the fact that they have accommodated the situation. That does not mean that we will take and

necessarily terminate the discussions. So we will do that at a different time. Thank you.

**Mr. Gaudry:** Yes, Madam Chairman, I would just like to say thank you to the Minister for answering our questions. There were a few more questions here in the last part, but we will take his invitation. At this time, I would like to also thank his staff for working so diligently. I know how he knows his ministerial post so well. He has a good staff.

**Madam Chairman:** Item 1.(a) Minister's Salary \$10,300—pass.

Resolution 78: RESOLVED that there be granted to Her Majesty a sum not exceeding \$4,636,900 for Highways and Transportation, Administration and Finance, \$4,636,900 for the fiscal year ending the 31st day of March, 1991—pass.

This concludes the Department of Highways and Transportation.

## SUPPLY—JUSTICE

**Madam Chairman (Louise Dacquay):** Order, please. This section of the Committee of Supply will be dealing with the Estimates of the Department of Justice. We will begin with a statement from the Honourable Minister responsible.

**Hon. James McCrae (Minister of Justice and Attorney General):** Madam Chairperson, I have prepared opening statements which would normally take 15 to 20 minutes. I will condense them to one minute and a half.

The current fiscal year has been one of achievement for our justice system in Manitoba. We have been able to make significant progress in a number of areas while maintaining high levels of service to the public. The backlog at public prosecutions has been eliminated.

We have set up a family violence court which went into operation in September. We are looking forward to the report of Winnipeg lawyer, Dorothy Pedlar, on the administration of justice as it relates to domestic violence in Manitoba.

We are reorganizing the courts division of my department. We are also moving to improve court service at the Winnipeg Remand Centre by the hiring of five hearing officer positions. Last year we expanded the unified family court throughout the province, and we passed important legislative changes to our inheritance legislation. We are now



in the process of building the long-awaited new remand centre at the corner of York and Kennedy.

The report of the Aboriginal Justice Inquiry is expected some time this winter.

At the Winnipeg Land Titles office as of November 9, it took three working days to complete registration of transfers and mortgages on properties with computerized titles. For properties with paper titles, transfers and mortgages take seven working days.

The long process of the re-enactment of our statutes in both official languages has been completed.

A very serious matter is the ongoing contract policing costs negotiations with the federal Government. We are extremely proud about the operation of Bill 3. There is a facilities review of all adult and youth correctional institutions. We are proud of our success in increasing access to the justice system and increasing the system's ability to serve Manitobans in their own communities. We will continue in these efforts.

**Madam Chairman:** We will now have the customary reply by the critic of the official Opposition, the Honourable Member for Kildonan.

**Mr. Dave Chomlak (Kildonan):** Thank you, Madam Chairman. I must begin my brief address with some pangs of guilt, insofar as I do not think I can reduce my statement to the extent that the Minister was able to reduce his statement. Nonetheless, I will keep it under five minutes.

I just want to state, at the onset, that I believe this Minister has quite adequately demonstrated it is not necessary for a lawyer to be a Minister of Justice and, indeed, an argument can be made as a result of this Minister's tenure, that perhaps a lawyer should not be a Minister of Justice. I just want to compliment in that regard at the onset.

As well, I want to compliment the staff in terms of the manner in which the Supplementary Estimates book was prepared. It is certainly far superior to that which I reviewed in my other critic area. I obtained more information from it than I did in my other critic area. For that, I do want to compliment the staff in that regard, Madam Chairperson.

I want to just briefly deal with some general comments with respect to the justice system. I want to commence with the fact that there is a concern, there is a feeling amongst the public that justice in

many areas is not being done. We could debate the reasons for this in this House for many hours.

The discussion could range from the philosophical and the political, but the crucial point that in many ways where the law touches the very core of individuals, where justice has a contact with individuals in our society be it in a family dispute, a civil dispute or a human rights matter, there is a deep feeling of dissatisfaction and ineffectiveness and somehow a removal from the system, Madam Chairperson.

I do not want my comments to be misconstrued as political or try to score political points. I just want to make the point that I have a sense for my community, the community that I represent, Kildonan, that such a feeling exists. I think, generally, all Members of this House might concur with those comments. The family law system, where despite the best intentions of legislatures the wheels of justice grind slowly, but grind they do, the result is very, very often frustration and anger.

Frankly, like many who have been involved in the family law system, I wish there were alternatives that did not involve the courts at every step of the way. I think that perhaps that is a suggestion for a greater emphasis on mediation in the family law sector. I think most individuals involved in family law would concur with those statements.

The civil law system, Madam Chairperson, has been improved recently as a result of several changes instituted in the civil law system, including the changes in the rules of the court. I applaud the department for that and their involvement in it. However, frankly the system which was based largely on commercial interests that go back several centuries—does require a fair amount of change, something that we in this House cannot necessarily do in a short period of time. Certainly the civil law system has to change to reflect the technological and social changes that have occurred in our society.

\* (2200)

With respect to the criminal system, I could talk for hours, Madam Chairperson, with regard to some of the problems, some of the alienations that are felt within the system, but suffice to say that I think for the most part the department is doing the best it can within its constitutional and fiscal responsibility. I do suggest that perhaps more should be done in terms of victims of crime, and I have often felt in my

capacity when I did do criminal law in private practice—and I have said this before in the House—that 70 or 80 percent of the individuals I was involved with should not be in the criminal law system. It is unfortunate we do not have some other system or some other tract in which to deal with these individuals who are mostly the victims of social problems, I would suggest. I sincerely wish there were alternatives.

