

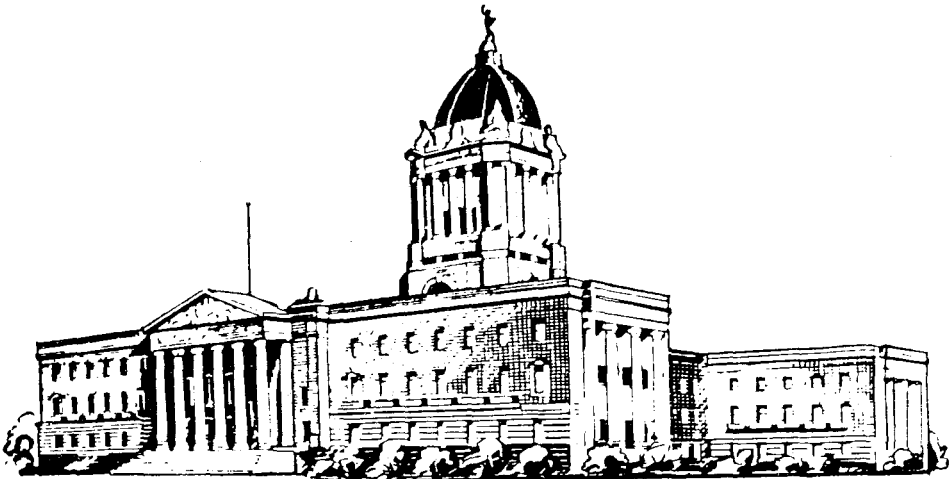


Legislative Assembly of Manitoba

DEBATES
and
PROCEEDINGS

Speaker

The Honourable Peter Fox



Vol. XXIII No. 14 2:30 p.m., Wednesday, February 25th, 1976. Third Session, 30th Legislature.

THE LEGISLATIVE ASSEMBLY OF MANITOBA
2:30 p.m., Wednesday, February 25, 1976

Opening Prayer by Mr. Speaker.

INTRODUCTION OF GUESTS

MR. SPEAKER: Before we proceed I should like to direct the attention of the honourable members to the gallery where we have 50 students of Grade IX standing of the McKenzie Junior High. These students are under the direction of Mr. Conrad Artibes and Mr. Alex Federchuk. This school is located in the constituency of the Honourable Member for Dauphin, the Minister of Highways.

We also have 38 students of Grade 9 standing of the Grandview School. This school is located in the constituency of the Honourable Member for Roblin.

On behalf of all the honourable members of the Legislative Assembly I welcome you here this afternoon.

Presenting Petitions; Reading and Receiving Petitions; Presenting Reports by Standing and Special Committees; Ministerial Statements and Tabling of Reports. The Honourable Minister for Highways.

TABLING OF REPORTS

HON. PETER BURTONIAK (Minister of Highways) (Dauphin): Mr. Speaker, I'd like to Table the Annual Report of the Manitoba Department of Highways for the year 1974-75.

MR. SPEAKER: Any other Tabling of Reports or Ministerial Statements? The Honourable Minister for Consumer and Corporate Affairs.

HON. IAN TURNBULL (Minister of Consumer, Corporate and Internal Services) (Osborne): Mr. Speaker, I would like to table the Report of the Board of Internal Economy Commissioners and the Annual Report required under Section 13 of the Trade Practices Enquiry Act and the Annual Report for the Manitoba Telephone System for the year ending March 31, 1975.

MR. SPEAKER: The Honourable Minister for Health.

HON. LAURENT L. DESJARDINS (Minister of Health) (St. Boniface): Mr. Speaker, I'd like to Table the Annual Report of the Manitoba Lotteries Commission to the end of March, 1975. I'm sorry I haven't got a fancy ribbon tied around it.

MR. SPEAKER: The Honourable Minister of Public Works.

HON. RUSSELL DOERN (Minister of Public Works) (Elmwood): Mr. Speaker, I would like to Table the Department of Public Works Annual Report and the Annual Report of the Land Value Appraisal Commission.

MR. SPEAKER: Any other reports or Ministerial Statements? Notices of Motion; Introduction of Bills. The Honourable Member for Brandon West.

INTRODUCTION OF BILLS

MR. EDWARD MCGILL (Brandon West) introduced Bill 26, an Act respecting the City of Brandon.

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MR. SPEAKER: The Honourable Leader of the Opposition.

MR. DONALD W. CRAIK (Leader of the Official Opposition) (Riel): Mr. Speaker, I direct a question to the First Minister. In view of the fact that the Anti-inflation Board guidelines leave the option to the Province of Manitoba to include in it those Crown corporations, and specifically Manitoba Hydro, for review by the Anti-inflation Board, I wonder if the First Minister would indicate whether the government is prepared to include in the Federal-Provincial agreement which it has indicated it will sign very soon, the right of the Anti-inflation Board to review Manitoba Hydro's new rate structure.

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MR. SPEAKER: The Honourable First Minister.

HON. EDWARD SCHREYER (Premier) (Rossmere): Mr. Speaker, the honourable member is quite right. The agreement will be signed soon. In fact, I can advise that the agreement has been - the Canada-Manitoba particular agreement has been signed by the appropriate Federal Minister and will now be signed here.

As to the form of agreement, it is the standard form of agreement that's described under Section 4, sub-section 3 of the Act as it passed through parliament and the standard form of agreement as signed by Ontario. We propose to sign the same kind. There is no reluctance on our part, Sir, to have the Anti-inflation Board take under review and advise on the utility rates as they would apply in our province as compared with the other provinces of Canada.

MR. CRAIK: Mr. Speaker, then to ask a question directly, we draw from the First Minister's remarks that the Hydro increases will be then reviewed by the Anti-inflation Board.

MR. SCHREYER: Mr. Speaker, the sequence is as I have indicated, and I think as my Honourable Friend has indicated himself - I have assumed all along that the Anti-inflation Board should have the opportunity to review and advise.

MR. CRAIK: Mr. Speaker, a further question to the First Minister, it was indicated in some of the media at least, yesterday, that the Hydro rate structure would be submitted to the Public Utilities Board for advocacy; I wonder if the First Minister could indicate whether that is the intention of the government.

MR. SCHREYER: Well, Mr. Speaker, it is the case that where a utility is operating under statutory authority, which is such that there is a non-diversion of revenues from the corporation to consolidated general revenue, then there is no purpose in referring it to the Utility Board; and particularly this year when we have a special rather large revue mechanism in the form of the Anti-inflation Board of Canada. We are quite prepared to have it reviewed there.

MR. CRAIK: Mr. Speaker, a final supplementary. Can the First Minister indicate whether the increased rates by Manitoba Hydro will be held up until they are ratified then by the Anti-inflation Board?

MR. SCHREYER: Mr. Speaker, I think that the question will prove to be academic in the sense that the increase does not take effect until some time from now, yes, so that in the course of six weeks, I would assume the Anti-inflation Board will have an opportunity to do this review. In fact, Sir, my understanding is that they have a section, an administrative section of the Anti-inflation Board that is relating itself with some degree of specialization to utility rates, having just dealt with the Ontario Hydro rates as well.

MR. SPEAKER: The Honourable Member for Rock Lake.

MR. HENRY J. EINARSON (Rock Lake): Mr. Speaker, I direct this question to the Minister of Agriculture, and it relates to a headline in today's Free Press, "New Gun Laws Proposed." I wonder if the Minister of Agriculture, in view of the speech he made to the House last night, if he is going to request the Federal Government to exempt the NDP Party from such a law if passed.

MR. SPEAKER: The Honourable Minister for Agriculture.

HON. SAMUEL USKIW (Minister of Agriculture) (Lac du Bonnet): Mr. Speaker, I think that that would only be appropriate if members opposite, unfortunate to the people of Manitoba, would be the powers of the authority and then subsequently restricted the freedom of the people of Manitoba.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. STEVE PATRICK (Assiniboia): Thank you, Mr. Speaker. I have a question for the Honourable Minister of Highways. Can the Minister indicate to the House if the government has completed its study involving the use of recycled glass as aggregate for asphalt in road and highway construction?

MR. SPEAKER: The Honourable Minister for Highways.

HON. PETER BURTNIAK (Minister of Highways) (Dauphin): Mr. Speaker, I am not able to comment on that at this time, so I have to take that question as notice.

ORAL QUESTIONS

MR. PATRICK: Mr. Speaker, perhaps the Minister will also take as notice if the study has been completed and he has the recommendations, are there any plans to use this recycled glass in construction of roads and highways?

MR. SPEAKER: The Honourable Member for Virden.

MR. MORRIS MCGREGOR (Virden): Mr. Speaker, I would like to direct this question to Minister in charge of lotteries. Will the Minister now consider using Canadian Legion or Chamber of Commerce in place of Sports Federation who have rejected the role as distributors? And a supplementary, when will the Minister be making a statement correcting the conflicting reports re profit and loss in the WesCan Lotteries as reported in today's daily?

MR. SPEAKER: The Honourable Minister of Health.

MR. DESJARDINS: Well, Mr. Speaker, as far as the third partner in Corporation A, this will be announced fairly soon. As far as a statement, the first opportunity - I don't know if this will be during my Estimates - I intend to speak at length on the question of lottery and try to explain the full situation to the members of this House.

MR. SPEAKER: The Honourable Member for Birtle-Russell.

MR. HARRY E. GRAHAM (Birtle-Russell): Mr. Speaker, my question is for the Honourable Attorney-General. I would like to ask the Attorney-General if it is permissible under Manitoba statute for a judge to excuse himself or . . .

MR. SPEAKER: Order please. The honourable member is asking for a legal opinion.

MR. GRAHAM: Mr. Speaker, I'm asking the Attorney-General as the chief officer in charge of the courts if it is permissible for a judge to excuse himself to act in a case in which the accused is known to be a friend of himself - is known to be a personal friend.

MR. SPEAKER: The Honourable Attorney-General.

HON. HOWARD PAWLEY (Attorney-General) (Selkirk): Mr. Speaker, it certainly is that any judge, if he feels due to a social or other relationship that he might have in respect to any accused appearing before him, that it might interfere with his judgment, it would be expected that he would probably excuse himself in such a case.

MR. SPEAKER: The Honourable Member for River Heights.

MR. SIDNEY SPIVAK, Q.C. (River Heights): My question is to the First Minister. I wonder if he could indicate whether there has been any communication with the Federal Government about a future constitutional conference.

MR. SPEAKER: The Honourable First Minister.

MR. SCHREYER: Mr. Speaker, I'm not sure I heard every word of my honourable friend's question but I will try to respond and he can pose a subsequent question if he wishes. There is an interest on the part of the Government of Canada, I think I would have to say, to the reconvening of Dominion-Provincial conferences to attempt to gain patriation of the constitution by way of changing the amending formula primarily. The Prime Minister undertook some time last fall to work towards the setting of a date for the convening of such a conference, but to date I don't believe any of my counterparts in the other provinces have received any suggested specific dates.

MR. SPIVAK: Mr. Speaker, by way of another question then to the First Minister, I wonder if he can indicate whether there's been any communication from Ottawa that if an agreement is not reached soon there will be unilateral action taken by the Federal Government in this matter.

MR. SCHREYER: Mr. Speaker, I have heard some such suggestion, and for all I know such an idea may be harboured in the minds of the Federal Cabinet, but I cannot confirm that as being fact.

MR. SPIVAK: Mr. Speaker, by way of another question. Has there been any communication that the Province of Quebec would now agree to arriving at a consensus with respect to the repatriation of the constitution on the basis of payment of the Olympic debt?

MR. SCHREYER: Mr. Speaker, I know that the objective of patriating the constitution is a high priority in the mind of the Prime Minister. I think it would be

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(MR. SCHREYER cont'd) fair to say that it is higher priority with him than with most of the Premiers as far as I could tell. Whether it is such a high priority that he would be willing to engage in horse trading relative to the Olympic debt as it faces Montreal and/or the Province of Quebec. I can't say. But let me take this opportunity to register unequivocal opposition to the very thought.

MR. SPEAKER: The Honourable Member for Roblin.

MR. J. WALLY McKENZIE (Roblin): Mr. Speaker, I have a question for the Honourable Minister of Tourism, Recreation and Cultural Affairs. In view of a statement in today's paper by Councillor Wade that the whole arts' group are a bunch of bums, I wonder could the Minister confirm if that's NDP policy.

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

HON. RENE TOUPIN (Minister of Tourism and Recreation) (Springfield):

Mr. Speaker, I take it that we're living in a free society and I can't dictate to anyone what he or she will say. I certainly don't endorse the statement.

MR. McKENZIE: Mr. Speaker, I have a question of the Honourable the Minister in charge of Lotteries. Again in view of the statement today that more than 1.2 million of the revenue, if not all, would be swallowed by the provincial commissions and other expenses re the WesCan Lottery, could he elaborate and give me some information of what this statement is all about?

MR. SPEAKER: Order please. If elaboration is necessary, it can be done under the estimates.

MR. McKENZIE: Mr. Speaker. I have a supplementary. I wonder, would the Honourable Minister confirm if that's a fact.

MR. SPEAKER: The Honourable Minister for Health.

MR. DESJARDINS: Mr. Speaker, I'll follow your advice. I stated repeatedly that I'll be ready to debate this question at the first opportunity but not in a situation like this, that it be cross-examination.

While I'm on my feet, Mr. Speaker, I wonder if I could give some of the answers to a question that was asked of me yesterday. The first one from the Honourable Member from River Heights, and his question was: I wonder if the Minister is in a position to inform the House how many operations were postponed at the Health Science and the Misericordia General Hospital. The answer is, that during the ten-day dispute, the Health Science Centre, approximately 400 operations were postponed; the normal surgical volume of 75 procedures per day was reduced by about one half. During the Misericordia dispute, 95 operating room procedures and 34 day surgical procedures were postponed. I must emphasize that no operation postponed was of an emergent nature and the decision to postpone was taken by the medical administration of the hospital.

