

THE LEGISLATIVE ASSEMBLY OF MANITOBA

2:30 o'clock, Tuesday, December 6, 1966

Opening Prayer by Mr. Speaker.

MR. SPEAKER: Presenting Petitions
 Reading and Receiving Petitions
 Presenting Reports by Standing and Special Committees
 Notices of Motion
 Introduction of Bills
 Orders of the Day

HON. GURNEY EVANS (Provincial Treasurer)(Fort Rouge): Mr. Speaker, before the Orders of the Day, I'd like to lay on the table of the House a report being a return under Section 111 (2) of The Insurance Act; a report of the Administrator of the Estates of Mentally Disordered Persons; a report on the Annual Examinations of Accounts as required by The Mental Health Act for the period ended the 31st of March, 1966 -- there'll be some others, if you'd like to wait -- a statement prepared pursuant to Section 20 of The Public Auditor's Act as amended by Chapter 56 of the Statutes of Manitoba, 1955, as at the 23rd of November, 1966; a detailed statement of all remissions made under the authority of Section 50 of Chapter 272 of the Revised Statutes of Manitoba, 1954, since the last similar statement was submitted to the Legislature; a report of any overdrafts or lines of credit arranged since the last report to the Legislature as required by subsection (3) of Section 20 of Chapter 272 of the revised Statutes of Manitoba, 1954.

HON. STEWART E. McLEAN, Q. C. (Provincial Secretary) (Dauphin): Mr. Speaker, before the Orders of the Day, I wish to lay on the table the following reports: a report of the Department of the Provincial Secretary which includes the report of the Queen's Printer for the fiscal year that ended 31st of March, 1966; the Annual Report of the Land Value Appraisal Commission; the Annual Report of the Manitoba Telephone System for the year 1965-66 - and I may say that copies of this report were forwarded to all members of the Legislature a short time ago when they first became available; and the report of the Manitoba Hydro Electric Board, the 15th Annual Report for the year ending March 31st, 1966, and copies of this report were also provided to all members at the time they were received.

MR. NELSON SHOEMAKER (Gladstone): Mr. Speaker, before the Orders of the Day are proceeded with, I ask leave to move the adjournment of the House for the purpose of discussing a definite matter of urgent public importance, namely, the icy condition of many highways of Manitoba and the government's failure to take effective action to safeguard the driving public.

MR. SPEAKER read the motion.

MR. SPEAKER: Has the honourable member leave to proceed? I rule this motion -- go ahead.

MR. SHOEMAKER: Mr. Speaker, I beg to move, seconded by the Honourable Member for St. George, that the House do now adjourn for the purpose of discussing a definite matter of urgent public importance, namely, the icy condition of many highways of Manitoba and the government's failure to take effective action to safeguard the driving public.

MR. SPEAKER presented the motion.

MR. SHOEMAKER: Mr. Speaker, I might say that I hesitated for some time as to whether or not I would move the motion that you have just read in consideration of the fact that this is your second day in office - in the highest office within the gift of this Assembly - but I didn't feel that I had the opportunity to speak on it at an early date in the Throne Speech. If we follow the usual course in the House, I wouldn't probably be speaking till next week and I certainly feel that the subject matter is urgent and I know that most of the rural members of the House will sympathize with me in this regard.

I don't know whether it is a fact or not that anyone as of this date has been fatally injured as a result of the icy conditions of the highway - I know several have been killed - but I do know that several thousands of dollars in property damage has resulted from the icy conditions of the roads.

The weather conditions that caused the ice, as it prevails today, occurred on the evening of November 29th, that is a week ago last night. I happened to be in Winnipeg on Monday and it was Monday night that we got the rain that caused the ice, and nearly 10 days has now elapsed and the government has failed to do anything at all to remove the ice on the highways in the

(MR. SHOEMAKER cont'd)... Gladstone constituency. Now they may have taken action in other constituencies. I know it to be a fact that for 50 miles west of Neepawa and for roughly the same distance east of Neepawa, the highways are just like a skating rink. I have travelled over them several times since and I know of which I speak. The recent snow has made it even worse because now you can't see the ice. You drive on to these patchy ice spots and most of the patches are about 50 miles long and it is very very treacherous.

Now some of the highways in the province have a gravel shoulder and in those areas the travelling public are getting out on the gravel and travelling on it. Other sections of the highway, like the one from the Arden Ridge to Gladstone for instance, there is no gravel shoulder; it is a bituminous mat right out to the shoulder so that you don't escape the -- well the only way you can escape the ice is to get into the ditch, and incidentally, Mr. Speaker, there's a lot of cars in the ditch that didn't intend to be there. My guess is there's quite a number there today because immediately -- well an hour ago, I guess, I phoned the Highway Road Information Services Department, or whatever term they give to it, and I asked them about the condition of the road in the vicinity of Gladstone - Neepawa. The fellow said I will read you the report that I have just received from Dauphin. Reporting on that section of the road -- as a matter of fact, he said from Westbourne to the Saskatchewan boundary, very icy - very icy. Well, that is a statement of fact; it is icy.