In terms of the Human Rights Commission, we are largely disappointed that a great backlog exists and matters are not being pursued in a more timely fashion, Madam Chairperson. I have mentioned many times in this House that I am somewhat disappointed with the developments at probation and Corrections, and in particular probation where I sincerely believe that many dedicated individuals feel constrained or not adequately able to do their job. I have urged this Minister, and I will continue to do so in this House, to think about the fact of front-end costs. Perhaps spending a bit more in this area will in the long run—perhaps not in one year, perhaps not in four years, but perhaps in the long run—will do more to improve the system than more money spent, for example, at the back end of the system in terms of Corrections. I am told that probation officers are vastly overworked and cannot attend adequately to their duties.

As I said earlier, for whatever reason, the public no longer accepts official versions of events provided by officials at any level, Madam Chairperson. I believe the department will have no choice ultimately but to implement a system of independent inquiries whenever there is a shooting. It is a trend and requirement established in other jurisdictions, and I think it is preferable that it be established sooner rather than later, rather than have the department and the ministry dragged in kicking and screaming every time there is a shooting.

Of course, violence against children and women is a matter of great concern throughout the province, and I am pleased that a study is under way, though I have some serious reservations about the process that was involved in the study.

Continuing in my non-objective fashion, Madam Chairperson, I want to state that many of the initiatives undertaken by the Minister's predecessor in this department have been largely successful, and I am pleased to see that the Minister has

continued many of the initiatives instituted by his predecessors.

We are concerned about the anger felt by many victims of crime, Madam Chairperson. We are concerned about the fact that women and children and the elderly do not feel safe on the streets of this city and perhaps many parts of Manitoba. I do not want to hold the Minister responsible for many of these problems, but I will be questioning him quite seriously on many of these problems and perusing the department quite seriously in this regard, recognizing that we in this Chamber cannot necessarily change these problems, nor can that department, but I think a vigilance and perhaps more attention to some areas would improve the system somewhat.

Thank you, Madam Chairperson. Did I do it under five minutes?

**Madam Chairman:** We will now hear from the critic of the Second Opposition Party, the Honourable Member for St. James.

**Mr. Paul Edwards (St. James):** Madam Chairperson, it gives me great pleasure to rise as the critic for my Party for the Department of Justice, and I listened attentively to the Minister's words. I appreciate his brevity. I think he hit on some of the many important issues that his Government has worked on in the last year, and the challenges that lie ahead for his department, and there are indeed many.

Madam Chairman, I want to be very brief and simply say that I think we do have many very interesting challenges ahead in this province in the Justice department. There were many problems left from the prior administration and many problems would just arise because society is changing. We see it changing every day, and I for one am not yet convinced that violence against women and children is any greater today than it was 20 years ago. I just think we know about it today, and we did not know about it 20 years ago. We have that problem, and we have a responsibility to deal with it.

The Minister has recently announced an initiative, which our Party certainly supports, to start doing something about domestic violence. Violence against children, of course, is not something which enough has been done on as yet. We look forward to some action by this Minister in concert with the

Minister of Family Services (Mr. Gilleshammer) in that area.

It strikes me that justice generally in the role of this Minister is one of balancing. It is not an easy task, and it is a very unique position within the Cabinet, I believe. It is one in which the Minister is called upon to give legal advice to his Cabinet colleagues and indeed to the Premier (Mr. Filmon), and to balance the right between the need for law and order and also the need for individual rights. He is the protector of individual rights in this province, and to that extent, I believe, rises above, more than any other Minister perhaps, the politics of this place. I think that gives special significance to the role of the Attorney General and the role of the Minister of Justice in the Cabinet and in this province.

I do want to say that I think this Minister has made sincere efforts and concerted efforts in many areas which were problematic upon his taking office. I congratulate him on some of those successes. Of course, as he well knows, and as Members of this House will know, both my colleague and I will have regularly cause for concern and complaint about this Minister and about this Government. I do not believe that attacks the fundamental integrity which we all understand this Minister has.

I also want to join with my colleague in congratulating the staff of the department on the preparation of these Supplementary Estimates. They are very helpful, and I look forward to a very informative, productive Estimates session.

I want to touch very briefly in my opening statement on the Aboriginal Justice Inquiry. I think that is the major challenge which we are going to face in the next year, and I look forward to asking a lot of questions in that area. I think that we have to be prepared to respond effectively and seriously and efficiently to the recommendations when they come forward. This province went through a veritable gauntlet going through that Aboriginal Justice Inquiry. It was a necessary thing to do, but it was painful for a lot of people in this province. I think that just says to us as legislators that we must take the conclusion seriously and work very hard to ensure that this opportunity to move forward and lead not just this nation, but indeed the world in this area, and indeed the world will be watching.

With respect to the civil system, it is an area that I have some familiarity with, as does my colleague, the Member for Kildonan (Mr. Chomiak). I still have

grave concerns about the ability to get to court in this province. The new rules are helpful, and they streamline to a certain extent, claims; however, I still believe that any claim under \$20,000, perhaps even \$30,000 if you are going to do the full trial, settlement is often induced not because of the merits of the case, but because of the cost of litigating the case. That is a serious problem in my view and one that we should be leading in, in this province.