The Honourable Member from Ste. Rose, you remember, Mr. Speaker, his question of: Why were 200 of the patients sent home did not need home care or any beds? I think that I should elaborate here that these people were recuperating after surgery and so on, and normally they might have stayed a day or so and it was deemed safe by their doctor to let them go home.

MR. SPEAKER: The Honourable Member for La Verendrye.

MR. BANMAN: Thank you, Mr. Speaker. I direct my question to the First Minister in charge of Manitoba Hydro and would ask the First Minister to inform the House whether the Canadian Union of Public Employees of Manitoba Hydro will be holding a strike vote tonight.

MR. SPEAKER: The Honourable First Minister.

MR. SCHREYER: Well, Mr. Speaker, if I heard the honourable member's question correctly, he's asking whether CUPE, or the Canadian Union of Public Employees Employees would be holding a strike vote tonight. I like to think I keep in close touch, Mr. Speaker, but I can't pretend that I am that closely in touch as to know that kind of answer. I would have to defer to the Minister of Labour who is more appropriate to respond in this case, in any case.

MR. SPEAKER: The Honourable Minister of Labour.

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HON. RUSSELL PAULLEY (Minister of Labour) (Transcona): Mr. Speaker, there have been continuing negotiations with the employees of Manitoba Hydro and the negotiators for Manitoba Hydro. It could conceivably be that a vote internally with the union may take place today. I think that is a matter of internal operation of the union in question, and it is their right. Insofar as the outcome of that vote, if indeed it is taking place, then we will have to consider our position at that particular time.

MR. BANMAN: A supplementary question, Mr. Speaker. I wonder if the Minister then could assure the people of Manitoba that there will be no interruption as far as Hydro service to them is concerned.

MR. PAULLEY: No more, Mr. Speaker, than I can assure the people of Manitoba there will be no interruptions in the debates in this House.

MR. SPEAKER: The Honourable Member for Flin Flon.

MR. THOMAS BARROW (Flin Flon): Mr. Speaker, I direct this question to the First Minister. In view of the anti-inflation measures, is this government prepared to limit expenditures for political conventions in Manitoba to an amount below the \$4.7 million spent by the Federal Conservative Party?

MR. SPEAKER: The Honourable First Minister.

MR. SCHREYER: Well Mr. Speaker, I don't know if that is germane to the proceedings of this House. If I were asked for a personal opinion, I could express one, but it wouldn't be in my capacity as Premier. I would only have to say that the figure of \$4.7 million seems to me to be not possibly accurate and I will take it as notice.

MR. SPEAKER: The Honourable Member for Wolseley.

MR. ROBERT G. WILSON (Wolseley): Mr. Speaker, to the Minister of Health. Did the Minister receive a petition pleading for the continuation of Outreach? It's the program for post psychiatric patients at 189 Evanson.

MR. SPEAKER: The Honourable Minister of Health.

MR. DESJARDINS: Mr. Speaker, maybe this was sent to my office, but I haven't seen it yet.

MR. WILSON: A question to the Minister of Renewable Resources. I have a report in front of me that has 13 plus 5 airplanes, and I received one the other day which has 75 . . .

MR. SPEAKER: Question please.

MR. WILSON: My question is, is this a typing error? Are there 75 planes now?

MR. SPEAKER: The Honourable Minister for Renewable Resources.

HON. HARVEY BOSTROM (Minister of Renewable Resources) (Rupertsland): Mr. Speaker, I believe my estimates will be coming up very shortly in the House and I'll be prepared to deal with these questions in specific at that time.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. PATRICK: Thank you Mr. Speaker. I have a question for the Attorney-General. I wonder if the Attorney-General can confirm that in exercising authority for wire tapping under the Criminal Code that he delegated that authority to one of his officials in his department - or designated an official.

MR. SPEAKER: The Honourable Attorney-General.

MR. PAWLEY: Mr. Speaker, under the provision of the federal legislation pertaining to wire tapping, the Attorney-General does have the authority to delegate the delegates to that area of responsibility to others, and I have done that in respect to delegating of such authority to, I believe, two or three other senior officials within the Department of the Attorney-General.

MR. PATRICK: A supplementary, Mr. Speaker. In that Pilutik case when application was made and granted by the official of his department, was that done without the knowledge of the Minister himself or was he aware when that application was granted?

MR. PAWLEY: Mr. Speaker, I would have to check. I think that the original application was made by an official at that time without my knowledge. I was informed prior to applications for renewal, but I believe the original application was done without my knowledge at that time, yes.

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MR. SPEAKER: The Honourable Member for Fort Garry.

MR. L.R. (Bud) SHERMAN (Fort Garry): Mr. Speaker, my question is to the Honourable the Minister of Labour and relates, Sir, to the provision of emergency transportation services in Winnipeg during the transit strike. Can the Minister advise the House whether it is the policy of the government to encourage or discourage the provision of such emergency services?

MR. SPEAKER: The Honourable Minister for Labour.

MR. PAULLEY: Unlike the application of the Conservative party in incidents like this, we have no intention of compulsory - making provisions for the people of the Province of Manitoba. I leave that to the Conservative Party and not this government.

MR. SHERMAN: A supplementary, Mr. Speaker. Perhaps we could leave something to the government here. Does the government regard the persons providing such emergency transportation services as strike breakers or scabs?

MR. PAULLEY: We leave this to the conscience of the people concerned unlike the oration we heard from the Member from Pembina last night.

MR. SPEAKER: Orders of the Day. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Speaker, I have a question for the . . .

MR. SPEAKER: Order please, order please, order please. Would the two gentlemen leave kindly if they have a private discussion to make. The Honourable Member for Assiniboia.

MR. PATRICK: Thank you, Mr. Speaker. I have a question for the Honourable Minister of Health and Social Development. I wonder if the Minister can indicate if he indicated to the Manitoba Sports Federation that they could only be allowed to sell Western Lottery only if they got out of Sports Toto, is that correct?

MR. SPEAKER: The Honourable Minister for Health.

MR. DESJARDINS: If I understand - my honourable friend can shake his head if I get the question right - my honourable friend is asking me if they would participate in Corporation A if they did not sell any other lottery? That's absolutely correct.

MR. SPEAKER: The Honourable Minister for Renewable Resources.

MR. BOSTROM: Yes, Mr. Speaker, I have an answer to a question that I took as notice yesterday, the question from the Honourable Member for Arthur relating to the International Joint Commission report. I believe the member was wondering whether or not the Manitoba-Saskatchewan Joint Commission and the information coming from that study would be available to the International Joint Commission in their report which is due at the end of the calendar year. The answer, Mr. Speaker, is that it is essential that the International Joint Commission Garrison Study be completed as early as possible in order that development does not proceed too far, thereby precluding stopping or altering the Garrison Project. Therefore it would not be desirable to delay the International Joint Commission Study on the Garrison Project by waiting until the Souris River Basin Study is completed. As I stated yesterday, Mr. Speaker, I assume that the IJC would be cognizant of any information coming from the Souris River Basin Study, and I can now say definitely that all information from the Souris River Basin Study is being made available to the International Joint Commission Garrison Study group.

MR. SPEAKER: The Honourable Member for Arthur.

MR. J. DOUGLAS WATT (Arthur): I thank the Minister for his reply to my question in regard to the - particularly to the Manitoba-Saskatchewan study, and I would just ask him a further question. Has there been correspondence between his office or the office of the Minister of Mines and Natural Resources to indicate that consideration will be given to whatever interim report the Manitoba-Saskatchewan Commission Study will involve?

MR. BOSTROM: Mr. Speaker, my understanding from the information I have provided from the Minister of Mines' office is that the International Joint Commission Garrison Study group will be considering the information from the Manitoba-Saskatchewan Souris River Basin Study at the same time as their study is going on.

MR. SPEAKER: The Honourable Member for River Heights.

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MR. SIDNEY SPIVAK Q.C. (River Heights): Mr. Speaker, to the same Minister. In view of his answers, can he indicate whether there is a concern on the government's part that the conclusions of the International Joint Commission may very well be different from the final conclusions of the study. Information may be passed on, but the determination and conclusions of that study will not have been completed and it's quite possible that the study itself will in fact be at variance with the International Joint Commission.

MR. BOSTROM: Well, Mr. Speaker, I can only say that the assumptions that the honourable member is making are probably not correct, in that I'm sure that the International Joint Commission will be considering all the pertinent and relevant information before they make their recommendations to the Canadian and U.S. governments.

MR. SPIVAK: Mr. Speaker, then the Minister is not in a position to assure the House that the conclusions of the study will in fact be before the International Joint Commission.

MR. SPEAKER: Order please. The honourable member is debating an issue and not asking a question.

MR. SPIVAK: Well, Mr. Speaker, has the government any assurance that the conclusions of the study, its determination, its decision, will in fact be before the International Joint Commission?

MR. BOSTROM: Mr. Chairman, as far as can be determined I will take this question as notice. I can only add that the honourable member seems to be taking the competence of the International Joint Commission into question, and that is something that I am not prepared to do. Mr. Speaker, I just wanted to respond to what I believe to be the Honourable Member for Wolseley's question respecting aircraft. I believe from his comments that he was referring to the first page of the Air Division report which I submitted to the House yesterday, and he mentioned the number 75 in relation to aircraft. I believe he is misreading the sentence. The sentence reads, "The Air Division fleet of aircraft in 1974 and 1975 consisted of the following types." The 75 does not refer to the number of aircraft.

MOTION OF CONDOLENCE

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

MR. SCHREYER: Mr. Speaker, as Honourable members are well aware, there is a time honoured tradition in this House to pay respect to, by way of motions of condolence to families of former members of this House deceased, and it is indeed a time honoured tradition which is carried out usually quite early in a new session. It falls my lot today to introduce the first of three such condolence motions, and I should propose to do that now, Sir.

At this time I draw attention of honourable members to the passing last December 5th, of a former member of this Assembly in the period between 1949 and 1962, the late John Martin Hawryluk. In the past when we have had these condolence motions, I have found myself speaking to the memory of persons some of whom I had no personal acquaintantship with, but in the case of Mr. Hawryluk I can say that my remarks will be tinged with the fact that I was very close, a personal acquaintance of him, and colleague in this Chamber for a period of approximately four years.

Mr. Hawryluk was a native born Canadian, raised and educated here in Winnipeg. He was also one who had, I suppose because of parental interest and influence, retained all through his life a very strong cultural and linguistic affinity for the Ukrainian culture and language. He came from a part of our city which made it all the more remarkable that in the depth of the depression years that his family and he should have found it possible for him to continue his education on through post graduate studies, and in 1933 he earned the degree of Bachelor of Science followed by a Bachelor of Education; and for all of his working years he was a high school teacher and then subsequently a principal in East Kildonan. I remember, just as a personal

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(MR. SCHREYER cont'd) side, Sir, that in the days in which he was a member of this Assembly it was quite often that he would find himself rushing to sittings of this House or Committees thereof from his school supervisory duties. But he was one who led an active life and I suppose the pace didn't bother him at the time, although whether it does in later years is, I suppose, always subject to conjecture.

But indeed his life was active, not only in his chosen career, but also in the fact that he seemed to have found time to serve as a citizen on many different communities and cultural groups. He was President of the East Kildonan Teachers group, the Winnipeg Canoe Club, the Ukrainian Professional Businessmen's Club; although it doesn't say so, I know he was also active in CUC, the Canadian Ukrainian Committee, and also he was a member of the Canadian Ukrainian Athletic Committee, and so on and so forth. He was named to the Manitoba Advisory Committee on multi-culturalism earlier in this decade and also had quite a bit of involvement in various national cultural efforts. I might add as well that he served on the Board of Regents and the Senate at the University of Winnipeg, and with all these he always maintained a very amazingly strong affinity for the Ukrainian culture, language and life. I only wish, Sir, that my Ukrainian were proficient enough so that I - because I think it would be so appropriate to quote some appropriate verse in the language of his affinity to his memory. But rather than do an inadequate job of that, Sir, I will have to confine my remarks to what I have already spoken. So to his family, I should like on behalf of all honourable members, seconded by the Honourable the Minister of Education, that this House convey to the family of the late John Martin Hawryluk, who served as a member of the Legislative Assembly of Manitoba, its sincere sympathy in their bereavement and its appreciation of his devotion to duty in a useful life of active community and public service, and that Mr. Speaker be requested to forward a copy of this resolution to the family.

MOTION presented.

MR. SPEAKER: The Honourable Minister of Education.

HON. BEN HANUSCHAK (Minister of Education) (Burrows): Mr. Speaker, I too have know Mr. Hawryluk and his family, I suppose for well over 25 years and although I have not had the privilege of sitting with him in this Chamber, I have had the privilege of getting to know him as a legislator, as a teacher and as a community worker. As a legislator, Mr. Speaker, he did gain the reputation of being known and respected as a constituency man, one particularly concerned and interested in the welfare of those whom he was elected to represent. I know, Mr. Speaker, that in this Chamber he participated in the debates of the estimates, the department of particular concern to him of course was Education and I'm certain that in his contribution to that debate he did thereby offer and make some contribution towards the moulding and the development of the education program in the Province of Manitoba today.

As a teacher he indeed was a true professionalist, a leader in his profession. Perhaps it was the influence of the depression days which may have had some impact on the type of man that he was and that may have developed within him, that greater degree of consciousness and sensitivity to the needs of children, and in his mind the interests and needs of children stood foremost in the conduct of his school, both as a principal and as a teacher. I've mentioned that he was a professionalist. At all times during his teaching career he was sensitive to the changing needs and demands and the need for change, not only change for change's sake, but change that would meet the needs as they varied with the change in our social and economic structure in our society. As an administrator, Mr. Speaker, he was respected by all with whom he worked. He was one who managed to generate and maintain a spirit of teamwork with all of those on his staff.