Now, what can the government do about it? I don't know, but I know that if you can get a -- Mr. Speaker, I want to tell you, if you can get a man into orbit and circle the earth a few times, we should be getting the department into orbit and doing something to remove the ice from the highway. Two hours ago I phoned a vet in the town of Neepawa, and I guess my honourable friends will guess who it was I phoned because I wouldn't like to be phoning one of them, and he returned from Rochester with his wife a week ago today or tomorrow, that is it was Tuesday or Wednesday of last week. He said when they left Rochester there was every bit as much ice on the highway from Rochester for several miles as there was here. That is, they got the same icy conditions in that vicinity all the way down to Rochester, Minnesota, not Rochester, New York, incidentally. He said they went in to have a cup of coffee - they were driving very carefully - when they were in having this coffee they saw a truck go by quite fast spraying some chemical on the road and when they came out and started to proceed home the ice had cleared right off. The traffic with the chemical cleared the ice right off the highway until the moment -- now this I will quote you exactly what this lady told me on the phone two hours ago. She said until the moment that we hit the Manitoba border we had no difficulty then with ice, and as soon as they hit the Manitoba border it was just like a skating rink again, and to quote her exactly: "It was a disgrace!" That's the words that she used. She was referring to the conditions of the highway.

Now I say that in 10 days it's time that some action was taken. It's time some action was taken to remove the ice. If it can be done 70 miles south, if it can be done and apparently it has been done most satisfactorily south of the 49th parallel, then I say that something can be done and I say my honourable friends should explore every avenue that is available to remove the ice from the highway and make travel once again safe for the travelling public.

This same vet incidentally told me Thursday or Friday of last week he got a call to go out and treat a sick animal. There was no vaccine in the town of Neepawa that he required for the purpose and so he drove to Gladstone, a distance of 22 miles, to pick up serum. He'd phoned and it was there. It's 22 miles to Gladstone and 22 miles back and it took him exactly three and a half hours to drive that distance there and back. Now I don't need to tell you, Mr. Speaker, that normally, normally you would do that in about forty-five minutes and it took him three and a half hours.

Now, Mr. Speaker, I think that I have given you the story that I intended to give you at this time and I hope that the government will be prompted to do something now, before further injuries, property damage and even death has resulted from the icy conditions.

MR. MICHAEL KAWCHUK (Ethelbert Plains): Mr. Speaker, I think all of the members in this Legislature Assembly coming from the rural areas are very well aware of the conditions that persist throughout the highway system in our province. However, as the Honourable Member for Gladstone has mentioned, he hasn't got the solution to submit to the government to give it consideration, rectify the situation, neither have I. However, there are a couple of questions I would like to direct to the Honourable the Minister of Highways and that is, what steps have been taken up to date to rectify the situation; and secondly, how many pieces of equipment have you got out throughout the network of highways trying to remedy the situation?

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

MR. ELMAN GUTTORMSON (St. George): Mr. Speaker, I don't think those members of this House who do not have to travel in the rural parts of Manitoba can really realize just how bad the highway system is, as a result of that rain. On Friday for example I was going to attend a funeral where the Member for Wellington was conducting the service. I had been told the highway was slippery and I left what I thought was in plenty of time to allow for the condition. I arrived at the funeral almost as it was concluding, because of the tremendous icy condition of the highway. I have never in my life seen the condition of the highway as treacherous as it is at the present time. You can't drive any more, you slide all the way. People are refusing to go on the highway at all times. I know for example on Saturday, there was a wedding at Cypress River and the people from my area had been invited to attend, and they just refused to make the trip because they didn't dare venture on the highway. Truckers have phoned me and asked if something can't be done to rectify the situation. They have advised me unless something can be done to ease the situation on the highway, they will refuse to travel on it any longer.

As a small example, on Friday the engineer that is in charge of the district in my constituency hit the ditch twice coming into Winnipeg after he had been touring the area. I know at the present time they are putting salt on curves, with a mixture of sand, and they are also attempting to do this on intersections. I would wonder if salt and sand mixtures will work on the curves and intersections, whether such solution couldn't be put on the entire length of the highway. I realize it is a great deal of work and a great deal of money is going to be involved, but under the present circumstances our highways are rendered almost useless because people don't want to venture out on them. Truckers find themselves forced to travel as slow as 10 miles an hour and then fear that they are going to hit the ditch. So I would urge the Minister of Highways to try to put salt or calcium chloride or whatever other solution can be used on the highways to rectify the situation because I am very much afraid we are going to have loss of life on the highways unless some steps can be taken. As I said before, I have never seen it so bad, the ice, you can tell the Minister, or the House, that between Winnipeg and Lundar on highway number six, there isn't a bare spot on the entire stretch. It's glare ice all the way. I would urge that remedial steps be taken to try to ease the situation so that people won't be in fear of their lives when they are travelling on the highways.