I will hope to focus in on Corrections as my friend has indicated. Unfortunately, I believe again this year it does come at the end of the process. We traditionally have not had a lot of time left to look at it, and I hope that this time around we will spend the amount of time in Corrections that this deserves. It is an area that obviously a lot of money is spent in, but more importantly it is an area which affects so many lives, in which we have such obvious failures. We have a Corrections system which we all know has many, many fine people in it doing their best, but we often are faced with having too little, too late. We know the failures by seeing the rates of recidivism in our jails. That is one of the reasons that I have also keyed in, in my tenure as the Justice Critic for my Party, on crime prevention. Crime prevention not just in the area of Neighbourhood Watch and Block Parents and those kinds of very valuable programs, but also crime prevention as a goal of the Justice Minister and the Justice Department through social development.

I think that it is alarming with what accuracy we can predict who is going to be in our jails and we can predict that at a very young age. Based on economic factors and other factors, we have alarming accuracy and I think that that tells us we have to focus in on crime prevention, assisting people at the stage in their lives that they need our help most so that they become productive citizens and have a stake in society, and do not resort to living outside of the law.

Madam Chairperson, I am going to conclude my comments at that point. I look forward to going through all of the appropriations in some detail, and I will leave other general comments to those questions. Thank you.

**Madam Chairman:** I would remind Members of the committee that debate on the Minister's Salary, item 1.(a), page 121, is deferred until all other items in the Estimates of this department are passed. At this time we would invite the Minister's staff to take their places in the Chamber.

\* (2210)

\*\*\*

**Mr. McCrae:** I take great pleasure in introducing once again to the committee the Deputy Minister of Justice and Attorney General, Mr. Graeme Garson, Q.C., and the Executive Director of the Finance and Administration Branch of the department, Mr. Pat Sinnott.

**Madam Chairman:** Item 1. Administration and Finance (b) Executive Support.

**Mr. Chomlak:** Madam Chairperson, just in general at the onset, I am wondering if the Minister can perhaps direct me. There are several areas of questioning that I am not precisely clear where the question should arise, and I am wondering if he might give me some guidance in that regard. Firstly, capital questions and specifically questions with respect to the Brandon Courthouse. Where would the Minister suggest that I deal with those questions?

**Mr. McCrae:** Madam Chairperson, the questions might be addressed to the Minister of Government Services (Mr. Driedger) when his Estimates are before the House, or I can hope to deal with the questions under this section, Minister's Salary, or I suppose Courts, but I would think Administration and Finance or Minister's Salary. I do remind the Honourable Member that we are a client department of the Department of Government Services, but I will be happy to deal with whatever questions I can.

**Mr. Chomlak:** Madam Chairperson, as well if the Minister could enlighten me, I would assume that I would deal with the matter of the recent justice review that was announced, would that be under Section 2, sub-appropriation (2) in general, or does the Minister have any suggestion as to where that might be dealt with?

**Mr. McCrae:** I would be agreeable to take questions on that matter under this section, Section 1. Administration and Finance.

**Mr. Chomlak:** Madam Chairperson—

### Point of Order

**Mr. McCrae:** Excuse me, a point of order, Madam Chairperson.

I said Administration and Finance, but wherever I said Administration and Finance, I meant to say Executive Support. That is where we are right now.

**Mr. Chomlak:** Thank you, Madam Chairperson, that allows me to line up my card filing system here.

**An Honourable Member:** Be spontaneous.

**Mr. Chomlak:** I tried yesterday, Darren, and then you got mad at me.

At the onset, I am wondering if the Minister could just describe the job descriptions in brief, of the six individuals involved in administrative support in this area?

**Mr. McCrae:** Generally speaking, the staff complement under this particular section is composed of my—I guess not myself—the Deputy Minister of Justice and his staff, and my office and my staff.

The Deputy Minister's staff is composed of two secretaries and an executive assistant. My staff is composed of three secretaries, an executive assistant—at the present, half time—a special assistant. That is who we have presently working with us in the two offices, and I have a special adviser who is seconded to my office from the office of Legislative Counsel.

**Mr. Chomlak:** Madam Chairperson, can the Minister just briefly describe the job responsibilities of the executive assistant, the special assistant and the special adviser?

**Mr. McCrae:** If I may begin with the special assistant, a person who has been with my office since I came in as Attorney General back in 1988, assists the Minister in his daily scheduling and in his daily contacts with the various branches of the department in order to assist in making decisions at the ministerial level and to assist in communicating issues from the department to Members of this Legislature and to members of the media.

The work of an executive assistant sometimes seems to overlap that of a special assistant. Executive assistants assist Ministers, perhaps you could say, in some of our mechanical duties that need to be taken care of. Ministers are very busy people as a general rule. Executive assistants are very helpful in processing the mail that comes in and out of an office, very helpful in looking after the telephone calls from the constituency and from elsewhere, from anywhere they might come.

My special adviser, who we have on secondment from Legislative Counsel, has been extremely useful in my responsibilities not only as Minister of

Justice but also the Corrections Division which was added into the Justice Department in 1988. Of course, the Constitutional Law Branch has taken on quite a much higher profile in the last few years, even before I came along, and we need that kind of specialized advice as well. Those are the types of duties undertaken by a special executive and special advisers.

**Mr. Chomlak:** I can see that the duties have not changed significantly from the days when I was an executive assistant, which I only go into because it is well known from comments I have received in this House by Members of this House that I did have that capacity at one time.

I would like to just zero in a bit on the duties of the special adviser. Is this to provide legal advice to the Minister?

**Mr. McCrae:** It is to provide lots of advice, Madam Chairperson.

The Honourable Member will be aware that in the last Session my department alone put, I believe, 26 Bills through this House. There was a need right from the beginning as House Leader as I began my work and later on as an adviser to the House Leader and to the Premier, (Mr. Filmon) that the advice I give be of high quality.