As the Premier had mentioned in moving the motion, Mr. Speaker, that he did come from a family who were very much involved in community activity, and hence that interest within him. I wish to underline the fact, Mr. Speaker, that he was very very active in the Ukrainian Canadian community and various social service groups and took a direct active participation in all, and through his participation thereto I know

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(MR. HANUSCHAK cont'd) that he has made his contribution toward the development and enrichment of our cultural mosaic; and developed and enriched in a proper perspective, not with the purpose in mind of setting one cultural group up separate and apart from others but rather to develop those characteristics in such a manner as to make us part of one community, the Canadian community. He was a man of principle, a humanitarian, a man with a social conscience and a gentleman, and no doubt that his name will be enshrined in history among the many others who may be regarded as the builders of our province.

As the Premier has indicated, he was one who had treasured the native tongue of his parents very dearly and was very fluent in it, and I think that at this point in time there are only two words that come to mind that are probably most fitting and appropriate. In Ukrainian they are "veechna pamiat'", "everlasting memory", which is what I'm sure, Mr. Speaker, the members of the House would wish to extend at this point in time on the occasion of expressing our condolences to his widow Ollie, sister Helen and relatives.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. CRAIK: Mr. Speaker, the Official Opposition would like to join with the mover and seconder of this condolence motion in sending condolences to the survivors of John Hawryluk. I want to pass on in particular the best wishes of the Leader of the Progressive Conservative Party who was in the Chamber for a few years with Mr. Hawryluk, and his comments were that he was one of the more humane gentlemen of the House, appreciated on both sides of the Chamber and that he wanted his good warm wishes passed on to the family. So, Mr. Speaker, we, as I say, join with the mover and seconder in this motion in sending condolences to the family.

MR. SPEAKER: The Honourable Member for Portage la Prairie.

MR. GORDON E. JOHNSTON (Portage la Prairie): Mr. Speaker, the Liberal group wish to associate themselves with the motion. I or any of my colleagues did not have the good fortune to sit with Mr. Hawryluk, but all the same we know of his good works and we know of his place in the community and we join in the sentiments expressed.

MR. SPEAKER: In accepting and agreeing to the Motion of Condolence will the honourable members please rise for a moment of silence.

(Moment of silence.)

MR. SPEAKER: The Honourable First Minister.

MR. SCHREYER: Mr. Speaker, I would propose - I have the concurrence in some way to signal concurrence, it's forthcoming from the Honourable Member for Minnedosa and the Honourable Member for Gimli to consider the other two motions tomorrow, if that's all right.

MR. SPEAKER: Agreed? (Agreed) Address for Papers. The Honourable Member for Lakeside.

ORDERS OF THE DAY - ADDRESS FOR PAPERS

MR. HARRY J. ENNS (Lakeside): Mr. Speaker, I beg to move, seconded by the Honourable Member for Roblin, that a humble address be voted to His Honour the Lieutenant-Governor, praying for a copy of the Feasibility Study re Crocus Foods Ltd. undertaken by the government at the expense of the milk producers of Manitoba.

MOTION presented.

MR. SPEAKER: The Honourable Minister for Agriculture.

MR. USKIW: Mr. Speaker, we have no objection to that order.

MR. SPEAKER: Agreed? So ordered. Orders for Return. The Honourable Member for Charleswood.

ORDERS FOR RETURN

MR. ARTHUR MOUG (Charleswood): Mr. Speaker, I beg to move, seconded by the Member for La Verendrye, that an Order of the House do issue for a Return

ORDERS FOR RETURN

(MR. MOUG cont'd) showing: 1. the estimate of the cost of renovation of the Winnipeg Auditorium when purchased from the City of Winnipeg; 2. the actual cost of renovations to date; 3. estimated cost of completion and completion date.

MOTION presented.

MR. SPEAKER: The Honourable Minister for Public Works.

MR. DOERN: Mr. Speaker, we have no objection to that.

MR. SPEAKER: Motion agreed to? So ordered. The Honourable Member for Charleswood.

MR. MOUG: Mr. Speaker, I beg to move, seconded by the Member for La Verendrye, that an Order of the House do issue for a Return showing the original estimate of the cost of the Woodsworth Building; 2. total cost to February 1st, 1976; 3. estimated cost at completion.

MOTION presented.

MR. SPEAKER: The Honourable Minister for Public Works.

MR. DOERN: Mr. Speaker, we accept that order.

MR. SPEAKER: Agreed to the motion? So ordered. The Honourable Member for Charleswood again.

MR. MOUG: Mr. Speaker, the third Order, we received it as a Return yesterday.

MR. SPEAKER: Thank you. The Honourable Minister for Labour.

MR. PAULLEY: Mr. Speaker, I wonder if you'd kindly call Second Readings on Bills in the order that they appear on the Order Paper.

SECOND READINGS - GOVERNMENT BILLS

BILL NO. 2 - AN ACT TO AMEND THE CRIMINAL INJURIES COMPENSATION ACT

MR. SPEAKER: The Honourable Attorney-General. Bill No. 2.

MR. HOWARD PAWLEY presented Bill 2, an Act to Amend the Criminal Injuries Compensation Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Attorney-General.

MR. PAWLEY: Mr. Speaker, the amendments are not of a particularly critical or important nature but they are significant. The present legislation provides only for compensation where the victim of a criminal act was unemployed. The new proposed legislation provides for minimum compensation where the victim was unemployed or his average earnings were below the minimum wage rate. The purpose of this amendment is to ensure that someone who is working though not earning the minimum wage is not treated less favourably than someone who is not working at all. Also presently the existing legislation provides that benefits shall be determined in an amount equivalent to the benefits had the victim, a workman injured in the course of his employment pursuant to the provisions of the Workmen's Compensation Act. . .

The present Criminal Injuries Compensation Act does not provide for the resolution of medical problems. Therefore the proposed amendments provide for the resolution of medical questions in the same manner as that which is provided for in the Workmen's Compensation Act.

Also there were enquiries insofar as what happens when an unemployed person receiving benefits is the victim making application for benefits under the Criminal Injuries Compensation Act. The Act provides that from any award there shall be deducted any benefits received by the victim through any accident or sickness, or life insurance or compensation schemes.

MR. SPEAKER: The Honourable Member for Birtle-Russell.

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

MOTION presented and carried.

BILL NO. 3 - AN ACT TO AMEND THE GARAGE KEEPERS ACT

MR. SPEAKER: The Honourable Attorney-General. Bill No. 3

MR. HOWARD PAWLEY presented Bill 3, an Act to Amend the Garage Keepers Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Attorney-General.

MR. PAWLEY: The present legislation provides for a Clerk of the Court to sign the notice required under the Garage Keepers Act where a person disputes the charges of the garage keeper and pays the equivalent of the bill of the garage keeper into court. The purpose of the notice is to have the vehicle released to the person, who deems himself to be aggrieved pending determination of the issue in court. This amendment was proposed by the Board of County Court Judges, because while a County Court Judge is usually available to sign the notice in Winnipeg, Brandon, Dauphin or Portage la Prairie, in all other areas of the province where the County Court Judge is not resident at that location, it appears logical to allow the Clerk of the County Court to sign the required notice. Pursuant to the provisions of the Act where the owner of the vehicle disputes the indebtedness to the garage keeper, that owner must pay the amount of the indebtedness claimed together with ten percent of the indebtedness up to \$50.00 into court. Upon service of the notice to the garage keeper of the payment, this lien ceases to exist, then the County Court will determine the amount of the indebtedness.

Also the proposed bill provides for the repeal of Part II of the Garage Keepers Act and this reflects the recommendations of the Automotive Trades Association Manitoba passed by way of resolution at their annual convention on March 23rd, 1974.

MR. SPEAKER: The Honourable Member for Birtle-Russell.

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

MOTION presented and carried.

BILL NO. 4 - AN ACT TO AMEND THE MENTAL HEALTH ACT

MR. SPEAKER: The Honourable Attorney-General. Bill No. 4

HON. HOWARD PAWLEY (Attorney-General) (Selkirk) presented Bill 4, an Act to amend the Mental Health Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Attorney-General.

MR. PAWLEY: There are a number of amendments included in this bill, generally amendments of a technical nature:

The first amendment - the main purpose of it is to avoid accidental court appointment of a committee where the Public Trustee is already the Statutory Committee. This procedural error has occurred in a few cases and, therefore, as an interim measure the Chief Justice of the Court of Queen's Bench has issued a practice direction whereby the Public Trustee is required to be served with applications for appointment of private committees. The incidental benefit is that the amendment gives the Public Trustee official status in court applications which will enable him to appear before the court and in appropriate cases make his views known to the court. Also where the court is faced with opposition from a member of the patient's family, it may at that time direct the Public Trustee to administer the estate in question and thereby avoid adjournments and perhaps new applications.

The second amendment provides that, whereas that presently under the existing provisions of the Act it is necessary for the person replacing the Public Trustee as committee to obtain a Court Order confirming the replacement. This procedure is necessary because the Act is not too clear on this point. A replacement by Order-in-Council would do away with legal costs incidental to court applications. Further, the initial statutory appointment of the Public Trustee is on the basis that the patient is a mentally disordered person. This fact having been established it is necessary for the applicant to go to the court for the same finding.

The third amendment. The Public Trustee frequently encounters administrative

BILL 4

(MR. PAWLEY cont'd) difficulties in situations where the ward patient dies after a sale of his real property has been made but before a formal transfer of land is executed by the Public Trustee as his committee. Under the law, the Public Trustee ceases to be the committee upon his ward's death, and in many cases real estate transactions have been held up until a relative of the ward obtains the necessary grant of probate or administration from the Surrogate Court. This situation often works as a detriment to the estate concerned. Enactment of the proposed amendment will enable the Public Trustee to complete the documentation or the formalities with respect to real estate transactions made by him during the lifetime of the patient.

Occasionally the Public Trustee becomes committee of a patient who prior to his mental disorder was the executor-administrator of an unadministered estate. This provision will enable the Public Trustee to complete the administration without having to go through the formalities of obtaining a grant from the Surrogate Court. The rationale behind this amendment is that since the Public Trustee has authority, jurisdiction, to administer the estate of the personal representative during his mental incapacity, he should also be considered responsible enough to complete the unfinished administration of the estate of the deceased person. Of course if there are relatives or interested parties available and willing to apply for and obtain the necessary grant in place of the patient, the Public Trustee will not act under this provision.

A further amendment deals with the law in respect to the ademption of legacy, which law of legacy states that if and when a testator sells or otherwise disposes of his own property which he has bequeathed by his will to a beneficiary, the sale or disposal defeats the bequest and the beneficiary is not entitled to the proceeds of sale of such property in the event of the death of the testator. This state of law is capable of resulting in awkward situations for the Public Trustee. If the Public Trustee is the legal representative of a patient, sells a bequeathed property of his ward, the beneficiary thereof loses the bequest. This has already happened in one case. Fortunately the beneficiary gives his consent to such sale in that case and relieved the Public Trustee of his dilemma.

The Public Trustee in his representative capacity does not wish to be in this unhappy situation. It is one thing for a person of sound mind to change his will or dispose of a bequeathed property because he has the absolute right to do so, but it is quite another thing for the Public Trustee in his representative capacity to dispose of the bequeathed property and therefore alter his ward's will. This amendment will preserve the right of the beneficiary to receive the proceeds or unspent portion thereof. Such sale or disposition of bequeathed properties may become necessary by reason of the ward's financial needs or difficulties arising from administration.

There are a number of other amendments in the bill but they are, Mr. Speaker, purely of a very technical nature.

MR. SPEAKER: The Honourable Member for Rhineland.

MR. ARNOLD BROWN (Rhineland): I beg to move Mr. Speaker, seconded by the Honourable Member from Birtle-Russell, that debate be adjourned.

MOTION presented and carried.

BILL NO. 5 - AN ACT TO AMEND THE CONDOMINIUM ACT

MR. SPEAKER: The Honourable Attorney-General.

HON. HOWARD PAWLEY (Attorney-General) (Selkirk) presented Bill 5; an Act to amend The Condominium Act, for second reading.

MR. SPEAKER: The Honourable Attorney-General.

MR. PAWLEY: The first amendment deals with the fact that the Public Trustee is in fact the official administrator of all judicial districts in the Province of Manitoba.

Other amendments deal with the exact form as was recommended by the Superintendents of Insurance through the Superintendents of Insurance conference held in September of 1975. Uniformity of legislation relating to insurance for condominiums has been recommended by the insurance industry for a number of years. This matter has been studied not only by the Superintendents of Insurance, but also by the Uniform

BILL 5

(MR. PAWLEY cont'd) Law conference. It should be noted that this legislation has been recommended for adoption in all provinces across Canada, the purpose being that similar types of policies can then be written for condominium corporations and owners of units in condominia all across Canada.

I'd like to just refer to the resolution of the Superintendents of Insurance, September 1975, which is worded as follows: "That the Association recommends that the several provinces enact for inclusion in condominium legislation the insurance provision submitted by the Committee to the 1974 conference." I think, Mr. Speaker, that when we reach committee stage, it would be probably the best point to deal with the specifics and particulars of the legislation as recommended.

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. CRAIK: Mr. Speaker, I move, seconded by the Member for Lakeside, that debate be adjourned.

MOTION presented and carried.

BILL NO. 7 - AN ACT TO AMEND THE FARM MACHINERY AND EQUIPMENT ACT

MR. SPEAKER: The Honourable Minister for Agriculture, Bill No. 7.

HON. SAMUEL USKIW (Minister of Agriculture) (Lac du Bonnet) presented Bill 7, an Act to amend The Farm Machinery and Equipment Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Minister.