MR. JACOB FROESE (Rhineland): Mr. Speaker, I too would like to add a few words on this matter. Both highway No. 75 and 3 likewise have had a lot of ice on them. I think highway No. 75 is a little better now than highway 3 but I used both of them last week and they are in bad shape as far as ice is concerned. Now I don't have to go on second hand as to what the Member for Gladstone said about the work that was done in the States on the highways out there. About two weeks ago I travelled to Grand Forks and used highway 18, from Cavalier to Grafton, and it had a similar condition. There was ice on the highway almost half an inch thick. But going down I met a unit which sprayed salt on the road and by the time I came back it had really taken effect and with the milder temperatures that existed that day the ice was just about gone from the highway, so I think something can be done in this respect and that the ice will disappear. It will definitely help. I imagine the temperature had something to do with it but certainly on a day like today it would help a great deal.

MR. RODNEY CLEMENT (Birtle-Russell): I would just agree with everything that has been said and I am sure if the Honourable Minister of Highways - suggest to him that if we do not have a few trucks with these sand spraying apparatuses on the back of them, that this would be quite, it's not an easy job - but a truck with about 5 or 6 yards of sand on the back of it mixed with kalsomine -- the Honourable Member from Gladstone forgot to mention there is a lot of it out in the Neepawa country -- it wouldn't be too hard to do and mix, and within a week at least all the major parts of the highway could be sprayed and I think really this is perhaps all that can be done, and it could be done, and I would suggest it should be done.

HON. WALTER WEIR (Minister of Highways) (Minnedosa): Mr. Speaker, if I may add a word to what has been said by several of the members of the House. I join with them, as do the staff of the Highways Department, in expressing concern over the icy conditions of the roads, because the Honourable Member for St. George says he can't recall of conditions like this in his lifetime. I think probably this is true. The records seem to tell us that this is probably about the worst condition that we have had for something like twenty-five years and so certainly we are facing what is a different situation for Manitoba. It is a situation that many other jurisdictions face much oftener than we do because of the extremes that we have a tendency to face in

(MR. WEIR cont'd).....our natural climate conditions. The various means that there are of looking after icy conditions, many of them have been tried within the last week in various areas, to the point of scarifying ice on roads to the point of applying calcium chloride or sodium chloride -- not kalsomine, as the Honourable Member for Birtle-Russell referred to it as. That's something that back in my days in Portage we used to put on the wall -- but calcium chloride or sodium chloride mixed with sand, where we have been attempting to do the curves, the hills, intersections and points of decision - things of that nature.

The application of salt, which is probably a better understood word than either of the others that we have been talking about, is most effective in certain temperature ranges, around the - certainly above zero, and getting up to 15 degrees quite a good deal better. We all know that very shortly after the icy conditions appeared on November 29th - and I accept the date of the Honourable Member for Gladstone - the temperatures dropped and dropped sharply. It wasn't really until yesterday that we had the significant difference in temperature that we needed; and at the time we got the significant difference in temperature, what came along with it? The prediction that we would have more ice before night. So that the application of the salt at that particular stage would not have produced the benefit within the reasonable time limit we could have expected.

The Highways Department has been carrying out considerable of these activities in an attempt to provide as much relief to the situation as possible. As soon as circumstances permit that we can get a relatively good treatment further salt applications will be made in an effort to get a bare area on the pavement so that there will be traction in all conditions; but the opinion within the department is such that when our temperatures reached this stage, then and only then will the effective use of salt be fine.

The suggestion of the mixture of sand and salt would be fine and dandy. It would carry the sand and we would get temporary relief, but we wouldn't get the removal of the ice. The icy condition that we are faced with at the present time, the best solution in the minds of those that are paying the most attention to it, that are watching it almost hourly, is such that removal of the ice is what we need to be looking for in the situation that we are in, and this is the intention of the department.

One member asked the number of pieces of equipment that is active in it. I haven't the foggiest notion offhand. If he really desires it I could probably get them to figure it out, but most of the equipment the Department has will be battling the situation today I am sure.