The person who has been seconded to my office from Legislative Council has the kind of qualifications that allows him to provide high-quality advice in my work, in my interaction with the office of Legislative Counsel and my interaction between Legislative Counsel, my office, the House Leader's office, whoever that House Leader happens to be, and the Cabinet as a whole. So that, as the duties of the Attorney General of Manitoba increased, so did the need for the kind of specialized help that an Attorney General needs.

**Mr. Chomlak:** Can the Minister indicate who that individual is, the special adviser?

**Mr. McCrae:** The person who occupies the position is Mr. Greg Yost. Before I sit down, I should mention that a lot of work has been done by this Government in terms of preparations for constitutional discussions between our Government and the other Governments and the federal Government. Mr. Yost was extremely helpful in that steamy week in Ottawa and at other times during the work of the Meech Lake Task Force. We expect that he will have significant responsibilities as we head to the next chapter in our constitutional evolution.

**Mr. Chomlak:** Madam Chairperson, I have some familiarity with Mr. Yost. In fact, I have had some dealings with him so I do not want my questions to be misconstrued at all in terms of my probing, as it were, in this area. I just want to isolate for my own understanding the particular function.

Does the Minister anticipate this will be a permanent function in the Minister's office in the future?

**Mr. McCrae:** Well, you know, Madam Chairperson, who knows how permanent Ministers are in this type of Government that we have in this day and age, so that the type of function Mr. Yost performs has a lot to do with the function I am performing in the Government. I think it is today. It is difficult for me to say today precisely what Mr. Yost will be doing in the near term, mid term or long term, but Mr. Yost is an employee of the Government of Manitoba. He certainly has something to say about his future, too.

\* (2220)

As I said earlier, he is a seconded employee of the Department of Justice. He has a position in the Legislative Counsel office should he wish to resume that position, but as I say, I cannot say to the Honourable Member with precision what Mr. Yost will be doing in the short-, medium- or long-term future.

**Mr. Chomlak:** Madam Chairperson, can the Minister indicate whether there is a job description for Mr. Yost's functions?

**Mr. McCrae:** There is no written job description for the present function Mr. Yost is performing.

**Mr. Chomlak:** Does Mr. Yost provide the Minister with written legal opinions on occasion?

**Mr. McCrae:** Sometimes he makes life simpler for me by providing the executive summaries of opinions we get from the department. That is not to say anything at all about the quality of the opinions we get from the department, but as the Honourable Member set out earlier on, we have a non-lawyer Attorney General in Manitoba, and I have a very busy schedule, and I have a lot of work to do. Sometimes it is very convenient to have someone like Mr. Yost around to give me a precis or an executive summary of reports of legal opinions we get, of judgments we receive from the Supreme Court of Canada or from other provinces.

That kind of work Mr. Yost does very well for me. I find it very valuable, and it saves me a lot of time.

**Mr. Chomiak:** Madam Chairperson, can the Minister just indicate at what date Mr. Yost came into the employ of the Minister via secondment?

**Mr. McCrae:** Unless the Honourable Member wants total precision, I can tell him that it would have been in the summer of 1988, perhaps early July. We took office May 9, 1988, and within two or three months, Mr. Yost took up work in my office.

**Mr. Chomiak:** Does Mr. Yost also provide legal opinions and advice to the First Minister (Mr. Filmon)?

**Mr. McCrae:** When called upon for his assistance, Mr. Yost has assisted the Premier and myself, as Minister of Constitutional Law, in that way, yes.

**Mr. Chomiak:** Madam Chairperson, I noted that the expected results of Executive Support are: "To ensure that Government Legislation and Justice service programs meet the needs of the people they serve." Are there any means or a way that the Minister can gauge this particular result.

I am not being facetious. The Minister will say I will be consistently asking this process throughout the Estimates.

**Mr. McCrae:** I take it the Honourable Member is referring to page 21 of the Supplementary Information, and the expected results of the work of the Executive Support component of our department is: "To ensure that Government Legislation and Justice service programs meet the needs of the people they serve."

I guess you have to answer that—I can give the short answer or the long answer. I think I am going to give the short answer and say that it is hard to be modest about a department like the one that I happen to hit. I do not have to be modest. There has really been significant achievement in the Department of Justice since this Government took office.

I do not want to get into a match with the Honourable Member and compare the record of this Government with the last one, unless the Honourable Member wants me to get into that.

I think the answer to that is a resounding, yes.

**Mr. Chomiak:** Does the department or this branch have any strategic plans in effect? Is there a strategic plan for the Department of Justice in effect?

**Mr. McCrae:** I think it is fair to say, Madam Chairperson, that each of the branches of the

department has certain goals and objectives. They are certainly laid out in the supplementary information that we have made available to the Honourable Member.

In terms of a strategic plan, if I had chosen at the beginning of the evening to read the total of my prepared opening remarks, I think the Honourable Member might have got a taste of a strategic plan.

A strategic plan of this Minister is to continue to improve the services that are provided by the Department of Justice and just simply to bring us back up to where we should have been when we took office in 1988, which unfortunately, we were not there.

Without getting political, or partisan, it is pretty hard to answer the question further because I can only point to the objectives that we had for ourselves and the progress we have made in the last two and a half years. I guess I am going to do a little bit of that, Madam Chairperson. People were waiting 45 days when I took this job to have their land titles transactions registered and accepted in the Land Titles Office. We are now down to three days for your computerized title and seven days for your paper title. That is just one example.

