

THE LEGISLATIVE ASSEMBLY OF MANITOBA
8 p.m. Thursday, April 29, 1976

COMMITTEE OF SUPPLY - DEPARTMENT OF EDUCATION

MR. CHAIRMAN: I refer members to Page 19 of their Estimates Book. Resolution 46(b) General Administration: (1) Salaries. The Honourable Minister of Education.

MR. HANUSCHAK: Yes, Mr. Chairman. You may recall that at the time that the committee rose on Tuesday evening there were a number of questions put or really there was one major question and there were several parts to it dealing with the establishment of Vocational Education Training Centres at the high school level in the Province of Manitoba. There was some debate back and forth across the House related to that point. I think that before we proceed any farther that some issues should be clarified.

The program for the provision of occupational training facilities both at the post-secondary level and the secondary level was commenced originally by the Government of Canada under The Technical and Vocational Assistance Act of 1961. Then it continued under The Adult Occupational Training Act of 1967. Under this program the provinces were allocated \$800 per capita, the population being persons 15 to 19 years of age as at the 1961 census, with the Government of Canada reimbursing the provinces 50 percent or 75 percent of eligible costs because this varied as time progressed and the province's share was \$56.6 million. Of \$45 million expenditures the province received 75 percent recovery or \$33.9 million and of an additional \$45 million expenditures it received a 50 percent recovery or \$22.6 million for a total of - the precise figure is \$56.646 million. The funds were to be used to reimburse the province for - and perhaps it was on this point where there was some confusion on the part of the opposition when the Honourable Member for Riel spoke because I think that he did speak of both. He placed both community colleges and regional vocational high schools in the same basket because these funds were to be used to reimburse the province for community colleges construction, alterations, renovations and equipment as well as vocational composite high school construction and equipment of the type such as we have in Selkirk, Steinbach, Brandon, St. James, River East, Dauphin and Swan River and high schools' annual equipment and supplies and capital costs re the establishment of vocational courses.

From 1961 to 1969, Mr. Chairman, the total recoveries from the Government of Canada were \$23 million, \$23 million for that eight-year period. It was during this period that at the - and I'm sure, Mr. Chairman, that you'd be the first to call me to order if I were to speak of anything other than the Education Department Estimates at this time. When we come to post-secondary Estimates that comes under another appropriation in another department. During that eight-year period, Mr. Chairman, there was only one school, one vocational school built in the Province of Manitoba, only one. That was the R.B. Russell School in the Winnipeg School Division. Furthermore, Mr. Chairman, that was not something that was done at the initiative of the government, but the initiative did come from the Winnipeg School Division and not from the government of the day.

On June 5th of 1970 the Minister of Finance for the Government of Canada proposed at the Federal-Provincial Conference of Ministers of Finance and Provincial Treasurers, an accelerated phase-out of the remaining funds over a two-year period commencing in 1970 to 1971. The estimated balance remaining on March 31st, 1971 was to have been paid in two installments, one for 1970-71 and the other for 1971-72 and this proposal was agreed to. Under the revised procedure the provinces were not obligated to expend additional moneys over the phase-out balance that was still remaining.

The shareable costs would be 100 percent recoverable. The accelerated payments were intended to relieve the cash management problems confronting the provinces and to assist in their planning of facilities for occupational facilities. It was originally intended that the funds be used over four years ending March 31st, 1975, but the termination date had been extended for all provinces of Canada until March 31st, 1981.

On March 5th of 1971 the Minister of Manpower and Immigration advised that no further claims for payment would be accepted by the Government of Canada. He enclosed a cheque for \$13 million as the first installment under the phase-out agreement and the outstanding balance as at March 31st, 1971 was later confirmed to be at \$25,731,879. A

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(MR. HANUSCHAK cont'd) . . . few months later on August 6th of the same year a cheque for the balance, for the difference between the figure that I've last mentioned and the \$13 million, namely, \$12,731,879 was received from the Government of Canada.

I want to stress the point, Mr. Chairman, that these were funds that were specifically earmarked for the purpose of the expansion and construction of vocational-education facilities and not for any other purpose as the Honourable Member for Riel would have wanted the people to believe according to his speech on Tuesday night when he spoke of some \$20-odd million that found their way into the Provincial Treasury which the province was at liberty to spend in any way it wished. That is not true. These funds were specifically earmarked for this purpose and that is the manner in which they were spent.

Recoveries to March 5th, 1971 included five regional vocational high schools, but as the expenditures were initially made by the school divisions and then reimbursed by the province, so this covered a period commencing in '69 and ending in March '71.

Then the Honourable Member for Riel went on to speak that there are still funds remaining, unexpended funds, which the Government of the Province of Manitoba may spend in any manner that it chooses. Well, Mr. Chairman, as of four weeks ago, March 31st, 1975, there was something in the order of \$1.4 million remaining in this fund, and every cent of this \$1.4 million, Mr. Chairman, was earmarked for the final payments at Steinbach, Brandon, additions to Red River Community College, the multi-campus at Altona, St. Jean, and Dominion City and Morris, and the Dental course equipment at Tec Voc. So, that's what those funds are earmarked for, and whatever balance may remain as of today, it's for those specific purposes, these and others that may be related specifically to vocational education in the Province of Manitoba.

Now, there was considerable debate on Tuesday night as to when the construction projects of the regional vocational high schools in the Province of Manitoba commenced. Well, Mr. Chairman, I did a check on that, and I have the dates, I have the dates when Ministerial approval was given, and as had been the practice in the days of the previous government, or as I think would have been the practice, because I really don't know what would have been the practice then, but this certainly --(Interjection)-- No, I don't know because he did not, he did not do what I'm about to say. That's why I don't know. I can only be guided by, you know, looking at the dates of approval. You know, in reading back, look at those dates in conjunction with the formula, with the formula that was recommended through the government of the day, and honourable members may recall on two or three occasions in debates in this House, in Committee and in the House during this session and in the previous ones, and they had a - remember the formula, the six point formula rating constituencies and assigning a certain value to them. Remember the solid opposition seats traditionally held by opposition where voting patterns are stable and there is no chance that government action that could shift the balance. That was worth one point.

Two points: seats the solid government. Seats traditionally held by the government and where voting patterns are stable and predictable. That was worth two points.

Three points: volatile opposition. Seats held by the opposition where changing population patterns, age groupings, or other factors, make prediction of voting patterns difficult. That was three points.

Four points: volatile government. Seats held by the government where changing population patterns age groupings, or other factors make prediction of voting patterns difficult.

Five points: marginal opposition. Seats held by the opposition but with a slim margin and with some stability in voting patterns.

And six points, this, Mr. Chairman, this was - as the Honourable Member for Riel, I believe the Speaker, we first named him as the Leader of the Party. Now, I want to impress that upon you, Mr. Chairman, that he was named by the Speaker, and you know the rules, I'm sure, better than I do, that there's nothing in the rules indicating for what length of time a Speaker names anyone of a party in a predicament such as the opposition finds itself in as leader. The Speaker may change the naming of leaders from day to day. I don't know whom the Speaker will name as leader tomorrow or the day after,

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(MR. HANUSCHAK cont'd)and the honourable member knows that. It's regrettable that the leader whom his party has chosen does not have a seat in the House, but that is their problem.

And six points: marginal government, seats held by the government but with a slim margin and with some stability in voting patterns.

And then, you know, because - I'm going through this very carefully, Mr. Chairman because this relates very closely and indicates the rationale and the pattern which a sequence of events occurs later on - then you attach a value to various programs. Minus 1, where program effort has a negative impact on the political scene; zero, where program effort has negligible effect; plus 1, where program effort has a favourable impact; plus 2, where program effort is exceptionally important. So, you have, Mr. Chairman, (a) from a range from 6 times minus 1, from minus 6 to 6 times plus 2, plus 12, an 18 point scale. And then let us see what happens. Then let us see what happens insofar as the - this was done, oh, this was done prior, this government did not do it, because this was done prior to 1969. This was done in 1968 when unfortunately during that period of time those who are now in the opposition occupied the government seats, that was a Conservative Government. --(Interjections)-- So, . . .

MR. CHAIRMAN: Order please.

MR. HANUSCHAK: . . . applying this, I notice, well there's one vocational secondary school that was approved in principle by the Minister, and I - you know, I should remind you, Mr. Chairman, that it was also suggested in these guidelines for government to follow that it considers that this proposal considers the impact of programs in the context of the short-range political situation. Its time horizon extends to the next general election, and to the extent that program effort cannot shift, or cannot appear to shift that rapidly to the election following. In other words --(Interjection)-- No this is not a bombshell because this has been said in the House before but it's rather interesting how when one looks at the actual application of this formula that was devised for them and how it fits in with the modus operandi of the government of the day, Mr. Chairman, to the extent that the program effort cannot shift because you know after all the Minister gives his approval and the architect goes to work of the drawing boards to draw plans for a school and well, you know, that can continue for some time before any change is to become about or cannot appear to shift, you know that rapidly to the election following, and that's the prime range of their concern. You remember the 6 points assigned to rating constituencies from 1 to 6, rating programs from minus 1 to plus 2, so here we have Lord Selkirk serving three constituencies in the main, One within which it's located, and two others. And the three constituencies were: Selkirk - I'm sorry that the P.A. system isn't working well in this House. I was of the impression that the sound is carrying, and if the honourable member is finding difficulty in hearing, I hope Mr. Chairman, I hope, I would suggest to you, Mr. Chairman, that you, if the honourable member's microphone is not working that this be reported to the Speaker and I'm sure Mr. Speaker will see to it that the Honourable Member for Riel's microphone be repaired.

Well, located in one constituency, and the constituency at that time, you may recall, Mr. Chairman, was a marginal opposition seat. That's 5 points, 5 for a marginal opposition because the seat held by the opposition, but with a slim margin, the margin wasn't all that great so 5 points; and vocational training in Selkirk at that time no doubt this would be a matter of concern and appeal to the people, 2 points. Five times 2 equals 10. Then, of course, it was designed to serve, it was designed to serve more than Selkirk.

So to the north, Mr. Chairman, was Gimli constituency. And Gimli constituency at that time was a marginal government, 6 points. Six times 2 equals 12. Six times 2 equals 12.

And to the west there was the Rockwood Iverville constituency. Rockwood Iverville constituency, another government seat. And without a calculator. So, the three constituencies, and you know to make a fair comparison so you add up the 3, divide by 3, so you get an 11.3 rating for Lord Selkirk constituency.

Let's look up some others. Dauphin-Ochre constituency, Dauphin constituency, a

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(MR. HANUSCHAK cont'd)government seat. Next to it an opposition seat, a marginal opposition. Look at the sum total of the two, it gives you an average point rating of 11. Point three points less.

Then the next one, Mr. Chairman, is St. James. That's St. James School Division. At that time, two ridings, two ridings, one a government seat and one an opposition seat. Marginal opposition. Six times 2. Five times 2, an average of 11.