I haven't dealt explicitly, Mr. Speaker, with each of the comments that have been made by the various speakers. They overlapped considerably in detail and on highways. I think that what is said about the paved roads is true. There is an alternative of course and if I had been in that of Neepawa and trying to get to Gladstone on the occasion that was mentioned -- I don't drive it very often, but under those circumstances, I'd have got I think from Gladstone to Neepawa on a gravel road. It's funny, the Honourable Member for St. George, and I kidded him about it last night briefly, this is really the first time that I have had a complaint about the blacktop on No. 6 highway.

The stretch from Lundar north is really I imagine in the last day or two in much better travelling condition than the stretch from Lundar south, so that there is an occasion in Manitoba when a gravel road is still a good road in the Province of Manitoba. But there is no kidding the troops, no attempting to kid any troops, that on our paved roads in the Province of Manitoba extremely treacherous conditions have existed for the past period of time. The men within the department have been making a sincere effort within the practical and the financial consideration at attempting to provide the best transportation means that they can for the people of Manitoba.

MR. GILDAS MOLGAT (Leader of the Opposition)(Ste. Rose): Mr. Speaker, I thank the Minister for describing what attempts have been made by the Department to correct the situation and I appreciate that he has a major problem. It isn't one that we get as frequently obviously as other areas. He also has a much greater mileage to be concerned about. However I note his statement, Mr. Speaker, that the weather conditions have not been suitable to the use of salt or other mixtures, and yet as I see what has gone on here in the Metropolitan area, it appears to me that whoever is in charge here, whether it is Metro or the various municipalities, have in fact been using since the storm various mixtures and that the roads in the Metropolitan area have pretty well been cleared of ice. The weather conditions I don't think were any different in Metropolitan Winnipeg than they were in the rural areas and so if it was feasible here in the City to take action at once, why is it then that across the province the same has not been done?

(MR. MOLGAT cont'd). . . . I think the Minister might be short of some equipment. I can appreciate that there would not be stand-by equipment of this nature in every part of the province, but surely in the course of 10 days some further action could have been taken.

It seems to me that approaches might have been made to, for example the metropolitan areas, if they were through with their equipment, to use either on a rental basis or a lease basis, use some of it. I think consideration might be made in other circumstances to approach our neighbours to the south, because it is a fact that there it has been their practice for some years to cover their highways during the winter time to prevent ice. They have crews, they have equipment, and immediately that an icing condition arises they are out on the road. It seems to me that in serious events of this sort we might approach them to see, after they've done their work, if we couldn't use some of their equipment and their techniques here.

I really believe that the Minister could show somewhat more enthusiasm and activity along this line. It has been shown here in the city it can be done, and what I fear mainly, Mr. Speaker, is that if we don't act very quickly there may be some very serious accidents and possibly fatalities on our highways because of their conditions.

MR. SPEAKER: I must thank the honourable members for their frank discussion and also the Minister for having made his remarks, and we would hope that probably some improvement will take place in the future - weatherwise, that is. I therefore rule this motion in order. Would the three members supporting the motion kindly stand? -- (Interjection)-- I wonder in view of the discussion that has taken place if the Honourable Member for Gladstone would ask leave of the House to withdraw his motion?

MR. SHOEMAKER: It is my pleasure to so move and I want to thank you for your kind consideration in allowing me to proceed with the adjournment, and I so withdraw -- I understand that I am requested to withdraw the motion and I so do now.

MR. EDWARD I. DOW (Turtle Mountain): Mr. Speaker, before the Orders of the Day, I'd like to direct a question to the Provincial Treasurer. In dollars and cents, how much Manitoba Savings Bonds have been redeemed by this government in 1966?

MR. EVANS: I think, Mr. Speaker, that would be a proper subject for an Order for Return, and if the honourable member will submit one I'll consider it at that time.

MR. MOLGAT: Mr. Speaker, I'd like to address a subsequent question to the Provincial Treasurer. Could he indicate if it is the intention of the Province of Manitoba to go into any further Savings Bonds campaign this year?

MR. EVANS: It is not possible for me to give any statement at this time.

MR. FROESE: Before the Orders of the Day, I would like to direct a question - I'm just at the moment not sure who to direct it to, whether it's the Minister of Highways or not - but I would like to know whether financial statements are available from the Water Supply Board of the individual water districts. Are there financial statements available from the individual locals?

MR. WEIR: Mr. Speaker, I'll take the question as notice.

MR. SHOEMAKER: Mr. Speaker, before the Orders of the Day are proceeded with, I would like to direct a question to my honourable friend the Minister of Health. When can we expect the House to concur in the report on the Dental Services Committee? I think that's the committee. The report, you will recall, was tabled last session but not concurred in by the House. Surely the motion will come about tomorrow, I would think.

MR. WEIR: Mr. Speaker, I think the honourable member is perhaps aware that the report died with the last session of the Legislature, but nevertheless I will be proposing some legislation along that subject at a later date in this House.