People were waiting 14 months in our Provincial Court to have their cases heard. Do you know, Madam Chairperson, that recently, as a result of a Supreme Court hearing, because of the neglect of the justice system by the Liberal Government of Ontario, somewhere between 50,000 and 80,000 cases will now be thrown out by judges or stayed by the Crown because that Government did not pay attention to the priorities and the basics that a Department of Justice is supposed to be working on a day-in and day-out basis?

This department was the poor cousin of all of the departments under the previous Government. Thanks to my colleagues, and myself I suppose, but certainly thanks to my colleagues who approve the spending programs of my department, we have been given the resources to cut that backlog at the Land Titles Office, to cut that backlog at the Provincial Court. They have given us the resources so that we could expand further. I will give the Honourable Members, a friend and my predecessors, credit for unifying the Family Court at the Court of Queen's Bench level, but they only did it in Winnipeg and Selkirk. They did not do anything for Brandon or Thompson or anywhere else in the

province. I am proud that I was given, as a Minister, the resources to expand that court province wide.

If the Honourable Member wants me to go on about a strategic plan, all you need to do is look at what we have been doing for the last two and a half years and look ahead. That is what we propose to continue to do, to provide the basic services that we ought to have been providing before this Government took office, and to improve and expand services as much as we can to meet the needs that are out there.

**Mr. Chomiak:** I am always astounded and surprised that when I ask a simple question about a strategic plan, the Minister's responses are generally defensive in this House. It was a simple question. It was a future-orientated question. It was a question of leadership, of direction and that was the question. The question was not dealing with past performance, but I recognize that what the Minister is saying, presumably, is what we have done in the past is what we are going to do in the future, something along those lines. I will accept that at face value and move on to another line of questioning, and not get into the political statements of the Minister because I do have facts—well, I will stay away from that.

With respect to the question of the domestic violence review, I am wondering which branch, and where the funds are coming for the funding of this particular review?

**Mr. McCrae:** Madam Chairperson, the funds are available in the department, thanks to careful planning and administration by the gentleman sitting in front of me. The funds are available, but they have not been appropriated. There are several funding sources in the department available that could be tapped. The funds are available, but we just have not decided which appropriation they should come from yet.

**Mr. Chomiak:** Can the Minister indicate any cost estimate as to how much this particular study might cost?

**Mr. McCrae:** Madam Chairperson, \$35,000 to \$50,000 outside the department, and the department will be making certain human resources available as well. It is pretty hard to quantify that part of it, but we figure \$35,000 to \$50,000 additional monies.

\* (2230)

**Mr. Chomiak:** My next line of questioning, I also want to preamble, I want to indicate that I am in no way questioning the competence and the skills and ability of Ms. Dorothy Pedlar, I simply have some questions about the process. My first question is, how was it that Ms. Pedlar was chosen to take on this particular task?

**Mr. McCrae:** I personally, with the help and advice of the Deputy Minister and others, made certain inquiries, had certain discussions with people, including the executive director of the Women's Directorate, and others involved in the caring sector, the shelter sector, the judicial sector, and people in my department, in making the choice of Ms. Dorothy Pedlar for the work. We feel that Ms. Pedlar is very well qualified for the task that she has accepted.

**Mr. Chomiak:** Can the Minister indicate whether a short list was prepared of possible candidates for that position?

**Mr. McCrae:** It was a very informal process, Madam Chairperson, and no formal short list was prepared.

**Mr. Chomiak:** Can the Minister indicate if Ms. Pedlar is going to be charging the department on an hourly basis?

**Mr. McCrae:** Yes, Madam Chairperson.

**Mr. Chomiak:** Is the Minister prepared to indicate what that hourly rate is?

**Mr. McCrae:** I can tell the Honourable Member, Madam Chairperson, that the department and other departments, as the Honourable Member as a lawyer would know, enters into arrangements and retains legal counsel. It is on the same basis that we retain legal counsel on other matters that we have retained Ms. Pedlar for the work she is doing, and within the range of remuneration that we pay to members of the legal profession.

**Mr. Chomiak:** That being the case, can the Minister indicate for me, Madam Chairperson, how many hours the Minister anticipates will be required by Ms. Pedlar in order to carry out this task?

**Mr. McCrae:** It is very dangerous to answer that question precisely. Ms. Pedlar will be operating quite in an independent fashion and I have been asked many times, for example, with respect to the Aboriginal Justice Inquiry, when are they going to report? Why does it have to be then, why not sooner? The answer I give is, you cannot hurry a good product, so that you cannot hurry to arrive at a good product.

It is very, very hard to answer precisely. So that if I do give a precise answer, I would sure like to have an undertaking from the Honourable Member that if I am not right on, I will not be criticized for that. I do not mind saying that this number I give the Honourable Member may not turn out to be the accurate one. In discussion with Ms. Pedlar, it has been felt that perhaps 200 of her hours might be required.

**Mr. Chomiak:** I thank the Minister for that figure, and I assure the Minister that I will not be holding him to that. It was just my concern as to what the general budget was, and the time framework was for this particular project.

In this regard, I would also like to ask the Minister, my Honourable friend, I believe from Wellington (Ms. Barrett), asked the question in the House as to the terms of reference for Ms. Pedlar, and the Minister, if I remember correctly, referred her to the press release which I have in front of me. I cannot believe that these alone are the terms of reference for Ms. Pedlar, and I am wondering if the Minister can table any additional information in this House, indicating what the terms of reference of the study are for Ms. Pedlar.