MR. USKIW: Mr. Speaker, members opposite would appreciate that we now have had a few years of experience with the new legislation and indeed the operations of the Farm Machinery Board, which I may point out has worked very well in trying to resolve disputes and problems arising in the industry, problems on the part of the buyers and sellers of farm machinery. The amendments that have been proposed really relate to that experience, and mainly Mr. Speaker, it's the intent to tidy up again the legislation that we have on the books. These are not major amendments. There is no great significance attached to them. The intent here is to eliminate or to bring about greater clarity with respect to some of the existing provisions; to provide for the protection to the dealers and the purchasers by providing for larger new farm machinery to be identified with respect to the year of manufacture. This will identify the age of the machines where machines are moved between dealers and their suppliers, as well as identifying the age of the machine when it is traded in or resold.

We also wish to provide for uniformity in legislation as far as possible, with similar legislation in Saskatchewan and Alberta, and these amendments will make it possible for companies to use the same contract for sale of farm machinery in all three provinces, and that's been the basis of the negotiations and discussions that we have had with the other two provinces.

Saskatchewan and Alberta have introduced bills providing for amendments to their Acts to make them similar to the Manitoba Farm Machinery and Equipment Act. We also want to bring into the Act the standard international units or metrification, and beyond that, Mr. Speaker, the balance of the changes are merely corrections and errors that are in the present Act, typographical or something of that nature.

MR. SPEAKER: The Honourable Member for Rock Lake.

MR. EINARSON: Mr. Speaker, I beg to move, seconded by the Honourable Member from Brandon West, that the debate be adjourned.

MOTION presented and carried.

BILL NO. 8 - AN ACT TO AMEND THE WOMEN'S INSTITUTE ACT

MR. SPEAKER: The Honourable Minister for Agriculture.

HON. SAMUEL USKIW (Minister for Agriculture) (Lac du Bonnet) presented Bill 8, an Act to amend The Women's Institutes Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Minister.

MR. USKIW: Mr. Speaker, over the past year or so the Manitoba Women's Institute has been examining ways to make the organization more effective and to adopt its structure to, what they consider, present day circumstances, so that it can better meet the needs of members and of rural Manitoba. As a result of that assessment, Mr. Speaker, the executive of the Women's Institute has asked me for certain changes in the Act which would permit greater flexibility in their organization.

Mr. Speaker, in view of the fact that the Women's Institute is now operating on a somewhat more independent basis rather than directly under the supervision of the Manitoba Department of Agriculture, several amendments are being proposed, which allow that organization greater flexibility.

A number of requirements which have been fixed by the Act are now being left to regulations by by-law. For example, Mr. Speaker, the officers of the organization, the election procedure, setting dates for annual meetings and the number of meetings per year. Also the name of the board is being changed from the "Advisory Board" to the "Provincial Board." The amendments remove much of the rigidity that is present in the Act and therefore allows both the Provincial Board and the local institutes more freedom to govern themselves and through their by-laws.

However, the objectives of the Women's Institute remain the same and their programs and activities will not change direction because of these changes. The changes do give the institute more control over their own actions and provide for more flexibility in their planning and administration; plus the amendments will provide the Women's Institute with the opportunity to act on a more independent basis and develop a more effective administrative structure consistent with present day conditions.

MR. SPEAKER: The Honourable Member for Virden.

MR. MCGREGOR: I beg to move, seconded by the Honourable Member from Pembina, that the debate be adjourned.

MOTION presented and carried.

BILL NO. 9 - AN ACT TO AMEND THE SNOWMOBILE ACT

MR. SPEAKER: Bill No. 9, the Honourable Minister for Highways.

HON. PETER BURTONIAK (Minister of Highways) (Dauphin) presented Bill 9, an Act to amend The Snowmobile Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Minister.

MR. BURTONIAK: Well, Mr. Speaker, the bill before the House, while containing a number of minor amendments, there are two basic new principles that are being introduced.

The first of these is the replacement of the present two licence plates issued for snowmobiles for identification purposes with two permanent decals. Now the present means of identification of snowmobiles through licence plates has for some part proven largely ineffective because of the size of the plate and the only location where it can be conveniently attached to the snowmobile is in the cowl, between the lower edge of the seat and the foot guard. In that location the plate is almost totally or partly obscured by the driver's and passenger's feet making identification of the owner extremely difficult. This in turn makes enforcement of the various provisions of the Snowmobile Act not only difficult, but in most instances virtually impossible.

The size and shape of the cowl made it impractical to affix a plate of the size required for proper identification at that location. For these reasons then a system has been devised which we believe is unique, employing two reflective decals which will be permanently attached to the snowmobile and which will be transferable from owner to owner.

BILL 9

(MR. BURTNIAK cont'd)

The single plate will be issued along with the decals solely for the purpose of establishing that the snowmobile was registered for the current registration year.

The other new principle of the bill that I'm introducing at the present time, has to do with providing immunity from liability of farmers or other occupiers of land from liability for injuries snowmobile operators or their passengers may sustain while operating the snowmobile on such land. As a result of two court decisions, one in Saskatchewan and the other in Ontario - and I might add, Mr. Speaker, that so far we have been fortunate that this has not occurred in the Province of Manitoba, but we're trying to make sure that this is prevented by this particular bill - that damages were awarded in Ontario and in Saskatchewan; the damages were awarded against the land owner even though the Act in those respective provinces, as well as in Manitoba, specifically prohibits the operation of snowmobiles on private land without the expressed or implied consent of the owner. For this reason it was deemed advisable to enact legislation which would protect property owners from liability for damages where snowmobile operators sustain injury or damage while operating their snowmobile without the owner's consent.

Now, Mr. Speaker, the amendment would not, however, protect the land owner from liability if he or she deliberately created a dangerous situation which could result in injuries to snowmobile operators and their passengers.

MR. SPEAKER: The Honourable Member for Pembina.

MR. GEORGE HENDERSON (Pembina): Mr. Speaker, I move seconded by the Honourable Member for Charleswood, that debate be adjourned.

MOTION presented and carried.

MR. PAULLEY: Mr. Speaker; I move, seconded by the Honourable Minister of Agriculture that Mr. Speaker do now leave the Chair and the House resolve itself into a Committee to consider the Supply to be granted to Her Majesty.

MOTION presented and carried and the House resolved itself into a Committee of Supply with the Honourable Member for Logan in the Chair.

COMMITTEE OF SUPPLY - DEPARTMENT OF AGRICULTURE

MR. CHAIRMAN: I would refer honourable members to Page 5 of their Estimate Book, Resolution 2(a). The Honourable Minister of Agriculture.

MR. USKIW: Mr. Chairman, I am pleased to present for approval my department's estimate of expenditures of some \$40,772,000 for the fiscal year 1976-77. The increase of \$14 million, or 56 percent, over last year's voted estimate, the largest percentage increase of all departments, is a reflection of the government determination to bring stability to our agricultural industry. For the fourth consecutive year total farm cash receipts set a new record for Manitoba; Statistics Canada estimates total cash receipts from farming operations in 1975 at \$887.7 million. About \$45 million higher than in 1974. Operating and depreciation charges increased by an estimated \$91 million to \$583 million, so that realized net income declined by some \$47 million to \$364 million. I think members opposite would view that with a degree of concern, Mr. Chairman, because we certainly don't want to get into that cost-price squeeze that we got out of three or four years ago, but we are certainly fearful, Mr. Chairman, that that could possibly occur again as long as costs keep going up every year and in the event that there might be some slippage in the price of agricultural products, and in particular cereals in this country. I think it should be remembered that we have not an assurance that grain prices are not going to slip down dramatically, and therefore we should be on our guard.

The outlook for 1976 according to Statistics Canada is that farm cash receipts might decline to \$800 million, while farm expenses and depreciation charges might rise by \$60 million to \$645 million. I should add however, Mr. Chairman, that Statistics Canada emphasizes that such forecasts are hazardous and must be treated with caution, and also that many economists feel that the projected cash receipts figure is somewhat pessimistic. For example, Manitoba farmers deferred about \$45 million in payments for 1975 grain deliveries to the Canadian Wheat Board to January of 1976. It would also

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(MR. USKIW cont'd) seem that the Statistics Canada figures did not take into account the payments made and to be made under the Manitoba Beef Producers Income Assurance Plan, and that is something that I think will change that pessimism quite dramatically in the right direction, Mr. Chairman. Nevertheless although the projected cash receipts figure maybe somewhat pessimistic, the rapidly rising costs of operating farms should make us mindful that a drop in grain prices can bring a sudden end to the current prosperity and that we must continue to pursue policies to improve stability in our agricultural industry.

While this government remains of the opinion that agricultural stabilization is the responsibility of the Government of Canada, and while we are reluctant to become involved in provincial price stabilization programs, I am proud of the Income Assurance Program that we have developed for the Manitoba beef producers. And in that respect, Mr. Chairman, I think I should point out to members opposite that we indeed were very reluctant to get into that program, but the circumstances as they were, and continue to be, are such that I don't think that we would be responsible in allowing our beef industry to slip back in terms of production, in terms of the bankruptcy that would occur if nothing were done, and that we are trying to exercise a degree of responsibility to prevent that.

Facing drastically low cattle prices for the second year in a row, many of our beef producers were in serious financial difficulties. The Federal Agricultural Stabilization Act did nothing to help the cow-calf producer and has been totally ineffective in providing for stability in the beef industry, and this is something, Mr. Chairman, that members opposite who are involved in the beef industry are probably most appreciative of because the federal stabilization program really has no provision for the cow-calf operator. It is not within the terms of reference of their stabilization legislation, and so they have no capacity to respond to the needs of that group of producers in Canada. And to make matters worse, Mr. Speaker, their policies actually tend to compound the problems of the cow-calf producer. In setting the guaranteed price for finished beef they take into account the cost of the calf and in last year's considerations in trying to determine the guaranteed price for finished beef for the next twelve month period which runs from August to August, the Government of Canada decided that they could lower the guaranteed price on finished beef simply because the price of calves was so low and therefore the costs of producing beef were much lower than the year before. So members opposite can appreciate the contradiction that exists in a policy at the federal level with respect to the beef industry. One group within it having to suffer the consequences of in fact federal programs for another group within the same sector.

And so it was tragic that the stabilization program was really based and applied on the shoulders of the cow-calf producers who are the most vulnerable group whenever you have a down turn in the market cycle. I think that this is something - I don't think anyone that has any knowledge about the beef industry would argue with, the cow-calf producer historically has been the one to suffer the most dire consequences of a down turn in the market, while the people at the other end in the finishing business, people who were able to get out before things got too rough, or at least the worst position they would be in is perhaps get caught in one particular cycle of production, and then they could get out if there were no profits to be realized. Not so with the cow-calf producer who really takes years in developing a good herd of cattle and wants to sustain good breeding stock and doesn't want to unload cattle that should be maintained for breeding purposes and production purposes. So we have an anomaly there that certainly cannot be dealt with under present national legislation under the Agricultural Products Stabilization Act. I might add, Mr. Chairman, when we were in Ottawa in July I did plead with the Minister for Canada that we should take a look at the legislation and perhaps introduce some specific program that would apply to cow-calf producers in particular.

The Manitoba plan, that is the Beef Income Assurance Plan, is unique in that it provides for a contract system of production that offers farmers firm prices based on a cost of production formula over a five year period. For 1975 the formula indicated a cost price of 57 cents per pound, on an assumed weight of four hundred pound calves. The weighted average market price for steers and heifer calves in the period September 1

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(MR. USKIW cont'd) to November 15, 1975 in Winnipeg was \$29.29 per hundred-weight. The deficiency payment on 1975 calves amounted to \$110.84 per calf. A total of 5,759 farmers signed contracts and enrolled 32,987 cows into the program. Mr. Speaker, it had occurred to me that I probably could have projected my keen interest into the beef sector of our agricultural industry more profoundly here today by perhaps putting on an attire that would reflect my interest in cattle. I take pride now in the fact that I have the largest single cattle herd in probably North America, certainly the largest in Canada, and I don't know whether my friends opposite like that or dislike it, but I thought I should point out that a Texas hat would be most fitting sitting alongside here, Mr. Chairman.

So you know I perhaps should even take into consideration membership in the various Beef Growers Associations, Canadian Cattlemen's Association so that we--(Interjection)--Well the Member for Morris is assuming perhaps that it would be in order for me to also charge the membership fee to those associations through the estimates of this department. And you know that is not something that did not occur, that is with respect to the time when members opposite were in government, Mr. Speaker, because I recall very distinctly when we were in opposition the question of a membership fee to the Manitoba Club being paid by the Minister, I believe it was, of Finance, Mr. Gurney Evans. So that is not something that would be a precedent if it did occur at this point in our history as far as Manitoba is concerned. But in any event, Mr. Chairman, I simply want to point out that we are heavily involved and committed towards this industry and certainly the number of participating farmers reveals that this is a gigantic undertaking and a commitment on their part as well. Payments were made on 165,866 calves for a total of \$317,861.76.

Now I want to take a moment or two to indicate the statistics per region with respect to participation in the plan, and this would be of some interest to at least some members opposite, keeping in mind that during the course of the introduction of that program that there were some very mischievous comments coming from some members opposite, and those comments were circulated across rural Manitoba and certainly made their way to my desk from time to time and indeed to some of the meetings I attended.

The Central Region, and I'm sure most of you know where that is in terms of our regional system in this province, certainly represented by members opposite politically speaking, enrolled 1,013 producers for a total number of cows in the program of 38,318, and for a payout of \$3,014,626.32. Certainly an interesting figure, and the Member for Rock Lake might be interested to know that many of his constituents are in the program. Certainly the Member for Morris should appreciate that as well. In Eastern Manitoba we have 494 contracts, for a total of 16,178 cows, for a payout figure of \$1,267,012.40. In the Interlake, and by the way in that particular region the largest percentage participation rate is in the southern or southeast corner. In the Interlake we have 956 contracts, covering 42,185 cows, for a payout figure of \$3,327,195.20, and this should be of some interest to the Member for Lakeside. I don't know whether the Member for Lakeside has any viewpoint with respect to the program, I don't recall hearing it other than by second or third hand, Mr. Chairman, and the comments I got back was that, "It's a pretty good deal fellows, but please don't quote me." He didn't want to give the Province of Manitoba too much credit even though he thought it was a fairly good program.--(Interjection)--Well I hope I have encouraged my honourable friend to indicate his position with respect to the program.