MR. MOLGAT: Mr. Speaker, not exactly a subsequent question but a question arising then out of the answer of the Honourable Minister of Health and addressed to the Leader of the House. There were a number of outstanding matters when the previous House ended and some of these were referred to various committees and some of them were reports. Is it the intention of the government to proceed with these?

HON. DUFF ROBLIN (Premier)(Wolseley): Mr. Speaker, I thank my honourable friend for the question because it was a point on which I wished to make a statement at some early date. There are a number of the items we dealt with at the last session of the Legislature which were referred to special committees. Some of these are now the subject of other action, either bills or reports or something of that sort, and we do not propose to revive matters that are under that heading, but where there are matters that we have not disposed of in some other way, which were before special committees or regular committees of some kind at the last

(MR. ROBLIN cont'd) session, we propose to revive them and my colleague the Attorney-General will be giving the House details as to which is which in a relatively short time, which I trust will be satisfactory.

ORDERS OF THE DAY

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

MR. DONALD W. CRAIK (St. Vital): Mr. Speaker, it is my privilege to move an address in reply to His Honour's Speech from the Throne. In so doing and before I begin, may I extend my thanks to the Premier and his colleagues for the opportunity that has been granted to me in doing this. And also, Mr. Speaker, may I wish to you success and good health in undertaking the responsibilities which are vested in your new office.

As a newly elected member of the Legislature, I look forward to sharing with the rest of my elected colleagues the experiences which this governing body may result in in the coming year. We have a group here that is representative of the many segments of life of our great province and I hope, Sir, that we will evolve legislation which is meaningful, timely and beneficial to this province and its citizens. May I hasten to say, and I am sure that I speak on behalf of some of my newly elected colleagues, when I say that one of the prime motivating factors in seeking elected office has been the foresight and enterprise which has been shown by the present government. I feel, and I'm sure they agree with me, that the sound policies and effective administration which has been demonstrated is to the well-being of the citizens of Manitoba.

I would like to speak briefly about St. Vital constituency which I represent. Most of you present know the former member of St. Vital, Mr. Fred Groves, who for personal reasons did not wish to seek re-election. You know him as I do, a man capable, a man of fine principles, great dedication and altruistic devotion. St. Vital constituency and this Legislature were well served during his tenure of elected office.

My constituency is comprised of part of Norwood and part of St. Vital. It is bounded by the Red River on the west and by the Seine River on the east. It is almost entirely residential and it is probably the most representative cross-section of residents that will be found in this province. It is well proportioned with families from all walks of life, all ethnic origins, all income brackets; some families resident since the beginning of this province's history and some just breaking ground for their new homes.

Our history is long and is certainly colourful. The first MLA to represent the area was Andre Beauchemin, elected in 1871 and a close associate of another St. Vitaler by the name of Louis Riel. The Riel family home still stands as a residence on the River Road in south St. Vital. Early property held by the Riel family at Lot 103 in the Parish of St. Boniface straddles the two parts of the constituency which are now known as Norwood and St. Vital. This property was subsequently purchased by Abraham Guay who was the forefather of the present mayor of St. Boniface. Ralph Connor, who will be known to you, also held property in St. Vital, much of which has now been converted into the beautiful 110 acre St. Vital Park.

But modern day St. Vital still retains its colourful capabilities, probably because it has not become a stereotyped community but has such a vast cross-section of proud people who take a great interest in civic responsibility and the affairs of government.

Might I now, Sir, pass comment on His Honour's Speech from the Throne? The many items contained in the speech are unquestionably an indication of the continued vigour of the present government, and I think in particular it demonstrates a keen awareness for the welfare of Manitoba's citizens. I am by no means qualified to pass judgments on many of the items contained in the speech, but by virtue of personal interest and some familiarity I would like to select a few.

There are two main items which are of immediate interest to my constituency - flood protection and public school financing. The announcement of accelerated construction of the Red River Floodway is welcome news. Norwood and St. Vital, flanked by both the Red and the Seine Rivers, have been subjects of the notorious history - during the past history really of the province - and we appreciate more than most high-landers will realize the benefits which the floodway will bring to us. We are also cognizant of the efficiency and despatch with which flood protection was supplied last spring by the combined efforts of this government and the local government.

(MR. CRAIK cont'd).....