Then, ah, there's Swan Valley. There's Swan Valley constituency. And Swan Valley, a marginal government. But I would suspect, I would suspect, Mr. Chairman, something must have happened here in the case of Swan Valley. Perhaps --(Interjections)-- Well, no, but it doesn't appear to be rated as high. It would appear that the popularity of a program such as this must have rated at about 1.66 somewhere between 1 and 2 a bit over the half-way mark. About 1.66 or thereabouts. So 6 times that gives you 10. Gives you a rating of 10.

And then, well, we come to River East. And River East, well there was an opposition seat known as Kildonan, and this was prior to '69 you will recall, prior to the redistribution, so that's about 10 points but at the time that anyone was anywhere near making a decision with respect to River East, another constituency did come into being, namely Rossmere. Anyway, taking the average of the two gives you an 8 point rating. And you know what, Mr. Chairman, the approval of the schools, of the vocational schools was exactly in that order. It was exactly in that order. In fact the ministerial approval . . . You know, Mr. Chairman, you know the - how is it described again? Time . . . and next year an election and to the extent that program effort cannot shift or cannot appear to shift that rapidly to the election following. The ministerial approvals, which is an approval in principle, an approval in principle which, Mr. Chairman, you know as well as I do is not an absolute commitment to the building of a school because plans can change. You know there's a parcel of land at the corner of Portage and Main and I'm sure that all sorts of plans and drawings were drawn, you know, for structures to go up on it, but nothing has happened to this day.

So, the ministerial approval, not a dollar spent, not a dollar committed, merely ministerial approval which give the approval, the permission, the authority to proceed with a set of drawings, to proceed with a set of drawings. And when did all this occur? Well, the first one, the one that ranked top priority according to the formula that was presented to the government of the day, Lord Selkirk - all right the ministerial approval was granted to it on August 19th, 1968, the date of the ministerial approval.

Then the one that came second - it was in the order which I read them out - Dauphin-Ochre, Dauphin-Ochre came second, practically on the eve of, you know, of the election last year. Yes, on February 18th, 1969. You know, after this legislation on the federal offer of assistance had been in existence for some time - wait until the last minute to make the announcements that here we're going to assist you in the building of vocational high schools. Then, that was No. 2.

Then No. 3, ah, No. 3, there were two approvals given on the same day. One was for Swan Valley, the other was for St. James. And these two approvals, Mr. Chairman, were given on June 3rd, 1969, on June 3rd, 1969. I'm sure that you may recall, Mr. Chairman, that that was after the election was called on June 3rd. I would not suggest for one moment, Mr. Chairman, that this is any form of vote buying but I think that there are members in this House who have, you know, made the suggestion that this is a form of vote buying. One June 3rd, 1969, two and a half weeks, three weeks rather, before an election, saying to Swan Valley: By gum, there's the member, the candidate in Swan Valley, he appears to be in a bit of trouble, let's give him a school. St. James? Well, with the redistribution we're not quite sure what's going to happen in Sturgeon Creek and, well let's give him a school. So, on June 3rd the approval for that one was given. Then I would suspect, Mr. Chairman, that this would have been about the day when the Minister of Education was cleaning out his desk, on July 4th, on July 4th of 1969 some nine days after the election, you know, when the results were quite obvious of what the people of the province had said.

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A MEMBER: They were still hanging on there . . .

MR. HANUSCHAK: That is true. They were still hanging on for another eleven days following that. Approval . . . well, but something happened there, something happened. You see on or about that time, Mr. Chairman, it became quite apparent to the opposition that . . . well there's one constituency, namely, Rossmere - no one really knew at that point in time what was going to happen. No one could read the minds of judges of our courts. Suppose the election would have been controverted and a by-election to be called.

A MEMBER: 1967.

MR. HANUSCHAK: 1969 . . .

A MEMBER: No, it was in '73.

MR. HANUSCHAK: In '73? Well all right. Just a minute. There were a couple that were in trouble then too. In '69 there were a few in St. Boniface and others, well there were problems there --(Interjection)-- Yes in '69. Well the thing to do is to move into a school division within the Premier's riding and tell the people, "Look, we're on the way out but don't forget who gave you a regional vocational high school." So on July 4th, as I sat cleaning out his desk, there comes a school in that pattern, in that pattern. Now there were others. I don't know why - perhaps the Honourable Member for Brandon could explain why according to this formula - Brandon only rates about five points. Brandon only rates about five points; Hanover seems to rate only about two points which came into being at a later point in time. --(Interjection)-- Portage la Prairie? That doesn't even appear on the list. They didn't give any thought to Portage la Prairie at that time. So that, Mr. Chairman, is the manner in which regional vocational high schools were approved and on that basis.

Mr. Chairman, just before I sit down, we're on General Administration and I do hope that in dealing with this item in our Estimates, and I hope that honourable members will keep that point in mind for the remainder of the Estimates. Apparently last night at the \$35 a plate dinner that 1,400 members from the opposite side of the House attended, at which they were warned, Mr. Chairman, that there is disaster ahead of them.

MR. ENNS: Only 1,400 could get in, 500 were left outside.

MR. HANUSCHAK: They were told there is disaster ahead of them because according to the - now I'm merely quoting from the Free Press, Mr. Chairman - because they were told "there is disaster ahead if NDP not ousted, Lyon tells 1,400 strong PC dinner." Now he is not talking to the people of Manitoba, he's talking to his 1,400 supporters. He's telling them, "Look fellows, if we don't get the NDP out the next time round, we're finished. We, the Conservatives are finished." That's what he was saying. There it is in the Press.

I would hope that during the debate, Mr. Chairman, that one point would be made clear. Apparently it was said that we have instituted harebrained experiments in education that don't even teach children to read. I would like honourable members to identify those experiments, those projects that they would scrap. I think that they should because the Tribune says that Lyon trains P.C. guns on Premier Schreyer. Now that's damn poor marksmanship if they can't even aim and indicate to us which program it is that they're aiming at. I want to know which program it is that they're aiming at.

MR. CHAIRMAN: The Honourable Leader of the Opposition.

MR. CRAIK: Mr. Chairman, I want to thank the Minister for two things. The first is that he has now put to rest the argument that was carried on last night or the night before whenever it was that there was some argument about who established the regional schools. He has of course put to rest that completely. He's now confirmed by putting his research staff to work that the schools, four out of six or five out of six, whatever the number were, were of course done by the previous government. That's number one. --(Interjection)-- Well, Mr. Speaker, before we get too carried away on that point I would remind the Minister that --(Interjection)--

MR. CHAIRMAN: Order please. Order.

MR. CRAIK: Mr. Chairman, I would remind the Minister that the majority of the money for the total program came from the Federal Government before he gets too

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(MR. CRAIK cont'd)wound up. Of course if you go beyond that all of the money comes from the people not from the person that happens to be sitting on the bench over there that does the okaying of the appropriations. So I thank the Minister for first of all, finally putting to rest the debate on who started the schools. It is now very clear, he's cleared that up.

Secondly, I want to thank him for now putting to rest any argument about who has the most convoluted logic of any Cabinet Minister across the way. His presentation of arithmetic on the determination of the location of the schools is one of the most stupid performances I've ever seen by a Minister of the Crown. Mr. Chairman, that has to be one of the most stupid performances. But it also frightens you to think that these people are probably going around the country spreading that kind of poison. If you think for one minute . . .

A MEMBER: Snake oil.

MR. CRAIK: If you think for one minute that the location of those schools was based on some sort of stupid calculation that was outlined here, it just shows you how inadequate you are for the position you're in. Now I don't know if the Minister did it himself or if some of his newer staff are involved in there but I'll tell you one thing: there were people involved in the Department of Education over the years, there were people that were involved in the Department of Education over the years whose principles were very much higher than what you're attributing to them. There was a lot more logic went into the development of those schools than this half-assed formula that you've dug out of some place to try and prove in a moment of desperation - and I will look at you when I'm saying it. I have a tendency when I'm serious about something to look at somebody in the eye not at the Speaker back behind here. I don't have to convince the Member for Brandon West of what I'm saying. I'm telling you right now that if this government is applying that kind of convoluted thinking, to go so far as to accuse somebody of locating those schools on the basis of that junk and garbage that you presented here, it's a discredit not only to the person who said it, namely the Minister in charge, it's a discredit to the Department. It's a discredit to those people like Scott Bateman, Bob Belden . . .

A MEMBER: Name them.

MR. CRAIK: . . . and I'll go down the line, Wes Lorimer, all those people in the line of fire who are some of the most respected educators in this province who were very much involved in the background work which led to the decision on those schools.

I'll go one step further. The school that was located at River East, Mr. Speaker, the location of the school in River East which is the location of Mr. Speaker's location was put there as a change. It was originally located on Nairn, intersection of Nairn and 59. The government had a reservation or assembly of land there and that was to have served Transcona, St. Boniface, St. Vital, River East or Rossmere, whatever it happens to fall into. It was decided as a matter of policy that the vocational schools would not be schools that would be set out to draw in only those who were going to take vocational education alone. It was decided that vocational education, a conscious decision as a matter of policy should be an integral part of the public school system. So the decision that was faced was where would the school that was going to be located at the corner of 59 and Nairn, whereabouts it should go. Now I suppose myself being the Member for St. Vital at the time, if I wanted to play politics, I could have said, "We move the school to St. Vital." That would have been to the south. It would have been a very easy decision. It would have been a very easy decision, Mr. Chairman. It was decided that when you looked at the centre of gravity of the area served, that it was best located in the East Kildonan area, which is the member for, the present Speaker of the House. And as strictly a matter of hard cold logic it was put there. Well, Mr. Chairman it was put there not on entirely my recommendation, it was put there on the good advice of the people I have mentioned. I can name you some more. It was put there because it very logically once it was decided that it was not going to be exclusively a vocational school, but a comprehensive school, then the logic was, put it where it services the area most centrally, where the most students are, where it provides the greatest good and so on. So it was put in River East.

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(MR. CRAIK cont'd)

Well with that background, Mr. Chairman, can you imagine anything so patently stupid as for this Minister to stand up here and suggest that the people that were involved in that decision somehow used this political formula that he's bandying around here. That is just unthinkable. It spells out really, it spells out really how sick, how really sick the heads of this Department of Education have now degenerated to. That's really what this is the greatest demonstration of, and are you in trouble as a government, if you're going to be guided in your Cabinet decisions by this kind of garbage coming to you.

MR. CHAIRMAN: Resolution 46(b)(1) - The Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, I'd like to refer the Minister to a publication of his department called "Education - Manitoba." I wonder if the funds for this publication were included in the appropriation under this item last year.

MR. CHAIRMAN: The Honourable Minister of Education.

The Honourable Member for Brandon West.

MR. MCGILL: I wonder if the Minister could tell us, how much money was expended for the publication of "Education Manitoba" in the fiscal year just completed?

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: \$20,000, Mr. Chairman.

MR. MCGILL: Mr. Chairman, I wonder then, if the Minister can indicate whether or not the publication of this particular - well I guess you could call it a magazine or whatever it's called - if the publication has been terminated, and if so, for what reason.