In the northwest, and this is most interesting, Mr. Chairman, in the northwest we have 1,409 contracts, that's the parkland region of Manitoba; we have 59,463 cows enrolled in the program for a payout figure of \$4,686,315.20, and in that connection, Mr. Chairman, it's worthy to note that the Member for Roblin didn't have very kind remarks with respect to the program, at least if the reports in the local papers were indicative of his feeling and his appreciation or his viewpoint. I would be interested to know what the Member for Roblin had to say with respect to the fact that such a vast majority of beef producers in that area have decided to participate in the program.

In the southwest, and this is most revealing, Mr. Chairman, because so often we hear from members opposite that that particular part of the province is so independent

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(MR. USKIW cont'd) and really doesn't want government involvement in programming to any extent. The small government approach is really what has been espoused here by members representing that area, we find that that is the largest area of participation, 1,887 contracts in the southwest region representing 76,843 cows, for a payout figure of \$6,022,713.08.

SOME MEMBER: Where?

MR. USKIW: All in the southwest corner of Manitoba. So my friends opposite would do well to take a re-evaluation as to what their constituents are really saying and what they are thinking. Because certainly what they have been saying, if their constituents were to either follow or recommend to them on the statements that they have been making or in line with those statements, then we should have had a virtually nil figure here, or a very small rate of participation; only New Democrats could have been in this program, if one was to listen to the comments of members opposite. But in total, Mr. Chairman, it is worthy to note that while we had projected a budget of 16 to 18 million dollars for the program, that we actually realized an expenditure of \$18,317,861, which is somewhat beyond the target that we have ourselves set.

I need hardly say, Mr. Chairman, that I am very much impressed with the manner in which Manitoba farmers have responded to this voluntary plan. Although the 1971 census data on the number of farmers with beef cows are very much out of date we can get some indication of the participation rate in the Income Assurance Program from the following figures. I think this is more revealing, Mr. Chairman, as to who really is participating in the program.

In 1971 - that is according to Statistics Canada based on the 1971 census - there were 7,275 farms in the province with one to twelve beef cows; 433 farmers with 12 cows or less enrolled in the program. I think these are significant revelations. There are 1,982 farms in 1971 with between 13 and 17 cows and we have 398 farmers in this category on contract. In both of those categories we don't have a high percentage rate of participation. If we look at the farms that in 1971 had more than 18 cows, we see that 7,708 farms listed by census of Canada, 4,899 enrolled in the program for a participation rate of 64 percent of the 1971 base. So it's obvious the commercial producers have seized onto the program and are participating at a very high rate. If we single out the farms with 33 cows or more, there were 3,619 farms in that category in 1971; 3,218 farmers in that category signed contracts; 3,218 out of 3,619 which represents a participation rate of 89 percent of the 1971 base.

That is very very revealing to me, Mr. Chairman. It does indicate a very high degree of participation and interest in the program on the part of the commercial beef producers of Manitoba. Not so much participation on the part of those that don't have a large stake in the beef industry, but certainly a very dramatic participation rate on the part of the larger operators or people who have a significant investment in the beef industry. Because a census of farms will be taken this summer we will be able to give a much more accurate report of the participation rate in the next session. It is evident however that it is no exaggeration to say that the response of the beef producers in this province to the stabilization program offered by this government has been overwhelming.

To help farmers who have suffered serious losses in feed supplies due to the heavy rains in the late summer and fall of 1975 the Government of Canada agreed to cost share in an Emergency Feed Assistance Program. As of February 20th, Mr. Chairman, we have provided assistance on more than 54,000 tons of hay, 9,000 tons of grain and 18,750 tons of alfalfa pellets. The total cost of the Emergency Feed Assistance Program to that date was \$1,177,514.70 and we expect that a large amount is yet to come towards the spring break-up period.

Mr. Chairman, my main concern, however, lies in the area of national dairy policy. We have a fairly buoyant grain industry. We have provided for a reasonable income assurance plan for our beef industry. Our pork producers are doing fairly well. The big problem on the horizon - not yet a problem but on the horizon - appears to be in the dairy sector and here, Mr. Chairman, it is a matter of national or Federal Government dairy policy.

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(MR. USKIW cont'd)

I think I should recall for members opposite that the Minister of Agriculture for Canada announced what he called a long-term dairy policy about a year ago, in which he had indicated that there was a need for something like a five-year commitment so that producers in the industry would know what to expect and what to gear up for in terms plant capacity investment and so on, cow numbers. Therefore he announced a very substantive program with respect to dairy policy last spring. And you know what is most disturbing here, Mr. Chairman, is the fact that it only took six months for the Government of Canada to reverse that policy. I think it should be said loud and clear that that is to quite a degree an irresponsible position on the part of the Government of Canada through its Department of Agriculture, to have built up the expectations based on the operations of the Canadian Dairy Commission, to build up expectations based on guaranteed prices, a target price that Mr. Whelan himself announced of \$11.02 per hundred-weight on industrial milk, only a year ago, to within six months find that they have reversed their position and have decided to cut severely back on their subsidies and indeed are suggesting that they want to cut back production as of April 1 next.

In that connection, Mr. Chairman, we are pursuing discussions with the Government of Canada. In fact I have requested that we have a meeting of ministers to try to hammer out some sense out of national dairy policy, keeping in mind that many farmers existing and some yet to come on stream have made financial commitments based on the national dairy policy as it was announced a year ago. It is totally unfair and in fact inhuman to now roll back, because the Canadian Dairy Commission has either miscalculated or the Government of Canada has decided to do a bit of belt tightening and therefore have chopped the Estimates from the Department of Agriculture as far as dairy production is concerned and the commitment to the dairy industry is concerned.

So we are very conscious of the problems that we may be faced with. I want to indicate to members opposite that we are certainly not going to allow that to occur without any effort on our part to prevent or to amend, to better our position, and we will be reporting to you as we progress with those discussions and as policy changes become necessary. We will also announce those to you whether it be at the provincial or national level.

Turning to the Estimates of the department I would like to make the following observations: Total expenditures for the fiscal year 1976-77 are estimated at \$40,772,800, an increase of some 14.7 million over the Estimates approved in 1975.

A breakdown. The following items account for the major increases, Mr. Chairman. Farm Income Assurance which is the beef program, 14.2 million. Members opposite may wonder as to how we arrive at 14.2 million as a pay out figure for 1976 in the beef program. That is based on the assumption that nothing changes in the price of calves for the fall of 1976, or the production year of 1976, and therefore the formula itself, while we paid out over \$18 million last year or on last year's production, the formula provides for a reduction of support on calves and some movement of support on finished beef pursuant to that formula. So therefore the 14.2 million represents about four-fifths of the cost of last year's program which means there are no new applicants coming in, if everything stayed the same.

We do anticipate some upward revision in the market price of calves and therefore we also anticipate there will be new applicants and we think that we are not too far out in maintaining that figure as an estimate of our needs for the Beef Assurance Program for 1976. That of course will only be finally revealed through the participation rate again of those who have not yet entered the program. As you know, the program is an open thing, you can enter the program any time and it's of course a five-year contract from the date you enter. So that some producers may choose to enter the program this year or next year and so on. But these are estimates I think which are fairly close.

We have provided for an increase of \$130,000 to the University of Manitoba research grant and we have provided for additional administrative support of \$167,000 to the Manitoba Crop Insurance. That's based on the participation rate and the need for staff and costs of operating. We, I suppose, have about the best program in Canada and

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(MR. USKIW cont'd) we should be proud of that and it's, by the way, a credit to my friends opposite who initiated the program in this province some years ago. We have improved on it since but it's certainly something that I think is worthy of continuation. We've increased our grant to the Agricultural Society to the extent of \$105,000 which by the way adds an additional amount to the Austin Museum who has some financial problems and of course the participation of the province in the operating deficit of the Keystone Centre. So that we have a total of \$14,602,000 in what we call new or improved programs.

Now the salary increases pursuant to the collective agreement amount to an additional 1.5 million and normal increases in operating expenses are some 684,000. So in essence what I'm saying here, Mr. Chairman, is that we have tried to bring about a more efficient delivery of our program. In order to offset the cost of new and expanded programs as well as the normal increases in salaries and expenses, we have continued our search for greater efficiency in the delivery system. I'm proud to say, Mr. Chairman, that we have succeeded in vastly expanding the scope of our programs for the benefit of Manitoba farmers with a slight reduction in staff and that we have been able to offset the cost of the new and expanded programs to a considerable degree through savings in other areas. I think it can be appreciated that while we have not allowed for the inflationary increase in costs of the ongoing program, that we have maintained virtually the same figures as last year on the ongoing program and we have reduced some staff. So that we have tightened our ship up very dramatically and hope to continue to do so wherever possible and that the only new thrust or major new thrust here is in the Beef Assurance Program.

Now my friends opposite may want to indulge in the subject of debate of last year and the year before in that respect and that has to do, Mr. Chairman, with the fact that we have to a large degree changed the role of our field staff. Our field staff for the last few years has been more and more involved in program delivery. I'm talking about the extension people, the ag reps in the province and so on. So that today the ag rep really spends most of his time on program delivery and a minimum amount of time in general activities which is a complete change from what the position was in 1969. That is why we have been able to effect major new programs and deliver them well without adding to staff for two years in a row. In fact last year we didn't have any staff increment whatever and this year we have a reduction of I believe three or four. So that if members opposite wish to indulge in the criticism of the role of our field staff they may do so but I want to point out to them that it is in the interest of maintaining as efficient an operation as is practical and we think it is practical. We have now had three years of experience in that respect and things are working well.

Members opposite should appreciate the fact that while we launched a major program through Beef Income Assurance which required a lot of detail work, information, filling out of forms, that we have not provided for any additional staff to the department. That could only be brought about by using the existing staff in the delivery of programs, and that has to be considered on its merits, Mr. Chairman. If my honourable friends want to insist that we go back to the old ways then I think it would be obvious that we would then be subject to the other criticism, Mr. Chairman, that we have set up these huge programs such as Beef Income Assurance, which necessitates the adding of 20, 30 or 40 staff people. That is the kind of criticism we would then have that we are allowing the Civil Service to grow indiscriminately. In fact their Leader had said so the other day, that he was dissatisfied with the fact that the global budget of the Government of Manitoba was some 12 percent up from the Estimates of last year or about 6 percent up from actual expenditures and he really preferred that the figures should have been the same and that the efficiency could have dealt with the inflationary question - the incremental cost question.

Well you know we did just that in this department, Mr. Speaker. We allowed for efficiency to deal with the question of increasing costs. But I warn my friends opposite now that they will be in contradiction of their Leader if they now tell me that we should not be asking our field staff to deliver this program.

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(MR. USKIW cont'd)

Mr. Chairman, I recommend the program to my friends opposite with a great degree of enthusiasm and in the hope that they will be able to support the dramatic change and development of programs in the Department of Agriculture.

MR. CHAIRMAN: We will now proceed to Resolution 8(b), the Farm Income Assurance Plan, \$14,200,000. The Honourable Member for Rock Lake.

MR. EINARSON: Well, Mr. Chairman, I want to first of all thank the Minister of Agriculture for his introductory comments in regards to what I consider a very important portfolio in the government of this province. It was interesting to hear his comments and I think he chose to pride himself on something that he is championing I suppose in his political career, namely his Beef Assurance Program.

I want to take the Minister back and think back myself. I believe it was in October, early October, when I heard over the news media that the government had decided to embark upon a massive program to assist the beef industry in the Province of Manitoba by the Cabinet passing an Order-in-Council granting a sum of some \$20 million towards this program. Of course I was no more aware nor were my colleagues of the particulars of this program at that time. From that time on then he decided to hold meetings throughout the province through his ag rep offices to make the farmers aware of what this program is all about.

But before going any further, Mr. Chairman, on this particular subject I'm concerned about why the Minister embarked on this program. Did he find himself in a position where he was in such political difficulties with the farmers of this province because of his policies - and I go back to 1971, and I think he was referring to when he was . . . when he introduced a grant system program where farmers could achieve a 20 percent grant on the purchase of cows to get into the cattle business. And in those days, Mr. Speaker, we think back of the times when the grain producer was in some difficulty and he thought, well the way to solve that was to get all the farmers into cattle and get other farmers into the hog business, and we would solve the grain business. But what he didn't realize, Mr. Speaker, was that there was a big danger of getting those cattle farmers into the same kind of position that the grain farmers found themselves, and we on this side of the House drew to his attention that that was not the correct thing to embark upon that kind of a policy.

As a result, Mr. Speaker, it's always known that when you create some incentive in the marketplace - in this particular situation it increased the price of cows, and as a result a year or so later those same farmers that were talked into going into the cattle business found themselves in somewhat of a financial difficulty.

We went from that program to another program that the Minister embarked upon last year, where he referred to it as the Manitoba Agricultural Credit Corporation Stocker Program, and this program, Mr. Speaker, was the kind of a program where a farmer could borrow up to a maximum of \$5,000 to put against his calf crop, not knowing when he had to refund that money a year later - it was interest free all right - but he had to refund that money a year later, probably when he sold his calves.

But I'd like to relate a story to the Minister on this particular policy, Mr. Speaker, where a farmer was in Brandon last fall with 25 such calves that he purchased about eight or nine months before that - pardon me, he borrowed \$100.00 on those 25 calves about eight or nine months before that - and sold them last fall for \$113.00. Mr. Speaker, he had borrowed \$100.00 on those 25 calves. He had fed them all winter; he had pastured them all summer, and then sold them for a price of \$113.00. In other words, he received \$13.00 for all his work for the eight months or nine months that he had kept those animals because he had to pay that \$100.00 back to the Minister.