It is noticed, if I may now change the topic, that we shall consider in the field of public school financing a foundation program which will transfer a larger portion of school costs from the homeowner to the broader base of provincial revenues. This legislation will, I am sure, be greatly appreciated by all homeowners. In my own constituency there has been a great concern about high homeowner taxes. This concern is shared by other residential areas which do not have adequate industrial assessments to supplement the homeowner assessments. The provincial government has, in recent years, financed about 40 percent of the cost of the Manitoba Public School System, either by way of grants or by way of a school tax rebate, but the traditional system of raising the remaining 60 percent through local property levies hits hard at the homeowners in the completely residential areas. There is strong argument that education privileges and costs should not be determined by where you live. A strong foundation program which provides for uniform levies will answer this argument. I am aware that the funds must come from other forms of taxation, but the broader base provided by income tax, sales tax or other senior government forms of taxation, are at this point more equitable than homeowner taxes.

There is considerable concern, if I might digress briefly, there is considerable concern in the whole of the western world about the direction and costs of education. We know that in Canada from 1957, the year when Sputnik I was launched - which had nothing to do with the Canadian decision I don't think - till 1962, a short span of five years, that the cost per capita for public school education doubled, and if adequate statistics were available today we would probably find that the cost had now tripled.

Training in the technologies now supplements our traditional educational system, aimed not only at training our young people for occupational opportunity but for the re-training of manpower which must cope with a rapidly changing technology. The whole educational principle has long been considered as an act of faith warranted on broad results. However, we now have bodies such as our Economic Council of Canada which make it crystal clear that our productive capacity and our economic well-being are directly related to our availability and use of well educated and trained people. Furthermore, attraction of modern industry, the all important future science based industries, depends largely on a local structure which will provide an educated and skilled work force.

The entry of the Federal Government into the field of technical education and manpower training has been important in the establishing of our technical institutes. We must, however, recognize that it is not enough just to build an institute. It has to be operated and operational costs are by far the largest consideration. We must also recognize that well trained people, a national commodity in great demand, can now move across the country in a matter of hours to take advantage of job opportunities. There are no provincial boundaries for the educated or trained man or woman who is a product of any one of our post secondary institutions. There is then just reason to expect the education and training costs of at least post secondary institutions to be spread rather uniformly across Canada as a nation. In fact, there is just as much argument for financial support by the Federal Government of post secondary education as there is argument for the Provincial Government to support our public school system.

I would like to add, Mr. Speaker, that when the Manitoba Government and other provincial governments converged on Ottawa to obtain further financial support, mainly for post secondary education, it can hardly be considered a pirate's raid on the Federal Treasury. We note from His Honour's speech that maintaining of the status quo in Federal-Provincial tax sharing will result by 1972 in annual federal surpluses of \$300 to \$600 million while the deficit of the provinces and municipalities shall climb to an annual rate of \$2-2 1/2 billion. The cost of education is the largest single factor contributing to these circumstances and it is obvious that some further change of the status quo must come about.

Manitoba's government has maintained that fiscal priority must be established on a national basis which will best generate our nation's economic and social freedom. Number one priority is provision for an educated and skilled populace. Now all provinces agree with this principle and so does the Federal Government. The number two priority proposed by the Manitoba government is consideration for regional development. Here Manitoba is asking that recognition be granted by the Federal Government, that it is in the nation's best interest to strive for an equitable distribution of the nation's per capita wealth. In real terms this means that we in Manitoba want national policies affecting fiscal, transportation, technological development and social matters which will give us an equal footing with the rest of the nation for

(MR. CRAIK cont'd). . . . future development.

The Economic Council of Canada, and in Manitoba the Manitoba Economic Consultative Board, have now published three annual reports respecting government policy matters both federal and provincial to lead to greater economic development of our country and province. Many of the comments which I have just made will be found better articulated in their reports.

A further topic which the Economic Council deals with and really is the culmination of many of the other considerations that it makes is the need for greater productivity in Canada. That is, a greater production of goods and services per man hour of working time and per dollar of invested capital. Education and training programs will broaden an individual's outlook and teach him skills but unless he or she has the right attitude, their productivity gains will not reach their full potential. It is necessary to think productivity in order to gain it and it is extremely important to have a dialogue between any training or educational facility and the actual application. We cannot afford to have our institutions become heavenly wise to the point of being unlimited earthly value and this can happen unless good communications exist between the supply and the demand. What our councils are saying is that management, labour and public institutions must communicate and share a common goal of increased productivity. This communication is now assisted in Manitoba through bodies such as the Manitoba Institute of Management, the Manitoba Department of Industry and Commerce and a number of important advisory boards and councils. Their continued and increased vitality must be insured.

May I also add at this point, Mr. Speaker, that I wish you success in achieving productivity from this assembled body. Perhaps we in turn should be mindful that each hour of debate and discussion without conclusion represents some 57 man hours plus overhead.