MR. HANUSCHAK: It has not been terminated, Mr. Chairman.

MR. MCGILL: Mr. Chairman, I'd like to refer the Minister to Volume II, No. 1 of this magazine. There's an editorial in the magazine entitled, "The Last Enemy," and I think I'd like to read into the record --(Interjection)-- It's called "The Last Enemy," Mr. Chairman. I'd like to read into the record just two or three concluding paragraphs of this editorial, and then ask the Minister some questions concerning it. And it goes as follows:

"But the last enemy to be conquered in society and globally is that hoary-headed monster "political discrimination". If more things are wrought by prayer than this world dreams of, then it is equally true that in this last century more blood has been spilled and more people have been dislocated because of differing and opposing views of how society should be governed than for any other reason. Our inhumanity to each other, individually and collectively, continues because politics has become the very basis of survival.

"The toll of atrocities committed in the name of freedom continues to mount. Espousing liberation, progress and equal opportunity, we dislodge by almost any means those who oppress. And those who oppress are those who disagree. The political mentality is an unenlightened mentality. It polarizes groups and individuals whose differences in many instances are quite superficial and unimportant. It is the political mentality, us against them that compiles an enemy list that banishes writers and artists, that turns an individual against his own people.

"Political discrimination is rampant in Manitoba. It is hardly possible at any level of government or in any organization that wields power and influence in this province to reveal one's political identity. To do so in these times is still to risk discrimination and possible dislocation. It is the last enemy because it is the most indestructable. It is the monument we build over and over again in memory of man's inhumanity to man. Our time cries for leaders to begin and carry forward a movement to create an environment at which the disclosure of one's political preference will not diminish one's stature as a human being.

"Of religion, race and sex we have come to the point where we can say, a man is a man for all that. If only we could say that of political persuasion. Until we can, equality and equal opportunity will persist in alluding us."

Mr. Chairman, that's an interesting editorial and I went back to look at the sort of guidelines for "Education Manitoba", and it stated the free expression of opinion would be the policy of the paper. That's what the editor said in October 1974. He

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(MR. MCGILL cont'd)said, for example, "Education Manitoba" will provide a forum for debate of the many issues that confront educators and the people who are concerned about the education of their children. And "Back Talk" was a section, will offer a chance for you to set us or anyone else straight to praise or to criticize.

So, Mr. Chairman, I wonder because I am told, and I would like the Minister to confirm this, that when this issue came out that this editorial was withdrawn and replaced in a number of the issues that were sent out to schools and elsewhere. And I would say that this is a form of censorship inconsistent with the announced purposes of the document, "Education Manitoba" wherein the people who contributed were offered a chance to set us or anyone else straight, to praise or to criticize.

My question then, Mr. Chairman, is why have two of the first three editors of this magazine already disappeared? Was it the change of direction and editorial policy? And was it the Minister's personal decision to censor the editorial in this Volume II, No. 1 which went out? And did it in fact go out in a number of issues without this editorial being included?

MR. HANUSCHAK: Yes, Mr. Chairman. May I ask the honourable member to repeat the third question. I was just in the process of getting a pen and I did miss the third question.

MR. MCGILL: Well I think the third part of the question was, did the publication in fact go out with a censored version in which this editorial was removed?

MR. HANUSCHAK: Mr. Chairman, in answer to the first part of the honourable member's question, why have the first two of the first three disappeared? I presume he means resigned. I think that that question could be best answered by those who resigned, why they resigned. Has there been a change in policy? No there's not been a change in policy. There hasn't been a change in policy at all. The publication "Education Manitoba" has an Editorial Board and the material appearing within the magazine is examined by the Editorial Board prior to going to publication, because we receive numerous articles and we cannot publish all at any given time that they are received. So therefore a decision has to be made how they're spaced out and what is of interest, or of greatest interest to teachers at any given point in time in a school year. And that has been the practice and that still is the practice. And was this the Minister's decision to issue a publication with a censored version? There was no censored version of "Education Manitoba" published at any time. All issues of "Education Manitoba" that went out, went out with the approval of the Editorial Board, of the publication.

MR. MCGILL: Mr. Chairman, I'd like the Minister just to enlarge on that final answer. Did he say that some copies of the magazine went out without the approval of the Editorial Board, and some then were issued with the approval? Is that the explanation that he made?

MR. HANUSCHAK: No, Mr. Chairman, I did not say that.

MR. MCGILL: Well then I ask the Minister again. Did all copies which were published and distributed have the same editorial, the one from which I read a few paragraphs?

MR. HANUSCHAK: I said, Mr. Chairman, that the issues of "Education Manitoba" that were sent out to the schools are those with the approval of the Editorial Board.

MR. MCGILL: Mr. Chairman, did those which went to the schools contain this editorial entitled "The Last Enemy."

MR. HANUSCHAK: No, Mr. Chairman.

MR. MCGILL: Well then I take it, Mr. Chairman, that the censorship which was applied here was the decision of the Editorial Board and not of the Minister.

MR. HANUSCHAK: Mr. Chairman, there's no more censorship of "Education Manitoba" than there is censorship of any publication anywhere in the free world. Than there is censorship of the Winnipeg Free Press or of the Winnipeg Tribune, or of any other publication, Mr. Chairman. --(Interjection)--

MR. CHAIRMAN: Order please. Order please. The Honourable Member for Brandon West.

MR. MCGILL: I really don't want to divert the subject matter but the Minister

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(MR. MCGILL cont'd) has mentioned the Winnipeg Free Press. I'm not aware that the Winnipeg Free Press goes to certain parts of the province with one editorial and to another part with another editorial. I think there's a certain consistency in the editorial page, and I'm wondering why there is an inconsistency in the editorial page of this magazine.

It is also interesting to note that the masthead of "Education Manitoba" Volume II, No. 1" contains the names of the Honourable Minister of Education, the Editorial Board, the editor, and then the editor welcomes contributions. And Volume II, No. 1 was the one containing "The Last Enemy." "Volume II, No. 2," the masthead says, "The official publication of the Department of Education, and published under the authority of the Honourable Ben Hanuschak, the Editorial Board." One change - there's no line for editor. The name of the editor for Volume II, No. 2, the next issue to the one which we've just been reading from has been deleted. I wonder, Mr. Chairman, if the Minister could explain, whether for the second issue of Volume II there was no editor appointed.

MR. HANUSCHAK: Mr. Chairman, the answer is self-evident. There was no editor appointed at that point in time.

MR. MCGILL: Yes. I wonder, Mr. Chairman, if the Minister would like to explain why this particular editorial was considered to be unsuitable for school children and presumably suitable for normal readers, but it was not sent out to the schools. Is the Minister imposing a certain form of censorship of the reading material of the students in the schools in a magazine such as this that was intended to be a free expression of opinion, and that whether the opinions agreed with or differed from those of the Department of Education nevertheless they would be carried. So I really would like the Minister to explain why this action was taken in respect to this particular editorial.

MR. HANUSCHAK: Mr. Chairman, those are the honourable member's words and not mine, that something contained within "Education Manitoba" was not suitable for school children. I never said that; at no time. And I would suggest to the honourable member that I don't think that it's entirely within the rules of this House to attempt to put words in somebody else's mouth. I never said that. And the honourable member well knows it.

MR. MCGILL: Mr. Chairman, I was hoping the Minister would say something to explain the reason for not sending the editorial to the schools. I have not been able to put words into his mouth because I don't know the reason for this not being sent out to the schools.

MR. HANUSCHAK: Mr. Chairman, for the second time during the debate of my Estimates I must express my regret that the honourable member has such a short memory. I did state to the honourable member within a matter of no more than three or four or five minutes ago that the material appearing published within "Education Manitoba" has to be subject to the approval of the Editorial Board and it is quite true, it is quite true that it is stated within the publication that comment from teachers is invited and free expression of opinion of course. But I'm sure that you would appreciate the fact, Mr. Chairman, as other honourable members I hope would, that there is a difference between the articles which are solicited, which are invited, the expressions of opinion by guest writers and so forth, and an article appearing within a publication which expresses the policy of the publisher. And the publisher of "Education Manitoba" is the Government of the Province of Manitoba.

MR. CHAIRMAN: 46(b)(1) - The Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, I now wish to refer to one of the early exchanges we had in this item in which I pointed out the apparent inconsistency between the Minister's statement of the long-term goals for education and educational policy in the Province of Manitoba, and the comments made by the Deputy Minister to an in-service meeting of teachers in Brandon when he was presented with a list of written questions I believe. I understood his comments to be that there were no long-term goals followed by the department. Mr. Chairman, I don't particularly like the kind of scenario we have here where a Deputy Minister has to sit in silence while statements which he is alleged to have made are discussed in the House. I think that's a slightly unfair situation and I don't particularly

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(MR. MCGILL cont'd)enjoy it. But I think the real heart of this problem in education may be very close to this subject, and I think it's one that we simply cannot avoid. And too, I feel that if the Deputy Minister in his own judgment thinks it correct and proper to make public announcements on educational policy, then I think he has to suffer or accept the critical comments and discussion and debate on those announcements in this House.

But I think, Mr. Chairman, that there is some basic difference in approach between the Minister of Education and the way we must interpret the observations publicly made by the Deputy Minister in respect to the long-term educational goals of the department. And I don't need to read again what was said by the Minister of Education as recently as - I guess it was Monday evening of this week when he restated: "I have stated my government's educational goals often in this Legislature, but I feel that they require continuous repetition as they provide a context for the long-range direction of my department." And he goes on to list them.

Mr. Chairman, I have alleged that the Deputy Minister says there are no long-range goals in the department. The Deputy Minister through the Minister has denied that he made such a statement, and since I wasn't present at the time I accept his denial of that statement in Brandon.

And it is only in reviewing this general situation that I come to another quotation, or at least another observation made by the Deputy Minister, which again seems to make it pretty evident that there is an inconsistency in the approach of the Minister and the Deputy. I'm just quoting from an article in a newspaper by Marjorie Earl, "A Visit With Dr. Orlikow" And Marjory Earl mentions a number of observations made in this review. And she makes this point: "But he lacks conviction and he's hard to understand. Probably because he admits, quite frankly, that he isn't sure where public education is going in this province. Or indeed where it ought to go. But he admits quite frankly that he isn't sure where public education is going in this province, or indeed where it ought to go."

Mr. Chairman, this seems to be a complete denial of the position which has been stated in this House by the Minister of Education. He's not in any doubt about where it should be going, he's expressed quite clearly for the record, the long-term and long-range policies. Mr. Chairman, if those who are not sure where public education is going in this province, or indeed where it ought to go, are in charge of education in this province, what hope have we got? If this isn't a denial that there are any long-term plans by the Deputy Minister I just don't understand English, because if he has said quite frankly that he doesn't know where it ought to go, then he can't have any long-term goals.