**Mr. McCrae:** Perhaps the Honourable Member can tell me just what it is he is having trouble with.

**Mr. Chomiak:** The terms of reference are extremely broad, if I can put it that way, and at the same time vague. It is very, very difficult. I have sat and looked at this from the perspective of having a contract with the department, and tried to determine how I would narrow the parameters, or how I would know how far I would go in this investigation. In fact, my major concern in this investigation, notwithstanding comments of perhaps other Members of my own Party, is that there may not be enough time, and that the process is far more elaborate than one person simply working 200 hours. I do have a concern. If I look at the terms of reference, as indicated in the press release, I fail to understand how someone could return in three months time or two and a half months time with a proper study or a proper report, given these broad, and at the same time vague, terms of reference.

**Mr. McCrae:** The Honourable Member should have a chat with the Honourable Member for Wellington (Ms. Barrett) before he asks any more questions about this. The Honourable Member for Wellington says it is too narrow.

**Mr. Chomiak:** I had a discussion in fact with the Honourable Member for Wellington, in which we discussed the matter, and as it turned out, our comments are not dissimilar. -(interjection)-

That is fine. If the Minister wants to play political games in this process, that is fine with me. I am simply asking a question: Is there a contract, in writing, between the department and Ms. Pedlar that the Minister is prepared to table? -(interjection)-

That is no problem, to review is fine. -(interjection)- No, she did not say that. No she did not. She is saying we need action -(interjection)- that is true.

**Mr. McCrae:** There is, in the ordinary course of doing business with members of the legal profession, no particular contract as a rule, as there is not in this case.

**Mr. Chomiak:** Madam Chairperson, insofar as the hour is getting late, and the Member for St. James (Mr. Edwards), did return to this House, I would like to come back to some lines of questioning in this regard, but I will cede the floor to him.

**Mr. Edwards:** Madam Chairperson, will the Minister, in his executive capacity this year, be designating Queen's Counsel appointments?

**Mr. McCrae:** Queen's Counsel appointments are designated as a result of a Cabinet Order-in-Council, so it is not the Minister operating alone, and I can tell the Honourable Member that the process we used last year is the process we are going to use again this year.

**Mr. Edwards:** That process, as I understand, involves the Law Society, and I believe others, perhaps the Bar Association as well, and a list, I believe, is forwarded to the Minister. I am wondering if the Minister can tell us what the size of the list is?

\* (2240)

I know it is a tradition in this province I believe that four per year have been, and the Minister has been unmatched in the history of this province in appointing Queen's Counsels based on ones that had not been appointed in prior years by the former Attorney General, Roland Penner.

I wonder if the Minister can advise what size of list he expects to get this year to draw from, and what size of list he got last year to draw from?

**Mr. McCrae:** I do not want so quickly to start taking issue with the Honourable Member. I do not think he is correct in his assessment that Roland Penner



appointed only four people each year. I do not think that is correct. -(interjection)- Well, then, he did not know what to do and so he did not appoint anybody. That is the result of not knowing what to do. We figured out what to do in this Government, and so we are making appointments.

We make four according to The Law Society Act each year, plus the vacancies are created through decrease, and through movement to the Bench, and that is how it goes. There is a potential for as many as 15, if we wanted to choose that many.

**Mr. Edwards:** How many does the Minister intend on appointing this year?

**Mr. McCrae:** That announcement will probably be made at the traditional time.

**Mr. Edwards:** It is always fitting that it is made just after Christmas. -(interjection)- Madam Chairperson, the Minister of Health (Mr. Orchard), suggests, would it help if I was allowed?

In fact my next question I think will belie my view on Q.C. appointments. I wonder if the Minister has ever given consideration to exactly why we continue to have Queen's Counsel appointments in this province, given that there is no other professional designation similar to it.

Perhaps he can indicate whether or not he feels it is truly necessary for the Government to get involved in designating some form of professional designation, which frankly, even though it has come closer to reflecting merit, still does carry the ilk, I believe, of political patronage. Even with the new system it always will carry that. In fact, it is not even fair to the people who get it that it carries that.

Has the Minister given consideration to simply scrapping the designation? Given the fact that he has appointed literally dozens of Q.C.s, and I am presuming his answer, can he defend the appointment of Q.C.s in today's society?

**Mr. McCrae:** I think there are a lot of people around that are like me, and they like to see excellence observed, noted, rewarded if you like. There are people who like to subscribe to certain elements of the British parliamentary and judicial systems. There are people who like that, and in addition, there are legal people who like to be honoured by their peers.

I think, when we proceeded last year to alter the way that we appoint Queen's Counsels in Manitoba, to allow input from the Law Society of Manitoba,

from the Bar Association of Manitoba, from the judiciary and from, something new to the Honourable Member I suggest, someone representing the non-legal part of our province, and with the Attorney General being on it and not being a lawyer—there are two people on that committee who represent the non-legal community.

Then as a result of work by a committee like that choosing people for the honour, I think the honour is felt all the more. In the legal profession the honour is appreciated all the more, so I do not agree with the Honourable Member that it should be abolished. I do not agree with Roland Penner that you ought to do nothing while you cannot figure out what to do. I think that either you have it or you do not, and I see that it is still a tradition that has some place in our society.

I do not agree with the Honourable Member about the comments he made about politics finding their way into these decisions. I agree with him that there was a level of that previous to the present structure that we use. I believe there are biases and considerations that are unique to the various groups that are represented on the committee that are brought into the deliberations. It is not just one point of view that is brought to bear on the issue. So I think we have broadened the input that results in the Q.C. appointment and it is appreciated all the more.

As I listened to the Honourable Member, it occurred to me those people who are not honoured by such an award ought not to accept the honour when it is offered. So that if and when the Honourable Member is ever offered a Q.C., we will expect him to say, no, I will not have that; I will stand on principles because I think it should be abolished.