Mr. Speaker, this is the sort of thing that has helped to create the kind of dilemma that the cattlemen have found themselves in in the Province of Manitoba. I recall so well, Mr. Speaker, last year, a little bit later than this, how the cow-calf producers were after the Minister to give some assistance coming from the Interlake country and he refused to do anything for them at that time. And you know, Mr. Speaker, it stemmed from that time on, I think, Mr. Speaker, that because he found himself in a very

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(MR. EINARSON cont'd) embarrassing position with the cattlemen of this province he decided to embark - and I don't know how he stands with the rest of his' colleagues who are about 99 percent coming from the City of Winnipeg, and I agree with him when he says that this was a "must" because many many farmers who were in the cattle business in Manitoba are in real financial difficulties. Regardless of philosophy, regardless of philosophy, Mr. Speaker, those farmers were forced to accept that policy and were glad to be able to get a payment on those calves in order that they could carry on their operations.

Well, Mr. Speaker, what has transpired since the Minister made that announcement about this \$20 million that's going to be allocated for the purpose of the Beef Promotion Program? He says some of us on this side have made some slanderous comments about the program. I don't know that that's totally correct. My colleagues along with me will, I think, inform him and let him know what they did . . . I know, Mr. Chairman, some comments that I want to say before we pose some serious questions about this whole matter.

But I recall last December, early I believe it was, Mr. Chairman, attending a meeting in my own area, and the Minister was there and, you know, it was about a three-hour session. The farmers were very interested and they wanted some answers to the questions in regard to the particulars of the program. I recall one farmer asking, Mr. Chairman - and the Minister himself admitted this afternoon, that he could probably be the biggest owner of beef in this province in the next couple of years or so - and I recall so well, Mr. Chairman, one farmer asked the Minister, he said: "Mr. Minister, you could probably be the biggest owner of beef in the Province of Manitoba, and what if the marketplace causes you some problems, you haven't the market for that beef, what will you do about it?" Do you know, Mr. Chairman, what his answer was? "You know, we could make Canada Packers a Crown corporation." That was his answer, Mr. Chairman. That was his answer, Mr. Chairman.--(Interjection)--

MR. CHAIRMAN: The Minister of Agriculture.

MR. USKIW: Mr. Speaker, on a Point of Privilege.

MR. CHAIRMAN: Order please.

MR. USKIW: The Member for Rock Lake knows that that is not the case.

MR. CHAIRMAN: The Honourable Member for Rock Lake.

MR. EINARSON: Mr. Chairman, I'm sorry I was distracted here. Would the Minister like to repeat the comments he made?

MR. USKIW: Mr. Chairman, I believe the Member of Rock Lake is trying to suggest things that were said that were not said. I suggested to that group of people that anything was possible because the governing bodies of national or provincial governments have all of the latitude that is necessary to deal with any situation. But that doesn't imply that I indicated to them that I was prepared to nationalize Canada Packers.

MR. EINARSON: Well, Mr. Chairman, we didn't have a Hansard to refer to when we were at that meeting, so I have to say, Sir, that it will be my word against the Minister's and we'll just have to leave it at that. But I have evidence or witnesses, Mr. Chairman; I think there must have been at least 250 farmers at that meeting, and it was a good meeting. But you know, Mr. Chairman, while it looked very attractive and I think, Mr. Chairman, the whole plan as stated, and the Minister gives us the information here: 5,731 beef producers joined Manitoba Income Plan which in percentages accounts for about 65 percent of the commercial producers, and the total amount of money that has been allocated for this program is 18.75 millions of dollars. I believe, Mr. Chairman, that would work out to approximately just over \$3,000 per farmer, if you were to average it out. But the maximum amount of money that any one farmer can receive under the plan is approximately \$5,400.00.

And I also want to suggest to the Minister and ask him - I'd like to get his reaction on this thing - he has embarked upon a five-year program. I wouldn't have minded so much if it had been just two years. But he's embarked on a five-year program, Mr. Chairman, and because of the length of time that he's embarked on this thing I want to suggest to him that he's taking the Federal Government completely off the hook of their responsibilities as far as the beef industry in this province is concerned.

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(MR. EINARSON cont'd)

You know, this is the thing that was amazing to me, Mr. Chairman. He criticizes the Federal Government for their irresponsible attitude towards what they should have, a greater responsibility in assisting farmers in the beef industry when they are in a financial difficulty. But when he has embarked upon a five-year program, I must repeat, and I'd sure like to hear what the Minister has to say about this, that he has let the Federal Government completely off the hook insofar as their responsibilities are concerned.

I don't mind saying, Mr. Chairman, and I've said it to many farmers, I said - I guess it's after listening to the Minister speak last night they will now understand why I'm suspicious, because I suggest to him this total program, he has thrown out a carrot to these farmers in the first year to lock them in for five years. I suggest, Mr. Chairman, that is the motivation behind this program, rather than being, you know, sincere and trying to help them. You know, Mr. Chairman, this program - and I want to say also, that I'm given to understand when the Minister announced this program he called in the two official organizations of the beef industry in Manitoba, namely, the cow-calf operators and the beef producers, informed them of the details of what this policy was without having had any consultation with them. The thing, Mr. Chairman, that concerns me is this as well, because I've asked him related questions to this effect over the years that we've been in this House, as to what kind of participation did the interested parties concerned in the various aspects of his department before he established policy, but I'm given to understand, Mr. Chairman, that those two official organizations - and they are united in their efforts today - they had absolutely no input into devising or even suggestions to the Minister as to what kind of a policy should be adopted insofar as an Income Assurance Program is concerned?

I want to say, Mr. Chairman, that I am critical of the Minister for not allowing this to happen. I am concerned. Because I think, Mr. Chairman, this is taxpayers' money you're using, and all farmers are aware of that, and they're all aware that their destiny is controlled to a degree. Well, Mr. Chairman, the Minister is shaking his head in the negative, and I suggest to him the way things are going in this province today, there's no doubt about it, no doubt about it, Mr. Chairman.

Well, Mr. Chairman, the Canadian Cattlemen's Association in the Country Guide early in January - and I want to quote a paragraph here of the Guide Post, and it's got the headline, "Cattle" - "Manitoba cattlemen turned thumbs down on their Provincial Government's Beef Income Assurance Program. By early December only about 1,600 had signed up and the department personnel were instructed to begin a massive selling campaign. Lack of proper enthusiasm stems from two sources, nervous about government control and good 1975 grain crops which removed some financial pressure from cattlemen. Meanwhile the Canadian Cattlemen's Association has again stated that price stabilization subsidized by taxpayers will further distort the cattle market and lead eventually to supply management and government regulations. The time has come for cattle producers to choose between a market oriented or a government dominated industry, says CCA. The association urges producers to go for the open market option and work as part of a North American industry."

MR. CHAIRMAN: Order please. The hour of 4:30 having arrived, it is now Private Members' Hour. Committee rise and report. Call in the Speaker.

Mr. Speaker, your Committee of Supply wishes to report progress and asks leave to sit again.

IN SESSION

MR. SPEAKER: The Honourable Member for Logan.

MR. WILLIAM JENKINS (Logan): Mr. Speaker, I beg to move, seconded by the Honourable Member for Point Douglas, that the Report of the Committee be received.

MOTION presented and carried.

PRIVATE MEMBERS' HOUR - RESOLUTION NO. 1

MR. SPEAKER: The first item is Resolution No. 1. The Honourable Member for Lakeside.

MR. ENNS: Mr. Speaker, I beg to move seconded by the Member from Brandon West, that

WHEREAS the railway lines have played a major role in the development and growth of the Province of Manitoba;

AND WHEREAS future developments in the agricultural sector will continue to rely heavily on these services;

AND WHEREAS the planning development of satellite communities and the general movement of population to rural Manitoba will require new and innovative transportation services (commuter passenger services);

AND WHEREAS the legitimate concern regarding energy conservation, energy cost, call for imaginative and new policies re all phases of transportation;

THEREFORE BE IT RESOLVED that the Manitoba Government consider the advisability of acquiring all abandoned railway lines and right-of-way as Crown land to ensure the maximum flexibility in the planning of future transportation requirements.

MOTION presented.

MR. SPEAKER: The Honourable Member for Lakeside.

MR. ENNS: Thank you, Mr. Speaker. Well, Mr. Speaker, I expected and I noted on the first or second day where this resolution appeared on the Order Paper the odd smile on members' faces opposite, that read into this resolution as a departure, I suppose, in their narrow perspective of a Conservative's capability of envisioning the needs of tomorrow and read into the final resolve some attempt or some approach that seemed to indicate a belief in the kind of philosophy that they often espouse in this House. Mr. Speaker, that doesn't bother me at all. I believe that the Conservative Party has over the years, and includes the 100 years that the honourable members opposite often like to draw attention to, the preparedness and the willingness to look into the future to have imagination and to consider those kind of problems that the future holds for us. I need not delve into the many examples that I could cite. They're well entrenched in the history of the development of this province and in the history of the development of this country.

Mr. Speaker, I would also like to make it very clear, very clear at the outset in discussion of this resolution that there should not be any attempt made to read into this resolution any position in support of railway line abandonment. In fact, Mr. Speaker, I would suggest and I would hope that as other members take the floor to debate this resolution it'll become very clear that in many instances it calls for, indeed provides for, continued use of railway facilities that are now either in a state of abandonment or that are being discussed as possibly entering into that state. So I just want to make that position known very clear, that this is not a resolution holding any brief for the abandonment of railway lines.

I know it is a matter of current study and concern right across this country by the Hall Commission right now and this resolution in no way interferes with or infringes on this jurisdiction of that committee's responsibilities in studying the problems as they see them. One must recognize that they see them somewhat more in the narrower confines of the handling and the movement of grain.

But, Mr. Speaker, I believe that several things have happened in the last number of years that should guide us or should tell us to start talking about future kinds of transportation requirements that our people in this province will require. That's part of the urgency of the debate and I think "urgency" is a proper word to use. It is, of course, the unbelievable escalation of the energy costs and crises that have loomed so large before us that I think call upon us as law makers, as legislators, to start to examine. Of course I'd like to believe, Sir, that it is in the presentation of private resolutions or resolutions in this Chamber that ideas are tossed about that eventually find favour or through the contribution of many members find their way into the development of overall policy.

Mr. Speaker, I don't put this proposal forward as a new and novel proposal. I first heard of it at the Prairie Economic Conference held not so many years ago - two

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(MR. ENNS cont'd) years ago I believe it was, in Calgary - it was presented at that time by the Alberta Department of Industry and Commerce, the Deputy Minister, I believe, whose name was Mr. Peacock. We have since heard of it.--(Interjection)--The Minister. Pardon me, I accept that correction. It has cropped up on several occasions as recently as the already referred to Hall Committee hearings on railway problems in grain movement. Other members will deal with that aspect of it more precisely.

The novel idea of that the railway beds should indeed receive the same kind of consideration and support that we have, for a long time accepted as natural, that we give to our highway infrastructure; that we give to our airports and the air services; that we give to our marine services. We have long accepted the responsibility - the people that is, through Crown and through public support - the building of roads, the building of airports, the maintenance of Department of Transport officials manning our airports, the Harbour Commission's responsibility with respect to the delivery of freight and passengers via the seas. So, Mr. Speaker, I only set that out that it is not an original or a novel idea that this should be considered. But that's one aspect of it that again I will leave perhaps for others to delve in more fully.

What concerns me, Mr. Speaker, is safeguarding the public good in terms of these transportation corridors that now exist. Mr. Speaker, again I'm not suggesting that every railway line or every abandoned line would meet that category. But certainly where there is a potential for future use in some of the areas that I will shortly mention. I believe that there is a responsibility on governments to look at these lines and these right-of-ways as to whether or not in the long term public good, as we sort out over the next decade the kind of new and innovative transportation policies that will have to be developed resulting from several factors, these right-of-ways, now in block, now in the hands of either the CPR Corporation or presently already in the public hands through the CNR right-of-ways should be preserved. Indeed there should be an option held open to the people, to the public for potential future use as transportation corridors of one kind or another.

Mr. Speaker, I believe nobody would argue that in entering into any public projects these days, the assembly of land is often as expensive as the project itself. If we think about the cost of acquiring the right-of-way for the development of better highway facilities, of cloverleaf facilities for the movement of transportation in around the city, of the finding suitable lands for airport locations - I could mention the cost involved in the Mirabelle projects to name one - it seems to me, Mr. Speaker, that we would be doing a disservice to future Manitobans and future taxpayers of this province if we at least did not express some interest in reserving these right-of-ways that are now assembled and often not in use, not in full use or in contemplation of being in disuse entirely as a result of the railway line abandonment talks and studies are going about. We should not forego our future options on this assembled land too lightly.

Mr. Speaker, just in a very brief form the historic development of the railways is of course known to all of us. It developed at the time with the rapid influx of people into communities and settlements, into our provinces at a time when the road structure was primitive, minimal cars were available or no cars were available and the railway offered the fastest and the most immediate way of moving goods, people and services into and across the width and breadth of this province. With the hard work and the development of our country and of our province and a growing state of affluence, came good roads. Mr. Speaker, I hate to become partisan here but this did happen even in the course of the hundred years that my honourable friends often like to refer to that were the forgotten years prior to June of 1969. But the roads were built; the roads were developed. The general affluence in the province was such that people found it more convenient to drive their private automobiles on these new and improved roads and, Mr. Speaker, the availability of a relatively cheap form of energy, our gasoline prices notoriously - I think particularly as we view back just a few years ago, what they were as to what they are now and what they well may be. Indeed if we believe the Honourable Member from Wellington, I believe, in his contribution to the Throne Speech, he already drew the scenario for us where the last car will fade into the sunset and will no longer be seen again. Well then, Mr. Speaker, I believe that that may not quite happen but he may not be entirely wrong as to the necessity for vastly and drastically different modes

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(MR. ENNS cont'd)of transportation that will come upon us perhaps much sooner than we think. Now, Mr. Speaker, that very briefly outlines what is known as the historic development of transportation in this province.