So, Mr. Chairman: maybe this is where we ought to stop for a minute and consider the heart of the problem in education in Manitoba today, and let's see if there is any way in which there can be some clear-cut combined statement of the goals in education by the Minister and his Deputy.

MR. HANUSCHAK: Mr. Chairman, I **certainly** cannot answer for a newspaper reporter, as she herself had admitted of her inability to communicate with Dr. Orlikow for whatever reason that there may have been, for whatever deficiencies she may have or whatever. That I do not know. And I cannot answer for that. Nor can I speak in response to a newspaper story of that kind.

But I want to indicate to you, Mr. Chairman, that with Marjorie Earl's deficiencies and drawbacks, as she herself admits to what she had translated into those words were comments of the following kind, when it was said to her by my deputy, that the future is uncertain. The future is uncertain, the future needs are uncertain. What with the energy crises, international tension, inflation, all of which do have a bearing on our education program. And that is what contributes to making it difficult to plan an education program for the future. And I would agree with him that it is difficult. We do have certain goals, aims and objectives that we hope to reach. Whether we will succeed in reaching them I cannot give anyone absolute assurance that we will. Nor can anyone else in this House or anyone else in this world, or anyone else having any control over whatever goes on in this world. So it was **within that context that that type of statement was made.**

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MR. MCGILL: Mr. Chairman, there wasn't any suggestion that these goals were about to be achieved or met, the important thing was that we had goals, and you say we have long-term goals, and the Deputy Minister is saying quite frankly that he doesn't know where education is going. Now I want to know what policy we are to believe, what statements we are to believe. Either you know as a department where you're going or you don't know. Let's get straight on that right away.

MR. HANUSCHAK: Mr. Chairman, yes I will attempt to get the Honourable Member from Brandon West straight on that right away. The goals we have, the problems we are aware of, and we are attempting to reach the goals that we have set for ourselves, facing the problems that we are confronted with, which are those listed less than two minutes ago for the benefit of the Honourable Member for Fort Garry who was speaking from his seat.

MR. CHAIRMAN: The Honourable Member for Lakeside.

MR. ENNS: Mr. Chairman, it hasn't been my privilege to listen to all debates that have been going on with respect to the Estimates of the Department of Education, but on the particular matter raised by the Member from Brandon West, I have a comment. And that is a comment that I make partly as a result of some background experience as at one time having the responsibility that the Minister has of speaking for a government and representing the government. It's not our choice - I think the Honourable Member from Brandon West tried to make that point - it's not our choice, not particularly our choosing to create this kind of a discussion that brings forward statements and a personage of the Deputy Minister in this light. But, Mr. Chairman, we have been left little choice. It's of the Deputy Minister of Education's choosing to have chosen that high profile that he has set for himself in feeling free to move about this province, whether it's in Brandon or elsewhere, and deliver or relieve himself of public statements on public policy and where education ought to go, and where it shouldn't go, or how unsure we are of where it is going. I just want to not leave this moment pass without underlining the points made by the Member from Brandon West, that is, that under our concept of government we look to our ministers to provide us with the kind of policy direction, of policy statements as to where education is going. We generally expect - at least I certainly I did when I was Minister, Mr. Chairman - expect my chief administrators to carry out that policy, and not to be roaming around the province questioning it, or in fact offering divergent opinions about it.

Mr. Chairman, we would be negligent in our responsibility as members of the opposition, if we don't pay some attention, pay some heed to what senior people in the Department of Education are saying as they meet with the public in Manitoba. And that's the point that's being raised. Mr. Chairman, I just simply want to underline the point, that it is not the opposition that has chosen to single out the particular role that is being played by this Deputy Minister, the high profile that he has chosen to carve out for himself in the matter in the field of Education in a public way, it is the manner and way in which they have chosen to operate and run the Department of Education in Manitoba, with the Minister spending most of his time with idle talk of political formulas in defense of his Estimates, and the Deputy Minister in fact roaming around the province giving very little hope for direction in terms of where education policy is headed for. So, Mr. Chairman, I just wanted to underline that particular point made by the Member for Brandon West.

MR. HANUSCHAK: Mr. Chairman, if it's the impression of the Honourable Member for Lakeside that some of my staff are assuming a high profile, well he's entitled to form whatever conclusions, or arrive at whatever conclusions he wishes, of whatever it is that he wishes to, or whatever comes to his attention and wishes to form a conclusion on.

I want to draw to your attention, Mr. Chairman, that my Deputy Minister's and my staff's day-to-day activities are one thing, what a newspaper somewhere at some time chooses to report, is another. I have no control over what the newspaper in Brandon chooses to report, or what a newspaper elsewhere chooses to report.

Going back to the Brandon incident, the major - in fact those are about the only issues of discussion between him and the Brandon School Division at that particular meeting and those two items were: 1. Service to the field from the Department of Education; and

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(MR. HANUSCHAK cont'd)secondly, the particular concerns that the Brandon School Division had about special needs within their school system and their physical fitness program. Those were the main items of, in fact, the sole items of discussion at that point in time.

I would also like to draw to the attention of the honourable member that, yes, my Deputy Minister and my staff does meet with school division boards, does meet with the executive officer of the Association of School Trustees, of school business officials, of school superintendents, the Manitoba Teacher's Society, Home and School Associations, and others. My Deputy Minister himself has met with approximately half within the seven or eight months or so that he's been in that capacity in my department, he's met with approximately half of the school division boards in the Province of Manitoba. Now, if somewhere along the way some news reporter interprets whatever discussion may have occurred and the manner in which he had interpreted it, and reported it, I certainly do not hold myself responsible for it, no more than I'm sure the Honourable Member for Brandon West would hold himself responsible for what the Brandon Sun may report upon any comment that he may make or any other member may hold himself responsible for any comment that a newspaper may make on reporting any statement made by him.

MR. CHAIRMAN: The Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, just before we leave this item. When I brought up an apparent conflict in the position of the Minister and the Deputy with respect to statements made in Brandon, this was denied by the Deputy Minister and I think I accepted that. Now I have quoted from a visit and an interview with Marjorie Earl with the Deputy Minister, and she says that he admits quite frankly that he isn't sure where public education is going in the province, or indeed where it ought to go. Is the Deputy Minister denying that he made that statement?

MR. HANUSCHAK: Mr. Chairman, I did state very clearly in what context that statement was made to the honourable member. He does have my sympathies. I would suggest to him that he await until Hansard is published recording tonight's debate and therein he will be able to re-read, and re-read as many times as he would have to to understand my statement.

MR. MCGILL: Mr. Chairman, I'm going to await with great interest the Hansard that will cover the answers of the Minister. But I do want, before we leave this item, to again comment on the discussion we had with the results being achieved from this sort of progressive unstructured school approach that is now being promoted by the department, and the results obtained, and basics in more traditional forms of classroom. And we did deal with some of the results obtained from Winnipeg School Division No. 1 and compared them with some years ago, and we noted that there had been a real decline in the ability.

MR. CHAIRMAN: Order please. I think I drew to the Honourable Members attention the other night that it is under 2. that we make comparisons and evaluations and make remarks to that. Would the Honourable Member please confine his remarks to General Administration - Salaries, and the headings therein. The Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, I simply had some additional information which would go with that which we have already accepted in this . . .

MR. CHAIRMAN: Order please, I think the honourable member agreed the other night when I drew it to his attention that he would confine his remarks to the General Administration and Salaries therein, and I think this is where he should contain his remarks, and if he's going to persist then I'm going to have to rule him out of order, and ask him to cease and desist. --(Interjection)-- Order please.

MR. MCGILL: I'm prepared to wait for the next appropriation and this will be coming up I would assume in a day or two and we will present it then.

MR. CHAIRMAN: The Honourable Member for Fort Rouge.

MR. LLOYD AXWORTHY (Fort Rouge): Well Mr. Chairman, I just had a comment to make about some of the previous discussion that we had. I think that the point that was being raised about the responsibility or the lack of it of the senior officials of the department to allow their musings to become public I think is one that I must confess I

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(MR. AXWORTHY cont'd) have found at times refreshing. I think that if there has been any one problem that I've seen really in education it's been the lack of discussion in this province, that we have kind of had a buttoned down approach to it, where it was treated oftentimes as being a very tight little ship that was really being driven by a group of technicians without any attempt to open up for examination and appraisal in a somewhat open forum some of the concerns that we should have. I think in particular at a time when education is subject to controversy I don't think there is any one sort of established formula way that we should teach children, and there's no question that there is some real conflicts in our province about the style and format of education. I guess in terms of my own political philosophy believe the best way you resolve some of those conflicts is through somewhat more open debate. It's been one of my regrets in fact that there has not been and that the Minister himself has not lived up to his responsibilities for opening that debate, and perhaps the evasion of that responsibility has thrown it upon other shoulders.

But it does come to a point that I have become concerned about, and that is that as the issue of education itself becomes issues of real conflict, no longer a matter of administration, pure administration, or management, or technical proficiency but becomes one that seriously divides one on the form and style of education, it leaves exposed in many respects the educators themselves. And the one thing that has concerned me, and I want to raise this issue with the Minister, has been the appearing frequency of dismissals and forced resignations of senior educational staff in school divisions around this province, not one but several. I spent some time reading the Public Schools Act about how that problem should be dealt with, and while there is protection for the teacher in the classroom against that kind of imposition in terms of an arbitration and a hearing and the right of protection, there is no such protection for senior administrators - who in fact are also educators, they're not managers, they are also educators with a philosophy and style. Now I am not saying that the school board itself does not have the right to choose, but it would seem to me, Mr. Chairman, that that right to choose should be based upon some explanation publicly as to the reasons why, so that the voters of that school board would at least know upon what basis these dismissals that took place in Gimli, the vice-principal I believe, there is one in the rural areas, a recent one in Winnipeg, all these kinds of actions being taken with no explanation, no public disclosure, no responsibility to say it was based either upon personnel reasons or pedagogical reasons or educational reasons, just out you go. It seems to me it does something of a disservice, and the implication of it is this, it may in fact work towards the intimidation, subtle intimidation of educators because they're going to be afraid for their jobs, and that if they find themselves at a point where they are not able to air those disputes or have their differences discussed in an open way, then that would be a severe disservice to the cause of education in this province. One of the failures, as I go through the Public Schools Act in the administration department side, is there really is no protection other than for the teacher itself. The only power that could be exercised I suppose is Section 318 where the Minister has powers of enquiries into any matter affecting schools. Well that's a fairly drastic step.

It would seem to me, Mr. Chairman, that when the question was posed to the Minister three or four weeks back about one of these incidents, an air of unconcern was expressed - at least that was the impression I received. I don't think it is something that should go without concern because I think it will have an impact and effect upon education in this province if as we move into an era when there is some pretty fundamental disagreements about the style and approach and principles of education between one school of thought or one philosophy versus another, that somebody plays a pretty pivotal role, and that is the professional educators in this province, and I am afraid there could be too many opportunities for witch hunts, not conducted in any public way, but behind the closed doors and that the power is applied in a way that may be unfair and discriminatory.