We have, if I may digress again, some exciting and important developments taking place in Manitoba which His Honour has brought to our attention. The most important of these are in the North and they are all developments of our natural resource endowments, that of water, wood and nickel. The rate and size of these developments are not easy to fully grasp. In economic terms they will bring to each Manitoban more than \$1,000 of investment to his province. The largest single development which is the harnessing of the Nelson River will supply our province with electrical energy until the end of this century. It is a one billion dollar development project, the same order of magnitude as the St. Lawrence Seaway which was a total of 1.4 billion dollars, \$900 million for power, \$500 million for navigation; but the latter project was shared between Ontario, Quebec and the USA. The Nelson River project which we are looking at and working on is a Manitoba project of the same magnitude and it is Manitoba's alone.

The Lumber and Pulp complex beginning at The Pas and in our northern woods brings a large permanent industry which cannot help but trigger even further growth in the immediate area and in the transportation linkages to the rest of the world. In nickel we note a recent announcement that a new \$100 million mine will be established at Pike Lake. This brings our total nickel capital investment to over \$300 million. In relative terms, the capital investment in nickel alone in Manitoba is the equivalent of about six Saskatchewan Potash mines. Employment projections to 1970, assuming manpower is available, show Manitoba Nickel at about 3,700 versus Saskatchewan Potash at about 4,800 -- not a greatly significantly different number of people employed. But we can't measure the value of our Northern development in terms of financial or statistical information alone. What is most important is that we are pushing back Manitoba's frontier further north and this part of our province is going to receive more and more attention.

To sum up, sir, may I recall the opening of the Throne Speech which refers to our impending Centennial celebrations. We have much to be proud of and much to be thankful for. The challenges of the second century of expansion are referred to in the speech. I would like to submit that the challenges during the first century of our nation's life have been largely the challenges of developing the natural resources of the country. As opposed to this, the challenges of the second century of this country's life, Manitoba's as well as the rest of Canada's and the rest of the world's, is going to be very largely the development of our human resources although we will still rely heavily on our natural resources for our well-being.

When I say human resources, I am really implying here that we must develop our youth and manpower through education and training. This combined with the process of innovation, invention, enterprise and productivity, spells our future well-being.

With these comments, sir, I would move, seconded by the Honourable Member from Fisher, that an Humble Address be presented to His Honour the Lieutenant-Governor, as follows:

(MR. CRAIK cont'd)..... "We, Her Majesty's dutiful and loyal subjects, the Legislative Assembly of Manitoba in session assembled, humbly thank Your Honour for the gracious speech which Your Honour has been pleased to address to us at the opening of the present session." Thank you.

MR. SPEAKER presented the motion.

MR. SPEAKER: The Honourable Member for Fisher.

MR. PETER MASNIUK (Fisher): Mr. Speaker, I would like to take this opportunity to thank our Premier and the Executive Council for the honour they have bestowed upon me today, that of being asked to second the Speech from the Throne.

May I also at this time extend my personal congratulations to the Honourable Member from St. Vital in the very able way he has referred to the thorough program this government has proposed for this province of ours; and to the Leaders of the Opposition and their associates I extend to them that in their well-being and indulgence they will in due course enjoy the Session on which we are now about to embark.

My congratulations to you, Mr. Speaker, on your election as Speaker of this House. I am sure that all of us here are very pleased with this wise choice and I am sure that all members here wish you the best of health and wisdom in discharging your onerous duties and we are certain that you will guard them well.

Mr. Speaker, the Constituency of Fisher which I have the honour to represent is composed of people of various ethnic groups and religious sects. In the southern portion of Fisher we have a Hutterite Colony near the Village of Teulon. These people are very successful in their operations. In Teulon, a very prosperous village, we have a hosery mill and a potato chip factory which gives employment to many of the local residents.

Further north in the Village of Inwood we have a lime kiln. That helps to keep a lot of people steadily employed. Here we also have the mixed farmers. These are of the small farm variety, mainly occupied in the dairy industry; some are raising beef. And in the northern part of the Fisher constituency the very progressive Village of Fisher Branch, who have also felt our economic boom with the new TV station just about completed, a large new hotel that's soon to be opened, along with many new business establishments recently built, this village has had a one million dollar building program completed during the year of 1966.

At the northern end of the Fisher constituency we have our two large Indian reserves, the Peguis Reserve and the Fisher River Reserve. The Indians living on these reserves have also benefitted from the progress we have enjoyed these past eight years. They now have good roads, a central high school second to none in Manitoba, and with the help of our government they are slowly becoming more self-reliant and more successful in trying to be farmers. A lot more has to be done by both the Federal and the Provincial Governments but we are making good progress in this field.

Just north of my constituency we have some of the finest fishing grounds in Manitoba. In Lake St. George, St. Martin, St. David and St. Andrews, we have successful fishing the year round, whether it is by boat in the summer or ice-fishing in the winter. We do need to improve some of the roads leading to these lakes and perhaps provide more camping facilities in this area in order to attract more of the tourists visiting our province.