We have now come today to where we have the roads and we have the cars and we have the railways. We have found over the past decade the railways being used less and less for one reason or another. In many instances bad railway policy; in many instances though simply preference on the part of the people to drive their private automobiles as long as it was attractive energy wise, cost wise, for them to do so.

Well, Mr. Speaker, what about the future? I think it's the future really that this resolution addresses itself to. Mr. Speaker, I want to leave to other colleagues the suggestions that have, some of the very innovative suggestions that have been coming forth having to do with the continued importance, as this resolution reads, that these railway lines will have in the future development in the agricultural sector. Mr. Speaker, it is quite conceivable that if, with the movement toward heavier steel and the larger more efficient railway cars for the transportation of larger unit trains of grain into our export position or into our terminals, that the efficiency and the aspect of maintaining some of the smaller spur lines may well disappear. But that is not to say, Sir, that municipalities or a co-operative group of farmers wouldn't wish to band together with some kind of assistance or help that is now currently being presented to the railways - and I would suggest it could be a great deal less - to still find a very important use for some of these lines for the continued benefit of those communities in terms of the movement of goods and services in the agricultural sector.

But, Mr. Speaker, I would particularly address myself to what is happening in terms of the out migration, if you want to call it that, from the City of Winnipeg of many people who are within the periphery of this urban area finding their places to live and commuting daily back into the city for their vocations and for their jobs. Now, Mr. Speaker, I suppose the big planners, you know, may have different thoughts on this subject. I think we have often decried the problem that we have in Manitoba that for quirks of geography or what-have-you that so many of our Manitobans have chosen to live in this one urban area and that we haven't spread out our growth of urban centres more proportionately. I believe it would be a benefit, you know, to the Province of Manitoba if the City of Brandon, the City of Portage, the City of Dauphin took and shared more proportionately in the development of our urban growth and our urban problems. It would certainly relieve some of the pressures that the City of Winnipeg now face.

But, Mr. Speaker, the facts of the matter are there. The City of Winnipeg exists. There is a demand for people that have the ability and want the choice of moving into a country or rural setting and they are doing so. I speak of a very personal experience in my own area. We know that we are actively talking about and planning the development of satellite communities. Now certainly in many instances these communities are not going to be self-sustaining in terms of jobs and vocations. These are people whether we talk about a proposed satellite community in Selkirk, or the people proposed communities elsewhere - that are going to be commuting in most instances back and forth to the city of Winnipeg even without that kind of planning. The situation as it now exists, if you travel around the ring of Winnipeg it's amazing the percentage of people that are commuting on a daily basis. Fifty to sixty percent of the people in my community at Woodlands commute daily to work here in the City of Winnipeg.

We have a situation where we have a railway line running right along No. 6 Highway through the heart of every one of these communities: Grosse Isle, Warren, Woodlands, St. Francois, St. Laurent. Now up to as far as the Community of St. Laurent and even beyond we have daily commuters coming into Winnipeg. Mr. Speaker, up to now on forty or fifty cent gasoline it was not inducive to encourage people to leave the automobile in their local communities and commute. I would also say that under our present structure of our railways it is highly questionable whether they will ever have the flexibility to offer the kind of rail passenger service, commuter service that would be required, that would be acceptable to the people. For reasons that I don't care to go into right now our railways have decided for a long time that the movement of grain or coal or steel is more preferable than worrying about the movement of people. Now,

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(MR. ENNS cont'd)Mr. Speaker, that may well be the case. But I cite the example of the railway that is running up No. 6 Highway into the Interlake. It has at most a train a week. It has at most one source of goods that is moving up that train which is limestone from Gypsumville. Even that, Sir, a few years ago stopped running on the tracks and was running on the trucks and still is although to a lesser degree. Mr. Speaker, that option may not be open to the trucker all that much longer. With every event of increase in the price of energy, the pressure for alternative modes of transportation are upon us.

Now, Mr. Speaker, I only throw in the resolution for this reason; that I believe that a forward looking government should be looking at safeguarding these rights-of-way to afford us time to search out some of the innovative ways that we could be meeting these problems. These problems are growing; they are not diminishing. The need for conservation of energy is growing every day. The cost to individuals for using the current methods of transportation is becoming more costly every day. Mr. Speaker, I would think it would be a dereliction of our responsibility if this government didn't consider the advisability of taking this resolution seriously.

It is not a resolution that calls for action tomorrow; it's a resolution that calls for the sitting down with other centres that have encountered similar problems. It is a resolution that calls for this government to take some kind of stock of what in fact is the situation with already abandoned railway right-of-ways and having some inventory of that situation. Mr. Speaker, it is a question of this government considering fully the advisability of how we meet, particularly the commuting needs, the development of fast entry and exit out of this large urban centre for those people who choose to live that way, which are growing in numbers every year. Mr. Speaker, I commend the resolution to the House for consideration. It would be my hope that a number of members would want to participate in the resolution. Thank you, Mr. Speaker.

MR. SPEAKER: The Honourable Minister for Labour.

MR. PAULLEY: Mr. Speaker, may I first of all indicate to my honourable friend the Member for Lakeside that I, among others in this Assembly, appreciate the introduction of his resolution because it gives us an opportunity of considering the importance of the provision of rail services not only in Manitoba but across the whole broad Dominion of Canada. So I say to my honourable friend we will not lightly -- (Interjection)--I beg your pardon? --(Interjection)--I don't know if it is any longer as a result of that four or five million dollar investment that was made over last weekend. I'm sure that the Treasurer of the Province of Manitoba would have loved to have had that contribution made to our coffers rather than the suggestion that I should make a ten dollar contribution to the Conservative Party. Now there is a little bit of a difference I would suggest. But apart from the interruption of the acting up Leader of the Conservative Party I do want to get back to what I was attempting to say in commendation to one of his colleagues for the introduction of this resolution.

It is a matter that I over my life have been connected with in many respects. Not only as a member of the railroading fraternity but also one that in the course of that involvement has had an opportunity of taking a very close look at the history of railroading in Canada and in particular of course so far as Manitoba is concerned. I do find some fault however, and I'm sure my honourable friend would expect me to find some fault with the content of his resolution and I'll come to that in a moment.

I liked his reference to the railway that runs along almost parallel to highway No. 6. I had an opportunity in the fall of last year to travel on a very distinguished appearing railroad called the Prairie Dog Special and went up to Grosse Isle and I was glad that for the first time in a little while there was passenger service on that line. I want to compliment a group of ex-railroaders and others who are involved in trying to perpetuate in some areas in Manitoba passenger service of one way or another, and I have a picture, Mr. Speaker, it was taken up at Grosse Isle with the Prairie Dog Special.

Now my honourable friend in his resolution indicates that the railways have played a major role in the development of the Province of Manitoba, and he suggests that future developments in the agriculture sector will continue to rely heavily on these services. I agree with him most heartily that we in this prairie province should use

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(MR. PAULLEY cont'd) every effort available to try and impress upon the down-easterners that we are different here, at least in the area of transportation and the movement of heavy commodities such as grain and steel, than they may be in the short run requirements of Eastern Canada. And I'm sure that my honourable friend the Member for Lakeside would not dispute that general approach and I might say that while I had the honour of being the Leader of the former CCF Party, I had consultations with the then government in their presentation to the Ferguson Commission on Railways, and since then goodness knows how many commissions we've had in Canada dealing with this important matter of rail transportation, the matter of the Crows Nest Pass, and the likes. And I'm sure that my honourable friend will join with the present Minister responsible, my colleague the Honourable Minister of Industry and Commerce, in making joint representations on behalf of the people of Manitoba to see that as much as possible that these services are continued to be provided for.

Then my honourable friend in his resolution goes on to say that, "Whereas the planning development of satellite communities and the general movement of population to rural Manitoba will require new innovated transportation services, commuter passenger services" - it's a nice statement. But is it a realistic statement in view of the fact that my colleague the Minister of Agriculture, and also the agricultural representatives here in the Assembly are attempting to introduce programs to stay at home insofar as the agricultural industry is concerned so that the development of the agricultural products would be extended. But I leave that for the time being. We're considering it now in the Estimates of the--(Interjection)-- Yes I think it would be a darn good thing quite frankly, Mr. Speaker, if we go back to the basic philosophy of a former colleague of mine had in this House - and I'm referring to Morris Gray - who sat with me when there were only five of us in this House - and he suggested a real truly applicable back to the land movement where we city slickers got out there and found out how the other half of the world existed and so that we could make a greater contribution to the well-being. And many of them are doing it but they're only doing it now, not to make a contribution, may I suggest in all due respect to them, to the agriculture industry in Manitoba but to try and evade paying taxes for services that they have to use in the urban areas.

Now then my honourable friend then goes on to consider the, "Whereas a legitimate concern regarding energy conservation, energy cost, called for imaginative new policies to all phases of transportation." There's no argument at all. That is a good statement. But it is really, Mr. Speaker, in the resolved portion of the resolution that I take grave exception to. And why do I take grave exception, Mr. Speaker? It's because there is implied, as I interpret the resolution, implied that we in Manitoba at Manitoba taxpayers' and ratepayers' expense should take over what is abandoned by railways as the result of the application of federal policy. I'm somewhat surprised at my honourable friend making a motion accordingly: "Resolved that the Manitoba Government consider the advisability of acquiring all abandoned railway lands and right of way as Crown land to ensure the maximum flexibility in the planning of future transportation requirements."

Mr. Speaker, I say to you is there not an obligation on the Canadian Pacific Railway, particularly, to return to the people of Canada, and in particular to the people of Manitoba, the benefits that have been theirs since John A. Macdonald and others entered into an agreement giving to the Canadian Pacific Railway vast extents of land. Almost, as my honourable colleague from Churchill says, the whole of the west in order --(Interjection)-- yes the CN too, of course. I don't differentiate between the Canadian National Railway, who was my employer, and the CPR, because in my opinion generally speaking the management of the CNR historically has been no different than that of private industry and the CPR.

A MEMBER: The people own it, eh?

MR. PAULLEY: The people own it through such policies as is being suggested now by the Member for Lakeside that we should take over all the debris, all the uneconomic lines under public ownership. That is what this means, Mr. Speaker. I suggest to the Honourable Member of Lakeside that it is implied in this resolution that the taxpayer of Manitoba should take over what the CPR, and the CNR, if you want to

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(MR. PAULLEY cont'd). . . .include them, no longer require for their operation.

Now, Mr. Speaker, I'm asked if I read the resolution. I would answer to my honourable friends opposite, yes I read the resolution and I understand it, but I doubt very much whether the members of the Conservative Party have even considered the input and the significance of the resolution that they are now sponsoring and proposing because it is only a continuation of the policies of John A. Macdonald many years ago in the give-away to private enterprise and an opportunity for them to gain the benefit at taxpayer expense. --(Interjections)--

MR. SPEAKER: Order please. Order please.

MR. PAULLEY: Of course, Mr. Speaker, I'm used to in this House to attempting to get the rabble to keep quiet so that I may impress upon them the pearls of wisdom which is really alien to their thinking. And that is historic. But the fact of the matter is whether my honourable friends opposite treat this as a joke or not, Mr. Speaker, the fact of the matter is if anyone on that side of the House will but take the time out to read the historic development of the railroads in Canada, as I have done and in particular the CPR, that the CPR railway in particular has taken all of the fruits of their endeavours and now the resolution, as it stands at the present time, of my honourable friend the Member for Lakeside in effect says, that if you abandon, or as you abandon these railroads that have been productive of income over the years of development in Manitoba, now then you should ask the taxpayers and the people of Manitoba to take them over as Crown . . .I have no objections. I have no objections to Manitoba taking over the lines as they're abandoned and put to useful purposes, providing the development of those abandoned lines is not at the expense of the taxpayer of Manitoba but at the expense of the railroads. My honourable friend the Member for Swan River I believe nodded his head in agreement for that general principle. Then why in heaven's name doesn't the resolution say so? It doesn't say that at all, and that is why I say to my honourable friends opposite --(Interjection)-- You haven't even looked at the bloody resolution to see the contents of it - there's nothing wrong, nothing wrong that where a line is uneconomical today that has been productive in the past, being transferred from the CPR, the CNR, or the Federal Government into the control of the Government of Manitoba. But if we have to provide alternate services such as high ways and the likes in the Province of Manitoba it should not be, as is implied in the resolution of my honourable friend, at Manitoba taxpayer expense.

I noted the other day that the absent redhead, Leader of the Conservative Party, is condemning us because we weren't looking at the financial input required for the development of Manitoba. I wonder whether even he, in his busy talking, took a look at the implications contained in this resolution. Do you really, as Conservatives, want to be able to say to the CPR and the Federal authority, you can abandon the land, you can abandon the right of way, only give us it? And what the heck use is it if we have to develop alternate transportation facilities at Manitoba taxpayer cost? That is the crux of the problem we have here in Manitoba, and this, Mr. Speaker, is under consideration by all provincial jurisdictions.--(Interjection)-- That's right. I would say the Honourable Member for Swan River hit the nail on the head. Do you want to buy old roads instead? I would say, yes, Mr. Speaker, if it's necessary to replace the rail by a road, we'll build the roads but in replacing that facility we shouldn't do it at Manitoba taxpayer expense, it should be done at the expense of the prime developer, particularly the Canadian Pacific Railway.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. PATRICK: Thank you, Mr. Speaker. I did not intend to get in the debate but I think it's worthwhile to get into this debate. I listened to the Minister of Labour quite carefully and perhaps he misconstrued the resolved part of the resolution to some extent because I'm sure the intention of the Honourable Member for Lakeside is just and honourable because what he's saying, either the railroad give back the land, the area that they are going to abandon, the railways that they are going to abandon, or we should negotiate because he says acquiring all abandoned land . . .he didn't say he's prepared to pay exorbitant prices. I think that you could negotiate and maybe the--(Interjection)-- That's right, plant gardens, or . . .