It would seem to me, Mr. Chairman, that one of the responsibilities of the Minister would be to recognize, or at least sense that that is an emerging problem in a year when there is a matter of fundamental disagreements, and that one of the requirements that we should have is to at least set forward the procedures by which that kind of disagreement over education can take place, and to assure that there perhaps is proper

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(MR. AXWORTHY cont'd)protection for the rights of the professional educator in this case. Because if those rights are not protected then I am afraid that it will not work out very well as far as schools are concerned, and that we will simply be putting a subtle form of muzzling upon our professional educators at a time, Mr. Chairman, when quite the opposite should be happening, when we should be opening it up, and when we should be encouraging a higher freedom of expression. Because I suppose if you can't get down to debating education about education then we're not going to do it anywhere else. There has been far too much on it as far as I am concerned, a suppression really in all areas of adequate debate, certainly it's even occurring to a large degree in universities, partially because I guess education has become so dependent upon the public purse, frankly, that if the - I guess the lessons that we went through in the American School systems historically, I'm afraid may be repeated here in part, that the power of the purse becomes the power to sort of determine the style of education, and yet that is the last area in which it should take place, and it's taking place in numbers of areas related to education. The more that government pays for the curriculum and the teachers and the research and everything else, the more they call the tune, and they're only going to call tunes that they want to hear, not the tunes that perhaps should be called at least to allow for the different kinds of melodies to be expressed.

So, Mr. Chairman, I would want to raise that issue with the Minister because I think it is one that bears looking at. There is enough evidence that we've seen lately to determine that those actions certainly leave me uncomfortable about what is taking place and it should be that this Legislature should at least understand what kind of action, if any, the Minister is proposing to deal with it.

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: Well, Mr. Chairman, the honourable member for Fort Rouge draws our attention to his concern about what he refers to as dismissals and/or forced resignations, of which he feels he has seen evidence of in the Province of Manitoba. He refers to two particular cases. --(Interjection)-- Three? Gimli, Winnipeg --(Interjection)-- Killarney? I'm sorry, I've forgotten the name but the two I do distinctly remember. All of those referred to do not fall into the same category because principals in all the school divisions of the Province of Manitoba do have the same protection as teachers within their school division, as any other teachers do in terms of security of tenure as teachers. That same protection I agree does not extend to protecting their position in their particular assignment, whatever it may be principal or vice-principal, but certainly it does insofar as their position as a teacher is concerned. In other words, one who has been on staff within a division for a period in excess of two years, if he is dismissed he has a form of recourse under the Public School Act, which is open to all teachers. So he is entitled to the same rights as all others, that is, to protect his rights as a teacher. But this does not extend to the protection of his rights to whatever promotion or other assignment that a school division may give a teacher on staff, appointing him a department head, a vice-principal, a supervisor, a director a principal, or whatever they may call him.

Then the honourable member also makes reference to the case of a superintendent, a more recent one, and he claims that there was no explanation given. Well, Mr. Chairman, I think it would be most unfair at this point in time to accuse the Winnipeg School Division of not having given an explanation. As you will recall, this incident as was reported in the press - and I must be very careful of what I say because I can at this point in time my only knowledge of that particular incident is that which I was able to read in the press. There may be some in this House who have a more detailed knowledge of that. Well that they may have, but that I do not have. So therefore, I cannot at this point say that it's fair or unfair that there was no explanation, or insufficient explanation or whatever explaining the board's actions to their constituents.

Now, you know, it must be borne in mind, Mr. Chairman, that - and I'm now speaking of superintendents in our schools, in our school system, of superintendents in general - that a superintendent, it's true, he is a professional educator, but his role and function is in some respects different from that of a teacher in the classroom, from that of a school principal, as is presently recognized. In fact, you know, I must admit that -

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(MR. HANUSCHAK cont'd) and here again I am in no position either to take one side on the issue, or the other. There is considerable debate going on at this point in time as to the role and function of the school principal. That is to say, is the school principal in fact a teacher or is he part of administration? But I don't think there is any doubt in anybody's mind that a superintendent is an administrator responsible for the administration of the policy guidelines as established by his board. In other words, he's more than merely an educational leader of the school system but he in fact assumes the responsibility for the entire operation of the school division. I think, Mr. Chairman, one knows that in all sectors of our community wherever it may be that the senior, or the most senior administrative posts, or in the most senior administrative posts rather, that is the incumbent, as far as the incumbent's concerned that is the risk that he takes. In private industry a manager, a general manager, a manager of a branch of any company, he assumes the same risks. He's hired, he's expected to perform certain functions, and if he does not he certainly has less protection than another employee within his firm may have under the terms and provisions of a collective agreement.

Up until the present time, and including the present time, it's under those terms and conditions that school superintendents have operated, and under those terms and conditions that they have accepted employment in that capacity, on the understanding that they were prepared to commit themselves to give effect to the policy decisions of the board whom they have agreed to serve. And that I suppose is the long and the short of it. If the board should at any time feel that they have lost confidence with their superintendent, that he is no longer carrying out the policy decisions of the board, then that signifies the results in the termination of his employment.

Now, I personally, Mr. Chairman, find it somewhat difficult to distinguish between a superintendent, looking at him from that vantage point as a professional educator, yes, but also the chief administrator assuming the responsibilities that he does, distinguishing him from one acting in a similar capacity in a government department, one acting in a similar capacity in private industry, because I know that in those areas individuals acting in that capacity have to accept a similar risk. So therefore, you know, on what basis, what justification can there be to extend a greater measure of protection to one operating within one area of activity than is extended to those operating in a similar capacity in other areas of activities such as government or in the private sector.

MR. CHAIRMAN: The Honourable Member for Fort Rouge.

MR. AXWORTHY: Well, Mr. Chairman, the Minister gave some explanation, and I think he finally came down to the point I was trying to make, that education is different, it is special. We're not talking about somebody who is a general manager of a firm that makes rubber boots or something; we're talking about an area of pretty important sensitivity because you're dealing in a realm of ideas and in a realm of learning. I don't think the analogy to a factory line or something is quite analogous. I don't think you can make that comparison. I think that certainly the history of education as I've understood it has always been that it has to be treated based upon somewhat different principles because it is involved in The very subject matter to which we're dealing has a special quality to it that just simply can't be compared to every other aspect of life, or every other facet.

I think that that is the point, Mr. Chairman, that education is too important to be simply treated in the same way as every other aspect of government. We are dealing with something special. And it is not, as I said, denying, and I'm not suggesting that we deny the right for school boards to make those decisions - that's what they're elected to do - but I do think it should be required in some way that disclosure or explanation accompany these kind of actions, where they're related to principals, or vice-principals or senior personnel, so that the public itself has some understanding as to why these are taking place, and they're not treated really in a fairly totally close-mouthed type of way. Because that does not engage in the debate, and in some cases can cast pretty serious aspersions upon the professional conduct or behaviour when in fact it may be a matter of dispute of policy. And if that's the nature of the dispute then it should be so stated, so that people who elect the school board know that's the reason why, and that they can't sort of pass it off as being some other reason that may have to deal with professional competence.

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(MR. AXWORTHY cont'd)

Now, Mr. Chairman, I don't have a solution in mind; I don't have a draft amendment to the Public Schools Act to lay on the Minister, but I am suggesting that I think at this time, particularly in an era when he himself just recognized, he's just gone through an hour of that kind of questioning about his relationship in terms of the role of his own staff. Do you realize that because education is moving in to a point where there is going to be, and without having great powers of prediction, where there is going to be some very serious counterpoints of argument - I think we can all see it coming. It's happening right now - that you're putting some careers, some very important careers on the line in this kind of situation. I just simply say, we should provide some protection not only for them, but also for the public itself, so that kind of a debate does not take place always behind closed corridors or take place to serve mute silences about reasons why. If there's going to be a debate about education, let's have one. And if educators are prepared to take a stand on a certain idea and are prepared to put their careers on the line, then that's fine, well and good. I think that's an honourable way of conducting your profession. But I think at the same time that the treatment of it has got to be reciprocal on the other side, on the part of the employer, the school board. All I'm simply saying, I don't think the requirements under our Act enable that to take place in a balanced way. And I really think it becomes one-sided and as a result, unfortunately, can lead to intimidation.

If I may be allowed, Mr. Chairman, to just give an example. When I was studying down in the United States - and this goes back ten, well more than that, fifteen years I guess - in the State of New Jersey, where similar incidents resulted, where there were at that time certain religious groups who were waging a crusade to clean up education in that particular state. They were able, in a period of time, to take control of many school boards in the counties in that state and as a result there were a large number of dismissals. And the thing that became quite obvious to me at that time, watching that thing and just observing it, is that it really was a one-sided debate. And that if we're going to make it a proper and fair debate, then I think that the power of the school board, in this case, has at least got to be delimited or articulated in terms of what procedure it must follow in terms of these dismissals of principals, vice-principals and superintendent personnel, not to take away its power but to make sure that it is conducted in a way that is fair and equitable. And that is my concern at this point. I don't think that there is that kind of fairness, at least in procedure presently available. And I'd simply like the Minister to puzzle that one through and come up with some answers.

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: Mr. Chairman, you know in the five years that I have been Minister of Education, this, for whatever it's worth, this has not been an issue raised by the Association of School Superintendents, that is to say, seeking any legislation which would give them any greater measure of security of tenure than they have, under the terms of a contract of employment with their particular board. And no doubt the contracts of employment differ from school division to school division, and the school division, and the school division is at liberty to negotiate it's own contract of employment with its superintendent.

I would agree with the Honourable Member for Fort Rouge that education is extremely important and I do not want to leave him with the impression that I'm attempting to draw a direct analogy between the role and functions of a superintendent and the manager, or a general manager of some manufacturing concern. But to a degree in some respects there are similarities, Mr. Chairman, and the basic similarity is this one: That as the general manager is expected to, and hired to give effect to directives and policy decisions agreed to by his board of directors, in a similar fashion a superintendent is hired to give effect to the policy decisions agreed to by his board of trustees. So to that extent I believe that there is a similarity.

The Honourable Member for Fort Rouge suggests that in the case of a termination of a contract of employment of a superintendent that there ought to be some public accounting. Well I would ask the honourable member that if that were done so in the case of a superintendent, then would the honourable member also recommend that a similar procedure be followed in a case of the termination of employment of each and every

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(MR. HANUSCHAK cont'd) teacher. I would like to suggest to him that that may be a two-edged sword in looking at it from the point of view of the future welfare of the particular teacher or of the particular superintendent.