**Mr. Edwards:** Madam Chairman, I certainly hope that by the time I qualify, with years at the Bar, they will no longer be given in the same manner by the politicians of the day. The Minister must acknowledge that the decision is made by Cabinet or elected politicians. Those are not the peers of the people who are designated. Certainly he must agree with that.

**Mr. McCrae:** Madam Chairman, we have also reformed the way we decide who is going to make decisions from the Bench, about how we choose judges in Manitoba. The Honourable Member would have it that, if we are going to have Queen's Counsel designations, he and his groups of friends might be the only appropriate ones to make the decisions as

to who it should be. Maybe that is what he is suggesting, short of abolishing the thing.

I just fundamentally disagree with the Honourable Member on the issue that he is raising. He has, and Members of his Party seem consistently to have taken the position that the Government ought to divorce itself from any decision making and that Governments ought not to govern in Manitoba. That the Public Utilities Board, for example, should make all the decisions and the Government should not make any. That there should either be no Q.C.s or get the Government out of the process altogether. Which unelected group does the Honourable Member want to leave these things to?

I suggest to you that the Members of the Legislative Assembly are duly elected by the people of this province, and who is more qualified or entitled to make decisions on behalf of the people of Manitoba? So we just have a basic fundamental disagreement there.

I know the Honourable Member has said that I ought not to be on that committee or any Attorney General ought not to be on that committee and here again I disagree. I invite the Honourable Member to speak to people like the high-ranking representatives of the Bar Association of Manitoba, the high-ranking representatives of the Law Society of Manitoba and find out what their views are. Maybe the Honourable Member disagrees with them too, and he is entitled to do that.

Governments are elected to govern, and in other issues that the Honourable Member has raised with me, I have taken the consistent position that I will not back away from my responsibility in my particular portfolio. The Honourable Member of Northern Affairs (Mr. Downey) is not willing to relinquish his responsibilities and accountability to somebody else for responsibilities that are rightfully his as a Minister of the Crown. So we cannot just go and govern by proxy all the time like the Honourable Member would suggest.

The Honourable Member has also been critical of our judicial-appointments process. Well, most people will not agree with the Honourable Member because we have come a very long way toward bringing in a broader-based approach to the appointment of judges. A broader-based input, a community input, which is I think better than the old way.

For a Liberal to be talking the way the Honourable Member has been talking, is to repudiate a whole century of patronage of the worst kind imposed upon our country by Liberal Governments in Ottawa and in many of the provinces, as well as other Governments. Certainly the Liberals have distinguished themselves as being the worst offenders when it comes to patronage in this country.

**Mr. Edwards:** Madam Chairman, it is really quite humourous, although it is also embarrassing, the speed with which this Minister becomes petulant and nonsensical. The fact is that he seeks to make the argument that handing out Q.C.s is governing. Governing requires that he hands out Q.C.s, and he is not going to give up that momentous challenge of any Attorney General. Is it not a deep responsibility that he has? That is indeed humourous and farcical.

\* (2250)

The truth is that I believe and perhaps the Deputy, who sits at the table, will remember this. Back I believe in the early '80s, when I believe Mr. David Hill was the president of the Law Society or at least sat on a committee, which studied Q.C.s in that day—now I believe Mr. Justice Simonsen was also on that committee—they did make a recommendation. That recommendation was nothing like the present system.

It was a recommendation which said either you give this to the peers and to the people who will judge merit, and this will be a merit designation. There are professions that have merit designation and those are done by peers including professionals in the field, academics and so forth, or you agree to do it through the Legislature. If you want to keep the Q.C. in the British tradition, you do that but you do not inject the politics of the day into the decision.

Madam Chairman, that leads me to my next question of this Minister. If politics are not part of the tradition, then surely the list that is submitted by the committee of which this Attorney General is a Member, all of them would have to be appointed; but in fact the Government chooses a few from the list however many they choose to take from the list.

Is the Minister willing to go the second step, and make this reflective of the committee's decisions, and do not forget that politics can even play a role in that, because the Government is represented on that committee. Is the Minister willing to go the second step and say the list will be as many

numbers as this Minister has decided to appoint. The Minister should tell the committee it will be four, therefore put a list of four forward. It will be three, therefore put a list of three forward. That would truly be closer to the merit reflection designation which he seeks to achieve.

It is an obvious conflict that he sits on the committee which puts forward a list, and then he goes to Cabinet and advises them on who, amongst that list, to choose. It is conflict. He has got to grasp that, and I am simply asking him to go the second step. Either tell the committee how many he is going to appoint, so they can give him the names, and then they will be appointed. Or, if he believes in the designation of some sort, give it back to the peers who know best, and who do it in other professions, which may indeed, one would hope, that the Law Society would include non-lawyers, and I am sure they would as they do in other committees which they have. Will the Minister not consider being true to his words and his rhetoric tonight, and going that second mile, and giving this some credibility?

**Mr. McCrae:** I think, if we are really serious about processes, and about the use to which we put the Legislative Assembly of Manitoba, it would be better for the taxpayers of Manitoba who are paying \$152,000,000 to finance this department for this fiscal year, that we get on to discussing some issues that are of importance to the people of Manitoba, instead of matters that are of importance only to the legal profession of this province.