Mr. Speaker, next year, during our centennial year, the Interlake region is marking the centennial year with a number of projects. For example, in Teulon they have just finished a \$75,000 community hall. In Fisher Branch they are starting a skating rink for \$45,000 to mark the centennial year. In Inwood, improvements have been made to our curling rink and to our community hall. There are also many more projects throughout the Interlake region that have been started.

During our centennial year the Pan American Games will be held in Manitoba and I understand that the Interlake area is to play its part in this great sports event. I understand that there will be sailing events and competitions on Lake Winnipeg. We hope that this will increase interest in sailing as a sport and will help to bring about greater use of Lakes Winnipeg and Manitoba for recreation.

In the Interlake area, returns from agriculture have been improving every year during the last decade. While there is much still to be done, much has been accomplished and the farmers of Manitoba are more prosperous than ever before.

I am very happy about the great Nelson River project. It will of course be of benefit to everyone in Manitoba. Not only will it produce a great deal of cheap power but it will lead to greater industrialization. We have been told that the transmission line from the Kettle Rapids

(MR. MASNIUK, cont'd)

Generator Station will be by direct current, and the transmission lines will follow a route lying west of Lake Winnipeg. We in the Interlake will be pleased to note that we will again benefit from the construction activity of Manitoba Hydro. Manitoba Hydro is to be congratulated too for the technological breakthrough which they will be achieving in building the first direct current transmission line in this part of the world.

Mr. Speaker, education has improved vastly in Manitoba. In the last eight years we have had many new school buildings. We have improved curriculum; we have technical and vocational training centres and universities have much expanded. All of this is in harmony with the views of the people of the Interlake. We have repeatedly stated in ARDA committee meetings that education is the number one priority for the social and economic development of our community. Most recently it has been announced that the single district divisions will be brought into the Interlake area. This will again improve our education system by eliminating the remaining one-room schools and by offering greater opportunities for education to all of our young people.

We are aware, too, of improvements and expansions of the University of Manitoba which has grown so rapidly during the last eight or nine years. Not every person born in the Interlake chooses to stay; many have left for higher education at the University of Manitoba and have taken their place among the professions of the nation. There are several hundred young people from the Interlake presently studying at the University. It is important to all of us wherever we live in the province that the universities be further expanded and improved.

Mr. Speaker, I am pleased to hear that a measure will be proposed concerning tax-free gasoline for certain agricultural purposes. Agriculture is still the largest basic industry of the Province of Manitoba. A great deal of health and prosperity which we enjoy throughout the province derives from the strength of growing agriculture industry. Everything possible must be done to aid the farmer to continue the expansion of agriculture. Under the program the Government of Manitoba has co-operated with the Government of Canada to plan for the social and economic development of the Interlake area. A very useful and interesting start has been made on this program. A careful scientific analysis has been made of the resources of the Interlake area - its agriculture resources; its fish; its tourist resources; its timber; its mineral and its water. Some programs of immediate importance have been begun. Drainage has been improved in some areas. Action groups and committees of local people have been formed to participate in the planning and development of the Interlake area.

We look forward to further co-operative action by the Government of Manitoba and the Government of Canada in carrying out the plans which have been designed for the Interlake area. We hope that the money which the Federal Government has promised will be made available to carry out these plans.

Health services in the Interlake area have been much improved, also in Manitoba during the last few years. I understand now that a new hospital is to be built at Hodgson. This will be done co-operatively by the Federal Government's Department of Indian Affairs and by the Provincial Government. I understand that the new hospital will be started soon and this too will improve the quality and health services in our area.

Mr. Speaker, the last eight years have seen tremendous increases and improvements in the highway system of Manitoba. In the Interlake area we have the extension of Highway No. 6 from Gypsumville to Grand Rapids; Highway No. 68 has been improved, Highways 6, 7, 8 and 9 have all had their surfaces improved; many of the roads formerly under municipal management have been transferred to the province and the quality of these roads is improving. Much remains to be done. Highway No. 6 in particular is a cause for complaint. Pavement must be extended further north. We hope the Federal Government will see fit to cost-share the further improvement of roads of the Interlake area under the ARDA plan.

On this final note, Mr. Speaker, it gives me a great deal of pleasure to second the motion in reply to the Speech from the Throne, and I thank you fellow members for the kind indulgence you have given me this afternoon.

MR. SPEAKER: Are you ready for the question?

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

MR. SPEAKER: Agreed?

MR. ROBLIN: Mr. Speaker, I think for the sake of the record it will be necessary for you to put the question verbally.

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

MR. ROBLIN: Mr. Speaker, I beg to move, seconded by the Honourable the Provincial Secretary that the House do now adjourn.

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