Well on a matter of public accountability, I believe, Mr. Chairman, that the school trustees are elected to devise and implement certain particular education policies that they collectively may agree to, and it is for that that they ought to be and are held accountable to their constituents. They are not elected as school trustees nor do they function as a school board for the express purpose of hiring certain individuals to teach, or of appointing certain individuals as principals or vice-principals of their schools, or of hiring a certain individual as superintendent; they are accountable to their electorate at election time for the delivery of a certain education program which they had committed themselves to and for which they have struck a certain mill rate for which the taxpayers are paying, and it is for that that they are accountable, but not for specific individuals. If I were a trustee, it is for that that I would consider myself accountable. In the same manner as Minister of Education in the consideration of the Estimates of my department I consider myself as being accountable for the program of my department, not for the hiring, promotion, or demotion, or whatever, of any particular individuals. It is the right of this committee to question, scrutinize, analyze, criticize my programs in whatever fashion anyone wishes to, and it is for that that I am responsible to the electorate. I did not run, nor did we become the government for the purpose of hiring certain individuals, but the commitments that we made to the people of the Province of Manitoba was to deliver certain programs. It is on that that a government stands or falls. I think the same can be said of a school board, that a school board stands or falls on the program that it delivers, and not on whether or not it hires or fires a certain individual or individuals.

Now I'm sure, Mr. Chairman, that if a school board should make a wrong decision, should continue to make wrong decisions, that that eventually will reflect itself, and perhaps in some cases more rapidly than some may think that it would, would reflect itself in a deterioration of the quality of the educational program within that division. For that purpose, Mr. Chairman, we have elections from time to time at which time the electorate has the opportunity to make the decision as to whether they wish to re-elect the same individuals to continue serving them, or to turf them out and replace them with others.

MR. AXWORTHY: Well, Mr. Chairman, I see that we're not going to get very far with this, so I guess there's not much point in prolonging it, simply to point out that while the Minister presents an interesting theory about the way school boards work, it doesn't bear out in fact. I forget what the exact figure is, but it strikes me that somewhat more than half of the school boards in the Province of Manitoba were elected, not even elected, were acquired by acclamation in the past year, so that that cut and thrust of public enquiry and debate is obviously not apparent, and that therefore they oftentimes make decisions based upon consensus and that unfortunately aren't even subject to the same procedure of enquiry that we can apply to the Minister of this House, as far as it gets us. But even that form of accountability is not normally available under the school board system, it just doesn't work that way. The point we're trying to make is that I think there is nothing sacrosanct about any system or structured organization; the only thing that must be judged is whether it works according to certain principles or not. I'm simply saying that I think that some of the structures and the way that we're doing it are not adequate to meet the kind of conditions that would be storming about in the field of education, and that it would just simply require some discussion, perhaps no more than simply raising the issue with the Association of School Trustees and other educational bodies to determine their concerns or wants or desires in certain areas so that maybe some solution can be pointed out.

But it goes back again to the question of leadership, that rather than simply hiding their head in the sand and pretending that the problem doesn't exist, that there is some interest in addressing it and saying whether it's a procedural reform, as to whether it's a legislative reform, or whether it's simply a matter of talking with educators in the province to find out what can be done to ensure that there is some safeguards and some

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(MR. AXWORTHY cont'd) guarantees against these kinds of activities of abrupt and seemingly unexplained actions that some ways can be found to ameliorate that problem and come to some solution. And again I don't accept the Minister's explanation that he was not elected to hire people. That's nonsense; it doesn't work. One of the major functions of government in the provision of services is the people that it puts in place to conduct those services, and in the field of education --(Interjection)-- No, it's not true, programs are delivered by people, Mr. Chairman. In the field of education, it is a service, there is no product that's coming out. Your program is determined by the kind of people who are there to deliver it and certainly they're people who embody or espouse a certain philosophy of education. All I'm simply saying is that if there is going to be that debate then that should come to the forefront and be articulated. I would defend the right of school boards to fire people. If they want to get rid of a guy because they don't agree with his thesis, then get rid of him, but at least let the stated reason be required and that there be accountability on those grounds, not upon no grounds at all, but simply dismissal, because that does then lead to the temptation to simply follow the whims and caprices and not have to be accountable for your actions, which I think is really the touchstone of a democratic system.

MR. HANUSCHAK: Mr. Chairman, as I had indicated the other day, it is my hope that within the next year that there would be ample opportunity for public debate of the Public Schools Act and no doubt the role and function of the school superintendent will constitute part of that debate. That may be an excellent opportunity to deal with much more than merely the question of termination of employment of a school superintendent but perhaps a redefinition of his role and function, and that may be a time to have good public discussion on this topic and obtain the reaction, obtain the benefit of the views and opinions of those most directly involved, trustees and superintendents, teachers and the public at large, because as I have indicated before, and as all of us would agree, that every person, every person bar none, does have an interest in education and certainly anyone having any views to express should have an opportunity to do so; and during such a debate as I have an opportunity for discussion, as I had made reference to earlier, during the consideration of my Estimates, that may be the time to deal with the particular issue raised by the Honourable Member for Fort Rouge.

MR. CHAIRMAN: Resolution 46(b)(1). The Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, there's been some reference made to the Public Schools Act and there is one section of the Act that I would like to deal with just for a moment. The section under the duties of teachers, 283 I believe it is in my copy, and the (a) section says that every teacher shall teach diligently and faithfully all the courses prescribed or otherwise authorized for the school according to the terms of his agreement with the school district, and according to this Act and regulations, and under (c) maintain proper order and discipline in the school according to the regulations.

Mr. Chairman, there is a considerable body of pretty well informed opinion that believes that the two foregoing clauses are not being satisfactorily fulfilled, and I'm wondering if the Minister could comment on this, is it related to, or does this opinion arise from the fact that the decentralization of authority to classroom from the department is putting an additional load in respect to the maintenance of discipline in the classroom. There have been some comments made recently that, there has been a survey made by the Winnipeg Teachers Association where they said that two of every four teachers in the Winnipeg School Division believes students' behaviour has deteriorated in the last five years, and they go on to comment on this and point out that there's a particular problem in the junior high schools as opposed to the higher schools, that there's less difference in the straight high schools than there is at the junior high level. I wonder if the Minister would comment on that.

MR. HANUSCHAK: Gladly, Mr. Chairman. It is beyond me how the honourable member relates an expression of opinion that there is a deterioration of behaviour on the part of students with negligence of duty on the part of school trustees, it is just absolutely beyond my powers of comprehension. If there is any deterioration of behaviour anywhere, I'm quite certain that the school trustees are quite capable and competent to see to it that

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(MR. HANUSCHAK cont'd) . . . those whom they've hired to teach diligently and to maintain order and discipline are doing so.

MR. MCGILL: Mr. Chairman, I wonder, does the department have any group of officials that have the responsibility to determine whether these important duties of teachers are being discharged. Is there any supervision or inspection of the problem of discipline in the classroom by your department?

MR. HANUSCHAK: No, Mr. Chairman, there has never been anyone in the employ of the Department of Education at any time since the Public Schools Act came into being whose right it was to encroach upon the responsibilities of the School Board.

MR. MCGILL: Well then, under the Public Schools Act, is the Minister satisfied that all of the duties are being carried out according to the Act? If he has no way of inspecting what's going on in the classrooms, how does he know that the teachers are performing and maintaining a level of discipline, or are able to on their own, that is consistent with the requirements of the Public Schools Act?

MR. HANUSCHAK: Yes, Mr. Chairman, the reaction of, I was going to say one million people of the Province of Manitoba, that is not the number, it's a number less than that, it's the number whose age is over and above that of 18, because they're the ones who elect the school trustees, and I'm quite certain that if in any school division it should become apparent that the school board is employing teachers who are not teaching diligently, is employing teachers who are not maintaining order and discipline, that those trustees would be very quickly turfed out of office.

MR. MCGILL: Mr. Chairman, is it the responsibility of the department to see that the terms of the Public Schools Act are enforced?

MR. HANUSCHAK: Yes, Mr. Chairman.

MR. MCGILL: Mr. Chairman, if the department has no way of inspecting the level of discipline how is he enforcing the Act, or how is he administering the Act in respect to discipline?

MR. HANUSCHAK: Because there is evidence to indicate that there is teaching going on in the school system, and I would hope, I don't know, but I would hope that the Honourable Member for Brandon West would understand that for teaching to take place that there must be a certain measure of order and discipline, and diligent teaching.

MR. CHAIRMAN: Resolution 46(b)(1)--pass; (b)(2)--pass. The Honourable Member for Fort Rouge.

MR. AXWORTHY: Just a matter of inquiry, Mr. Chairman. Because it is not available in this year's estimates, is this the category under which the Manitoba Text Book Bureau would be examined, or could the Minister indicate the more appropriate place for it?

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: Mr. Chairman, the Text Book Bureau will be dealt with under 3, Financial Support Public Schools.

MR. CHAIRMAN: (c) Statutory Boards and Commissions. The Honourable Member for Fort Rouge.

MR. AXWORTHY: Mr. Chairman, I'm sorry, I have another question in terms in this particular category again. Would this be the area under which the different advisory boards such as the French language advisory board, English language advisory board would be considered?

MR. HANUSCHAK: Yes, Mr. Chairman, this does include all statutory boards and commissions and the French and the English language advisory boards are statutory boards under section 258 of the Public Schools Act, so it would be under this appropriation.

MR. AXWORTHY: Well that being the case, Mr. Chairman, I have some questions for the Minister in terms of the activity, particularly of the French Language Advisory Board, and I guess it really emanates from the recent changes that have been discussed or announced in the proposals for French language instruction from Ottawa, both the report that was received by the Language Commissioner, and the recent proposals put forward by the Secretary of State for increased aid, if the provinces are able to come up or develop programs, and I would like to know really at this stage if that

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(MR. AXWORTHY) particular French Language Advisory Board has in being any of those plans or programs that would allow or permit this province to acquire the kind of support that the Federal Secretary of State is talking about in terms of expanding and enriching the French language programs in the Province of Manitoba.

MR. HANUSCHAK: Yes, Mr. Chairman, the matter raised by the Honourable Member for Fort Rouge is not really the responsibility of either of the two Advisory committees to which he has made reference. If he will check Section 258 of the Public Schools Act he will find that with reference to both committees, the English Language Advisory Committee and the French Language Advisory Committee, the section sets out the make-up of the two committees, they are nine in number as I recall it, and they deal - each nine numbers that is - they deal with matters referred to them by the Minister. Yes, Section 258, subsection (5) and (6) I believe of the Public Schools Act, and they deal with matters referred to them, that is both committees, by the Minister, so they deal with matters related to the implementation and the conduct of the two programs, English and French. But the primary responsibility, Mr. Chairman, or the initiative rather for the expansion of a French program really lies at the local level, at the division level, at the parents level, and there is also a section within the Act to that effect which gives a School Board the right on its own initiative to institute a program wherein French be a language of instruction, and it even goes beyond that to say that if a request should be forthcoming from a certain minimum number of parents - either minimum number of parents or parents of a minimum number of students, I've forgotten the exact phraseology of that particular section - but whichever it is, if the request comes from a required number of parents, then the school board "shall" institute a program of instruction in French or English, as the case may be. If in a school wherein French is the language of instruction there should be a request for English, then provision should be made for English, and vice versa. At the present time . . . well when legislation came into being, it was sort of a one-way street, requests for instruction in French. So if that should happen then the board is obligated to offer instruction in French and then having taken that step then there is provision which we can deal with in a subsequent item on my Estimates, the establishment of development grants that are paid for a Francais program as well as grants to cover the additional costs over and above the costs that a board would normally incur for the conduct of a program of instruction in English that it has to pick up, and there is a continuing grant to cover that, related to, of course, the number of students enrolled.