But, Mr. Speaker, the Minister of Municipal Affairs maybe can get this land for a dollar and some of the abandoned railroads must be important to the province. Some of

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(MR. PATRICK cont'd)them must be important because they can be used. And the way I think, that it is a concern of all of us and we should concern ourselves that What are we talking about, Mr. Speaker? We're talking about rail transportation; we're talking about air transportation and highway transportation. And each one is very expensive, and I think the one that is probably the least expensive is highway transportation at the present time. I think it's the least subsidized, I would say, because the railroads are subsidized pretty heavily; the airlines are subsidized very heavily, and I would say the highway - sure the government builds highways, but in my opinion I think it's the least subsidized.

So what do we have, Mr. Speaker? The price of fuel will increase at the rate that it's increasing at the present time. In my opinion the railway transportation will become a very important method of transportation in this country and this province. So we have to look very seriously at what we're doing because hauling of heavy import stuff, grain, steel, and so on, will continue to be hauled by the . . . I believe in my opinion by the railroad.

But at the same time while I said that, Mr. Speaker, I feel that you know some of the railroads are going to be abandoned, some of the lines will be abandoned. When you have a train only using that line once a year or twice a year, and keeping that line open costs the taxpayers of this country and province many thousands of dollars. That's the fact. So I think that the Minister should be talking about how we can improve the present railroad system; how we can make it much faster; how we can make it much more efficient and more economical, so that the people will begin using railway as a means of transportation system, if it does become a much better system than it is at the present time. And I don't think it will happen when you have branchlines that - and I'm not in favour of abandoning branchlines but the ones that are not used, used once a year, or twice a year, I think that if you do abandon them, you'll have a better system, a better operation. It will be less costly on the whole to operate and I think that you'll have a better system. That's true.

For instance there's a railroad, it was abandoned into one community, the Member for Ste. Rose I believe. There's one store and the point, Mr. Speaker, that I'm trying to make, it was different many years ago, 50 years ago, that you had to have an elevator, a grain elevator every ten miles because the way the farmers delivered their grain to the elevators was by horses. That's just change, and there were no highways, there were no roads, so you had to have a railroad, you had to have an elevator every 10 - 15 miles. That has changed. Today with better roads, and if there isn't a road wherever a line is abandoned, there should be a road built. That should be the trade-off with the railroad and the Federal Government. That should be the trade-off. Nowadays you can deliver grain quite easily with large trucks up to 25 miles, or 30 miles, quite easily to large centres, to large elevators. I think the quicker we accept that, you know, the line that is only used once a year or twice a year for some purpose and is very costly to the taxpayers of this province and of this country, the quicker we come up with a better policy, the better railroad system we'll have and a better transportation system we'll have. So that's the point that I'd like to make, Mr. Speaker.--(Interjection)--Absolutely. I didn't say it shouldn't. I say that - and again I think that the Member for Lakeside probably had, you know, I think that was his reason for putting the resolution and I know that the Minister got quite upset about acquiring the land. Now, some of the land I understand could be very important. It could be even very important to the city right here, that could be used as an area for fast transport.

On the other hand, Mr. Speaker, there are probably lines that we may acquire and we'd have no purpose for them at all. We'd never be able to use them and that's one reason perhaps for the government to sell the land to the adjoining farmer or a person that's in beef production. I think that's the kind of policy we should be talking about instead of saying that we can acquire all land and I know the Minister got quite upset. But I think that's what we should concern ourselves with and that's the reason I got up, Mr. Speaker, just to probably cool the Minister off a little.

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

HON. LEONARD S. EVANS (Minister of Industry and Commerce) (Brandon East): Thank you, Mr. Speaker. I, too, as my colleague the Minister of Labour, welcome the introduction of the resolution in order to provide us a basis for some discussion on this very important topic.--(Interjection)--I don't think I have that energy. I only wish I had that energy.

Mr. Speaker, I think there should be a general unanimity, a general agreement on all sides of this House with regard to the general question of railway branch line abandonment. But I must say I was taken a bit aback by my friend the Member from Assiniboia who very softly in his very kind way said something about, well, we should be rational and allow the trucks to carry grain, or whatever it might be, further distances and suggesting 25 miles, etc., and so on. This all sounds very rational and very reasonable. But the fact is that the more that we have our grain products or any other kind of products carried over the roads, compared with the rails, the more we're shifting the cost from the Federal Government and the railways onto the shoulders of the provincial taxpayers, onto the shoulders of the farmers who have to after all operate the trucks, pay for these high gasoline prices, etc. and onto the shoulders of the municipal governments who also have to maintain municipal roads. So let there be no mistake about it. It sounds all very rational that we should use more trucking for short hauls, leave the rails for the long hauls. But in doing so we must recognize, Mr. Speaker, that every time we move loads from the rail to the road, to the trucks, we are in effect creating a greater cost to the provincial taxpayer, to the municipal taxpayer and for the individual farmer. Let there be no mistake about that. That has to be very clear.

Now the Member from Portage is shaking his head. I don't know whether he's disagreeing or not. This is a different subject, okay. Because I don't know how anyone could disagree with the assertion that I've made. When you think about it there is no question that branch line abandonment - well, in the totality and maybe from the national viewpoint that there's some of this should go on and there should be what they refer to as rationalization - make no doubt about it, it does mean a shifting of costs. Mr. Speaker, it's very ironic that at this time in our history the Federal Government and the railways are being most aggressive in trying to, what I consider, dismantle in a very serious way and to downgrade in a very serious way the railway system and the railway level of service offered to Canadians whether it be for freight or for passenger services.

Canada is probably most dependent, perhaps more dependent on railways for all facets of goods and commodities and passengers, than maybe any other country in the world simply because of its geography. Now maybe the USSR is perhaps more dependent, I'm not sure. But if we're not "the" most dependent we're probably one of the most dependent countries on railways in this world and it's simply a matter of geography.

I find the resolution of the honourable member very interesting. I think that we have to face up to the fact that there's likely going to be some type of abandonment. Even though I must remind honourable members, Mr. Speaker, that the position of the Government of Manitoba before Mr. Hall and his Commission was that there should be absolutely no railway line abandonment whatsoever. Now, you might say, well that's unreasonable because there are many miles in Manitoba which haven't been used, of railways which have not been used for decades and that is true. As a matter of fact there are railway branch lines so-called on which the railways are still receiving subsidies which have bushes growing up. So make no mistake about it, there are de facto abandoned lines in Manitoba. Well, our position before the Hall Commission was, and I repeat it here, that the railways have a responsibility in view of very fast moving events in terms of energy costs, if for no other reason, but there are other reasons as well why we should reconsider this defamation, this knifing if you will, of the railway system in Canada. The railways even if for some reason or other could not find it economic at this point in history, at this point in time, to operate a particular branch line, that the railways should be required to maintain those right-of-ways for future developments and those future developments may not be for 20 years, maybe 25 years.

I give as one example the rail line that goes largely through the constituency of

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(MR. EVANS cont'd) the Honourable Member from Emerson. There is a rail line through to Sprague Junction and it was one of those that was being considered a few months ago by the CTC for official abandonment. The fact is if you look at a map that this is the only alternate route in Manitoba, outside of railways going through the City of Winnipeg - if for some reason or other all the railway bridges in Winnipeg got blown up or something happened, if there was a flood in Winnipeg - the only other way you can get across the Red River is at Emerson. You can make a very good case to connect up this line that runs right through Emerson down to Sprague Junction and so on where you could connect it up with other lines west of that point and see a clear alternate major railway route running through the southern portion of the province, west through to east, and also connecting west into Saskatchewan. The point I'm making is that that line has been, most of it has been de facto abandoned for some years. It has been. If the Honourable Member from Brandon West has a joke, I'd like it if we could all share it. I'd like to laugh too.

But at any rate the fact is, Mr. Speaker, that here is a good example of having the railways of Canada maintain that line. I must say it's in lousy shape. It's been abandoned; the people of Vita or Sprague are complaining; it's interfering with the town and so on. But we do say that they have the responsibility to keep it in good shape, maybe not use it, but have it maintained for some future development. It may not be long when everyone in this room is long gone the way of the Gods, or what have you, but let's have a little foresight.

I must add also, Mr. Speaker, that while we have made this presentation to the Hall Commission on railway line abandonment, I must remind all members that there have been many Royal Commissions in the past looking at many aspects of railway operations and I must say that generally they have tended to be a disappointment. They tend to be - and I hope the Hall Commission is different but time will tell - they tend to be more concerned with the needs and requirements of the carrier than they tend to be concerned with the needs and requirements of the people or of the farming community or of the general provincial economy. They're always looking at what is the requirement of the CNR or the CPR, and you know, one only need look at the various documents over the years to prove that point. We have tried to persuade Mr. Hall and his colleagues that they should be more comprehensive in their approach, that they should take a much broader look than Royal Commissions in the past.

But having made that presentation, having urged this particular point of view on Mr. Hall and his Commission, I am not overly optimistic that we're going to get a complete agreement with our particular point of view. I'm not overly optimistic that we will see the railways being required to maintain all the rights-of-way at this time. I think that we are unfortunately going to see within a year or so Mr. Lang, or whoever is the Minister of Transportation, announcing to us that this line and that line, and so forth is being abandoned. As a matter of fact I think the Federal Government, I am cynical enough, Mr. Speaker, to assume that the Federal Minister already has documentation in his office as to which lines he's going to abandon right away.

You know, it's very nice to have Mr. Hall, who is a very fine gentleman, and the other members of the commission who are doing a very sincere job, I'm sure, to have them go around the country and talk to people and so on. But I have a sneaking suspicion that the Federal Government already knows what it wants to do in the interests of so-called rationalization.

In talking about rationalization, Mr. Speaker, we tried to impress upon the Commission that there's so many ways that we could have a more efficient railway system in Canada. The proposal for joint running rights is only one example where we could get a much more efficient, much lower cost rail operating system in Canada than we do have at the present time.

I, along with my colleagues in Western Canada, the other Ministers concerned with transportation, have attempted over the past year or so to impress upon the Federal Government that what we need is a change in an attitude of the Federal Government and we need a change in the National Transportation Act. The last change in the Act was in

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(MR. EVANS cont'd) 1967, and the Act of 1967, Mr. Speaker, was designed for central Canada. Because the philosophy of that Act was that competition shall prevail and that the marketplace shall set the freight rates and as competition prevailed between trucks and air lines and canals and waterways and railways, so be it. But the fact is in the prairies where we're relatively land-locked we don't have the same degree of competition. Therefore, we are more dependent on the rail system.

We're saying to the Federal Government that it's high time - and these were four provinces of Western Canada saying that it's high time to get back to the philosophy that did prevail about a hundred years back; it's time to get back to a developmental philosophy to use the national transportation system as a system for development. And let's not - as Mr. Lang is very prone to doing - talk about user-pay principles and talk about the commercial aspects of transportation. That's very good if you're living in Eastern Canada and I think the Premier was right on the other day when he suggested that the Liberal Party and the Liberal Government was the Government of Eastern Canada. It was not of the left or the right, but of the east. The National Transportation Act as it is now in place is an Act that is beneficial to people living in Ontario and Quebec primarily. We're suggesting and have told Mr. Lang, and we've told Mr. Marchand previously, that it's time that we go back to the original developmental approach and that we start looking at the use of the railway system to build up the various regions of this country. I'm particularly thinking of Northern Manitoba. I use that as an example but there are other areas within the prairie region that we could look at as well.

So, Mr. Speaker - I'm not sure how much time we have left.

MR. SPEAKER: The honourable member will have five minutes. Approximately six minutes next time.

MR. EVANS: So, Mr. Speaker, I would like to move an amendment to the honourable member's resolution in light of my colleague's remarks about the costs that might be involved in the suggestion of the Honourable Member from Lakeside. Because the fact is that there is a real cost involved in acquiring these lands. We feel that while there may be some cases where there are specific provincial requirements, requirements that we could see, that there would be a utilization that we as a Provincial Government should be directly involved in, we at the same time recognize that we should not let the railways or the Federal Government off the hook that lightly; that the railways and/or the Federal Government should assume the costs of the other rights-of-way or lines that are approved for abandonment. We don't want to see any abandonment. We don't want to see any rights-of-way abandoned. We think the railways should maintain them in proper condition for use maybe 20 years from now, or what have you. But for those that are abandoned the Federal Government or the railways should assume those costs.

So therefore, Mr. Speaker, I would move, seconded by the Honourable the Minister of Labour - I'm sorry, I have copies here - I have copies for the Speaker and members of the House - that the motion of the Member from Lakeside be amended as follows:

THAT the word "all" in the second line of the last paragraph of the resolution be deleted and replaced by the words "only such"; and

THAT in the third line after the word "land" the phrase "as deemed necessary" be inserted; and

THAT after "future" the word "provincial" be inserted; and

THAT after "transportation" the words "and other" be inserted; and

THAT an additional resolution be added as follows:

AND BE IT FURTHER RESOLVED that the railways and/or the Federal Government assume all costs of providing future transportation and other uses of the remaining abandoned railway lines and right-of-way.

MOTION presented.

MR. SPEAKER: I shall recognize the Honourable Member for Roblin as the next speaker, but the time being up for today . . .

The hour of adjournment having arrived the House is now adjourned and stands adjourned until 2:30 tomorrow afternoon. (Thursday)