I am really surprised at the Honourable Member. We have serious, serious problems in our province, and in our justice system. We have 1,700 women being abused by their partners in this province every year, which are the result of criminal prosecutions, and the Honourable Member wants to spend 15-20 minutes talking about the Q.C. designations in this province? Out of precious few minutes that are available to us to talk about the important issues of the day in Justice, and the Honourable Member wants to talk about peers and merit. The Honourable Member will know from discussing the matter with his colleagues in the legal profession, that there are politics in the legal profession, too. Some of those politics are very unkind to certain members of the legal profession, and very generous to other members of the legal profession.

The Honourable Member does not need to argue the whole length of time available to us tonight about a matter relating to the Q.C. designation, when this

Government has gone a long way towards making that a more prestigious award for those who happen to receive them. I have received recommendations from the Bar and the Law Society, and what we are doing falls very close to what they had recommended. My understanding is that they are satisfied with what we are doing now, otherwise they would not be taking part in it. Surely we should get on to some important matters.

**Mr. Edwards:** I think one of the problems we have is that we have a Minister who thinks that governing is handing out Q.C.s, and he has done it like no other Minister in this province.

I want to ask this Minister, as well, in his executive capacity, what is happening with respect to the provincial judges appointments? I believe there is an appointment expected in the North. The North is looking for an appointment. Can the Minister tell us what progress is being made with respect to the selection of a provincial court judge to serve northern Manitoba?

**Mr. McCrae:** The Chief Judge of the Provincial Court of Manitoba, as laid out in the method of choosing new judges, has made it known to me the need for an appointment in the North, and the Bar has appointed its representative on the selection committee. The Law Society has done so, so has the judiciary.

The Chief Judge is there as the chairperson. The Government has appointed its three laypersons to participate on that committee. I am not sure just how long it will take from here, from the point we are at now, until I receive my recommendation from the committee, which recommendation will contain the name of anywhere from three to six qualified individuals from which the Government will make a decision who will be the next judge to be appointed.

**Mr. Edwards:** In that vein, some months ago a part-time judge was appointed because of concerns about the backlog in St. Boniface. French-speaking cases were not able to be heard in a timely fashion. I called at that time for an assessment of the needs in that court, and I presume the Minister did that because he subsequently appointed a part-time judge who spoke French. The name escapes me now, I believe it was Gregoire. I wonder if the Minister can indicate how many cases Judge Gregoire has actually heard in the St. Boniface Court since being appointed, because it is my information, or at least there is a suggestion being

made that it is very few. Can the Minister indicate if, in fact, Judge Gregoire has been needed in the St. Boniface Court on a regular basis?

**Mr. McCrae:** I know Judge Gregoire has been needed. I do not know the regularity of the basis. I do not know the number. I know there have been some, but I also know that Judge Gregoire has been appointed to serve in the English language as well.

**Mr. Edwards:** Madam Chairperson, as well, if I might continue on this vein, there has been some discussion about the enlargement of the Court of Appeal. It has been an issue where there has been no decisive statement made yet, although there have certainly been some hints from federal Ministers in the city, most recently the federal Minister of Justice, Kim Campbell. Can the Minister indicate if discussions are progressing and what his position is on the expansion of the Court of Appeal of Manitoba?

**Mr. McCrae:** Most of the hints that I heard about, I read about on the pages of one of the local newspapers, and the source of the hints were unnamed anonymous sources as we sometimes hear them referred to as. Since the appointment to the position of Chief Justice of Manitoba of the Honourable Richard Scott, a very fine Chief Justice, I have had discussions with him, and we have discussed the situation regarding a Franco-Manitoban presence on the Court of Appeal. We have also discussed the workload of the Court of Appeal. For the moment the situation seems to be being monitored by the Chief Justice, and my understanding is that court is coping with its workload at the present time.

\* (2300)

**Mr. Edwards:** I realize, Madam Chairperson, that the hour is drawing close. I will make it a brief question. When we dealt with one of the pieces of Legislation before us in the last Session, one of the concerns put forward was that the Court of Appeal may be required to travel outside of the City of Winnipeg to various other locations, or that may start to happen.

I certainly supported the fact that they did. I do not see why our highest court should not as well make visits to centres in other parts of the province on occasion.

I wonder if the Minister can indicate whether or not the Court of Appeal is going to be making any visits on a regular basis or if, in fact, they are going to ever travel, if that has been discussed with Chief Justice Scott?

**Mr. McCrae:** In the last round of amendments, the Legislature did make it possible for the Court of Appeal to sit outside the City of Winnipeg, at its discretion. When the new Chief Justice was appointed, there were a number of matters to discuss. Among them, congratulations, My Lord, and that type of conversation, and how are things going in your court, will you be monitoring the situation as to your workload, and a number of issues were discussed.

I have to tell the Honourable Member, this is not one of them that has been discussed to this point. The legislation was brought in by myself with the hope that the Court of Appeal might look at that particular suggestion contained in the legislation, hopefully with favour. It is not for me to tell the court what to do, but it certainly is for me to discuss these matters with the court. I will raise that matter with the Chief Justice of the court, but I recognize that the courts are independent from our branch of Government, our legislative branch, and I respect that. The Chief Justice knows the view of the Legislature of Manitoba, because I think we all agreed on that particular amendment.

**Madam Chairperson:** Order, please.

The hour being after 10 p.m., committee rise.

Call in the Speaker.

## IN SESSION

**Madam Deputy Speaker:** The hour being after 10 p.m., this House is adjourned and stands adjourned until 10 a.m. tomorrow (Friday).

**Legislative Assembly of Manitoba**

Thursday, November 22, 1990

**CONTENTS**

**Concurrent Committees of Supply**

Family Services	1734
Highways and Transportation	1759
Justice	1787