MR. CHAIRMAN: The Honourable Member for Fort Rouge.

MR. AXWORTHY: Well, Mr. Chairman, I'm looking at Section 258 (5) and it seems to be a pretty broad based mandate for the Minister to refer any matters pertaining to the use of French as a language of instruction in public schools, and it goes back really to, I guess, what appears to be a sort of contradiction in the position taken - and let me just beg your indulgence for a moment, Mr. Chairman - in a question period to the Minister some weeks back, I asked the question about the proposals that had come forward from the Winnipeg School Division for the establishment of expanded French language programs in their school division. At that time the Minister indicated that he was not prepared to deal with individualized proposals but that they wanted to establish a provincial-wide universal type program that would apply to all school divisions and have a common base, and that therefore I assume that is the reason why, in which the provincial, in effect, unilaterally withdrew - if it did, because we're not too sure - from that particular specific proposal coming from the Winnipeg School Division. Now he says we have to go back to individual school divisions to get the proposals coming from them. That strikes me I think by most definitions as being a contradiction.

I would further go on and say that the instruction or the recommendation that came from Mr. Faulkner, the Secretary of State, dealt in a broader base of the development of bilingual programs in the provinces and he was quite specific. I don't have the exact wording, but he said that, in effect, the Federal Government was now prepared to change the funding formula upon the request of the province which came forward with a provincial program for bilingual instruction. I believe he now offered 50 cents on a dollar and just having come back from the capital city, newspaper stories there recognized how

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(MR. AXWORTHY cont'd) in that particular area the Province of Ontario just received a substantial new support for its bilingual programs in the Ottawa schools. And yet the Minister now says that the issue is one of a local initiative from the local school board and once it's accepted then he may be prepared to determine whether there will be grants on it. It seems to me then, Mr. Chairman, that we're losing something along the way, that either we have a provincial program or we don't; and if we do, then there shouldn't have been the kind of thing that happened in relation to the Winnipeg School Division. If in fact there is a provincial program, it would seem to me that the French language advisory board would be the proper medium within which that would be referred and developed, and if the province or the Department of Education itself had some initiative then it would be referred to this committee and they would determine it's usefulness as a language program.

I guess what I am trying to say at this stage, Mr. Chairman, is that it seems an important turning point in the development of bilingual instructions in our school system. There appears to be some willingness or readiness on the part of the Federal Government to alter its attitude towards it and perhaps the strong importunings of Mr. Spicer had something to do with it. Whatever the reason is, they seem to be altering their position. I'm concerned that we may not be, here in Manitoba, able to take advantage of that change and make what could be a very very important alteration in the basic construction of our school system which is to introduce bilingual instruction on a much wider basis. It would seem to me that that would be something of high priority for the Minister, the French language advisory committee and the school board themselves. And that's why I'm trying to determine at what stage are we at in this fairly significant juncture. Where is the initiative being taken. At what stage is the debate going on? Is the committee examining alternate proposals for a provincial-wide program? Is the province prepared to go to Ottawa and make some recommendation or put forward a series of propositions about how we would like to see it happen in Manitoba; and exactly, as they say, who is on first base on this? I think that's really the kind of inquiry to have.

MR. HANUSCHAK: Mr. Chairman, really there is no contradiction at all in what I had said earlier. What I said, that the initiative has to come from the division level in whatever fashion it originates, you know either it takes roots within a school board or from a group of parents, and from a group of parents to the board, but nevertheless it's at the division level. All that I was saying, Mr. Chairman, is that it is not the intention of this department to go to any school division and say that thou shalt offer such a program. That decision has to be made by the board. But then once that decision has been made, Mr. Chairman, then the funding formula - and the funds are there to cover the additional cost for the Winnipeg School Division, for the operation of their French immersion program as well as for other school divisions. We'll have an opportunity to go into the details of that, Mr. Chairman, as you well know, under Item 3, under Financial Support to Public Schools, when we can go into the detail of the funding arrangement for the Francais program in the Province of Manitoba.

MR. AXWORTHY: Well, Mr. Chairman, I think I'm beginning to see some clarification in the Minister's remarks, but I still think that he is begging the issue I raised with him, and that is at this particular point in time when Ottawa itself is changing the rules, seeming to offer a different formula for the funding of bilingual instruction, and is simply now asking the provinces to come forward with funding proposals based upon Mr. Faulkner's statement which I think is now perhaps only two weeks old. The issue I'm still trying to get at is that where does the province fit into this. Is it simply acting in a responsive role to a local school board which is actually responding to parents, or in fact is the province beginning to say, "look, we want to establish some basic criteria, so that individual groups of parents or school boards would know under what conditions, under what criteria they may come forward with proposals." And that rather than being simply responsive that there should be some delineation of those criteria, whether old or new, and particularly at this stage saying that if Ottawa is prepared to re-examine its position in relation to French language instruction, we're going to as a province come forward with a proposal by which we can acquire certain moneys, add our own to them if

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(MR. AXWORTHY cont'd) they're required and therefore the local school boards would have a clear understanding of the kind of funding that they can expect and the kind of programs that could be elaborated. Because, Mr. Chairman, as I followed the debates about Sacre Coeur, Brock-Corydon in the School Division of Winnipeg 1, one of the reasons why there has been such debate at the school board level has been the confusion about funding, as to who's responsible, and how far can a program go. It would seem to me that those confusions could be clarified if there was a clarification on a provincial level. And I'm in this case not trying to be critical, saying go beyond that, I'd like to get some sense from the Minister at this stage, what are we going to do to really respond to Mr. Faulkner's offer, in effect.

MR. HANUSCHAK: Well, Mr. Chairman, as far as the existing arrangements are concerned with respect to Federal support for instruction in the official language is concerned, I can assure the honourable member that we are taking full advantage of it. Insofar as any more recent announcements that may have been made by the Minister responsible for bilingualism at the Federal level, I can assure him that once I receive official communication from the Minister, spelling out the details of what additional level of support may be available to the province, then certainly that will be communicated to the school divisions to inform them of . . . then in turn as that would reflect itself in additional assistance from the province to the divisions, that information would be communicated to the boards by my staff. But again I would like to remind the honourable member that on the question of funding, level of funding, and the breakdown of the grants, could perhaps be more appropriately dealt with when we reach Item 3 under XXI being the Education Estimates, under Financial Support, and at that time we could go into a detailed discussion of the funding of the Francais program in Manitoba.

MR. AXWORTHY: Well, Mr. Chairman, I guess maybe we should take a look at the problem of the mails between here and Ottawa, but in the April 13th Free Press there is a story which reads, "The Federal Government is now prepared to pay provinces up to 50 percent of the extra cost of establishing or expanding second language instruction in schools," Secretary Hugh Faulkner said Monday. "The government would willingly raise the amount it now provides for such programs if provinces approved the money it would be used effectively, he told reporters. It all depends on the provinces. Ottawa now provides up to 9 percent of the cost of extended French instruction in all provinces but Quebec under an elaborate cost-sharing formula, which Mr. Faulkner said recently was pulled out of the hat and should be reviewed. Mr. Faulkner then said he is anxious to start a review of the formula and there would be no problem increasing the 9 percent ceiling once provinces prove the extra money would be spent on effective second language instruction."

It seems to me, Mr. Chairman, that's a fairly clear indication that he is looking for response from the provinces, and I gather, I don't have it with me, but in the Ottawa Citizen yesterday, the Province of Ontario has now responded with a direct proposal. So I'm simply saying that here it seems, and I could be corrected, that the Federal Government is prepared to up the anti to 50 cents on a dollar from its present formula, it clearly indicated that it depends upon the provinces to prove the effect - all it has to prove is the effectiveness with which that money would be spent, and it would seem to me that should be some call for fairly quick action.

And let me extend that particular proposal, Mr. Chairman. I don't think we're talking about a small frill addition to the school system, because many of the parents that I have talked to have said that they see the opportunity for their children to learn French as the second official language as being fundamental to the careers and the educational growth of their children, that there's no hiding the fact that in this part of the country we haven't been exactly wildly enthusiastic about bilingualism. I think the major focus of opposition has been centered, however, on the program as it's elaborated in terms of the training of civil servants in Ottawa. I do think there's widespread support of the expansion for opportunities for second language training for children, so when the time comes to make career choices in this country five or ten years from now they will not have handicaps caused by it. I think every parent is interested in the welfare, in the opportunity

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(MR. AXWORTHY cont'd) his child will have as they grow up. This seems to be one of the important ways of developing it. I don't think we're going to turn the clock back on bilingualism, although I realize that that is the ambition of some of our colleagues in this province, as I saw in the last federal election in Winnipeg South, but I would think that generally that the basic trend has been established, it is going to be a bilingual country, and if people from Manitoba are going to work in Ottawa or Montreal or Edmonton, the opportunity to have that second language is vital to their career opportunities. Now it seems to me, we made an important turn here, I read, Mr. Faulkner's comments as an important turning point. He's asking the provinces now to come forward and I would simply like to know . . . to get from the Minister what is the province going to do to respond. Is he going to simply wait or --(Interjection)-- Well they may have. Whatever the issue may be, and we can debate the issue of Quebec, I think that we're talking, however, about children in the Province of Manitoba who are going to be citizens of this country, fully employed citizens, we hope, and not wanting to limit their opportunity. I think that the issue of Quebec is something that we can also raise along the way, but the language criteria is going to be more important, and I guess we all suffer for not having had that advantage when we were going to school. There is something that seems to be fairly clear-cut, Mr. Chairman, and all I'm really trying to find out at this point from the Minister, sort of saying, okay, what's the next step?

MR. CHAIRMAN: The Minister of Education.

MR. HANUSCHAK: Mr. Chairman, as I'm sure the Honourable Member from Fort Rouge would be the first to agree that it would be irresponsible on my part to proceed on the basis of a newspaper report, although having said that, I, you know, in no way question the content of the report which he has just read into the record. I want to assure the Honourable Member for Fort Rouge that there is close liaison, communication, between my department and that of Mr. Faulkner at various levels. I have indicated to him earlier that I have not officially received any proposal delivered to me at this point in time. Discussions are under way and it is my hope within the next few days to announce to the House the extent to which the beneficiaries of a Francais program in the Manitoba schools will be able to take advantage of any additional assistance that may be forthcoming from Ottawa.

MR. CHAIRMAN: Pass.

MR. ENNS: Mr. Chairman, it's my understanding that the next item may take some considerable debate, it may be a suitable occasion to suggest adjournment of the committee at this stage if it's agreeable to the committee.

MR. CHAIRMAN: Committee rise. Call in the Speaker.

Mr. Speaker, the Committee of Supply has adopted certain resolutions and has instructed me to report same and asks leave to sit again.

COMMITTEE OF SUPPLY - DEPARTMENT OF HIGHWAYS

MR. CHAIRMAN (Mr. Walding): Order please. There being a quorum the Committee will come to order. I would refer honourable members to Page 33 in their Estimates Book.

The Department of Highways. Resolution 64(a)-the Minister's Compensation. The Honourable Minister of Highways.

MR. BURTNIAK: Thank you very much, Mr. Chairman. First of all I want to take this opportunity to say that I'm very pleased to be able to present my Estimates to the honourable members this year. I wasn't able to last year and I would like to thank all the members of the Legislature for their patience and good wishes during the time of my illness. Particularly I would like to thank my colleague, the Honourable the Minister of Agriculture for filling in for me and on doing an excellent job on my behalf.

Well this year's program, Mr. Chairman, which I hope you have all received, once again should only be considered as a priority program. As much of this program as is humanly possible will be completed bearing in mind the detrimental effects of escalating costs and weather conditions and the likes.

I'm extremely proud of the performance of the Department of Highways personnel from the most recent recruit to the many seasoned veterans, I would like to commend the Deputy Minister, Mr. Joe Brako, for his usual fine and diligent performance during the past year and also Mr. Jack Peacock, our chief engineer, for his conscientious efforts. The first branch of course of the department that I would like to discuss, is the Highways Branch mainly because it represents the greater portion of the Budget.

I thought I would go into the question of rail line abandonment at this time however I do recollect that during the Throne Speech Debate the Honourable Member for Roblin made reference to this particular question and he did indicate that perhaps he may have some questions of me at the time of my Estimates. I'm sure maybe some of the other members probably have and perhaps we can have a better discussion at this time on this question than me making any comments at the present time.

I do want to, Mr. Chairman, mention the fact that the Honourable Member for Birtle-Russell has made some what I think are derogatory remarks about the Department of Highways concerning PTH 41 in the vicinity of St. Lazare. I want to point out to the members of the committee that the problem in St. Lazare has existed since early 1960s, it's not something new. I find it very interesting that with respect to this particular situation the previous Minister of Highways, and I'm talking about the previous administration, had real difficulty in trying to resolve the problems on this particular section of the road, 41, in St. Lazare. I'd like to just continue on that for a moment if I may to quote directly from the report that I have from the Highway Department's Chief Construction Engineer. These are the comments that he makes about PTH 41 just to set the record straight.

"Prior to 1965 various preliminary surveys were carried out in the Assiniboine Valley for the relocation of PTH 41 in the vicinity of St. Lazare. In 1965 the whole area was flown and photography was taken. From this photography a complete topographical map was prepared. From this map locations were again plotted and assessed. In early 1969 the District Engineer brought forth a proposal to by-pass the village on the north. It was decided at that time to prepare a plan to ascertain if necessary right-of-way could be purchased. This plan was signed on July 9th, 1969 just a week - if that bears any significance -" just a week before this administration took office. "This plan was sent to the Land Acquisition for their evaluation. At the presentation of this plan to the land owners I understand a violent protest was registered because this plan had severed a new subdivision with costly relocation of sewer and water connections. The land owners were of the opinion that the Department should deviate to the south of the village and overpass the railway. Investigation of this route by the Materials Branch and the district staff found it to be impractical as the railway track at this location had been shifting over the past 30 years and the presence of springs were predominant in slip sections. Therefore it was deemed not practical to proceed at this location although actual survey lines were projected and quantities were calculated.

"From 1970 to November 1974, extensive drilling took place and surveys were

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(MR. BURTNIAK cont'd) projected towards the extension of Second Avenue westerly through the main hill. It was generally agreed to attempt a design straight through the main hill. On completion of the design, it was found not feasible due to the waste excavation disposal. Also the Materials Branch advised that from their drillings they could not guarantee that further slip sections would not re-occur. On the basis of these findings, early in 1975 it was decided to reconstruct along the present location but changing alignment both vertically and horizontally to achieve the most desirable roadway as circumstances permitted. With road reconstruction in the existing location it was anticipated that traffic would create additional construction problems.

With the necessity of excavating for French drains and the presence of projected slip sections, it was possible to call a quantitative contract without paying prohibitive prices or entertaining future litigation. We therefore asked Keating Brothers, the contractor for PTH 41 immediately west of this section, to provide the machinery necessary to perform the work on the basis of hourly rental at standard government rates. I'm of the opinion that this was the most economical way to proceed. Work commenced in July the contractor working generally in daylight hours only. But construction was seriously hampered during the month of August and part of September due to the inclement weather. Otherwise we feel that all work would have been completed prior to freeze-up.

"I would at this time add that various contracts called by both the Department of Highways and the Parks Branch on a bid hourly basis have equated at 105-150 percent of government rental rates compared to what we are paying Keating Brothers, a local contractor who generally hires local labour. I would add at this time, contrary to the comments by others, that every conceivable route for this highway was examined in minute detail and since the early sixties no location was thrown out without much consultation with all departmental personnel."

These comments that I have just used are those of our chief construction engineer in consultation with the district engineer. I ask the question then, how can any member of this Legislature state that the present government ignored the recommendations of its engineers.

To leave that for a moment to go into some of the expenditures for last year, I would point out that we can probably break down the various categories into four different categories; construction, maintenance, aids to towns and villages and administration. In construction the Department spent \$58,300,000. In maintenance \$22,500,000; in aids \$15,500,000; administration \$8,700,000. The estimated mileage for various types of work done by contract and completed during the past fiscal year in miles: we did 271 miles of grading, 316 miles of graveling, 239 miles gravel base course, 114 miles of asphalt surface treatment, 128 miles of bituminous surfacing and 2 miles of concrete paving.

Recently there seems to be a great deal of talk and suggestions that we should **lower** the speed limit on our highways in the interest of reducing highway accidents. Our research department have statements that really do not bear out this claim. Granted though British Columbia and Ontario have lowered their speed limits on some designated highways their studies indicate that this move did indeed reduce accidents but in British Columbia and Ontario driving conditions, terrain and congestion are entirely different from what we encounter here in the Province of Manitoba.

Let us look at some statistics we have for the Province of Manitoba. In 1974 there was a total of 37,795 accidents in the province. Urban centres accounted for approximately 30,000 out of this 37,795. One would be led to believe that we should reduce the speed limit in downtown Winnipeg, for example, from 30 down to 25 or perhaps down to 20, because 24,669 accidents occurred in the City of Winnipeg. To put it another way, 80 percent of all accidents in the Province of Manitoba occurred in urban centres where the posted speed limit is 45 miles or less. As I mentioned British Columbia and Ontario claim accidents have been reduced because they reduced speed limits. Ours have gone down and we have not reduced the speed limit. However we are not ruling out the possibility of speed limit reductions in the Province of Manitoba.

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(MR. BURTNIAK cont'd)

The fatal injury accidents were reduced just under 11 percent and deaths as a result of those fatal injury accidents were reduced by approximately 13 percent. In other words the point I'm trying to make is that the last set of statistics if for 1974 and they indicate a reduction in accidents in almost all categories.

Turning to the Motor Vehicle Branch, Mr. Chairman. As in the past the Department has an excellent record. I would like to commend the Registrar, Mr. Peter Dygala and his staff for his guidance in achieving this status. In 1975 it was a busy year and a very productive year for the Motor Vehicle Branch. Amongst other things, it saw the introduction of the Class Licence System in April, 1975. All licences will be converted to the new class licence by the end of May of this year. Along with the introduction of the class licence new and more stringent medical standards have been prescribed for Class I to Class IV licences and far more rigid and exacting driver examination is developed and implemented. Other provinces that have adopted a similar system will take four to five years to fully convert all their licences. We will have succeeded in achieving that objective in just over one year. The objective of the class licence system was to upgrade the standards, enhance the knowledge, abilities and skills required to operate a variety of different vehicles which demand more than the basic rudimentary skill necessary to operate a passenger car. We hope that this will be reflected in the reduction of accidents on our highways.

The number of licenced drivers in 1975 showed a very significant increase of approximately 58,000 new drivers. In absolute numbers the increase was from 480,000 to 538,000 drivers. In percentage terms a 13 percent increase.

The number of vehicles registered during 1975 also increased from 506,000 to 532,000 vehicles for an increase of approximately 5 percent.

Snowmobile registrations at the end of 1975 stood at approximately 40,000. This year will be renewal year for snowmobile registrations and as members are aware the Motor Vehicle Branch developed a unique method of registration and identification of snowmobiles. The present licence plate method of identification has proven to be most unsatisfactory. Because of the location of the plate it was frequently obscured by either the operator's or passenger's feet making it difficult and sometimes impossible for police and private citizens to identify a snowmobile which was being operated in contravention of The Snowmobile Act. Effective this year all snowmobiles will be issued with two permanent reflective decals which will have to be mounted on each side of the cowling. These decals will serve to identify the owner of the snowmobile. In addition, a small licence plate will be issued to the owner at the time of registration which will constitute proof that the snowmobile has been registered for the current registration year. The small plate will have to be attached at the rear of the snowmobile.

The accidents seen on our highways during 1975 has shown some improvement over the preceding year. Preliminary figures show that a total of 35,127 accidents were reported for the year 1975. This represents a reduction of approximately seven percent. Injury accidents were also reduced from 7,933 to 6,977 for a percentage reduction of 12 percent. These of course, are figures that are most gratifying.

We and other provinces have embarked on an educational program first before legislating the wearing of seat belts. We, along with the other provinces, will be watching with great interest Ontario's compulsory seat belt legislation.

As has been documented time and again by research in this and other countries, the one single driving behaviour which contributes to more deaths on our highways than any other is the drinking driver. In a society where the use of alcohol is so widespread and forms a part of the fabric of our social interactions, punitive sections by themselves appear insufficient to curb that problem. In the case of the driver who is no longer able to control his drinking suspending his licence or imposing other punitive sanctions would not likely do much to rehabilitate him. Accordingly, early last year a pilot project has been organized in co-operation with the Alcoholism Foundation of Manitoba in an effort to rehabilitate drivers who have or are suspected of having a drinking problem. Drivers convicted of second offences are referred to this program or they are exposed to a series

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(MR. BURTONIAK cont'd) of lectures, films and personal counselling by members of the Manitoba Alcoholism Foundation, following which an assessment is made as to whether this person has a drinking problem or not. The results of the pilot project will be evaluated and if it is found that the program is effective in rehabilitating drivers, in the near future it may be extended. During the year just ended, there were a total of 7,221 convictions under the Criminal Code relating to the operation of motor vehicles. Of these, 5,346 were convictions related to drinking and driving. This represented an increase of approximately 11 percent over the preceding year. In addition to convictions under the Criminal Code, there were a total of 83,000 convictions under the Highway Traffic Act representing an increase of approximately 14 percent over the preceding year. These convictions and accidents resulted in the suspension of 23,000 drivers during '75, representing an increase of 23 percent over the preceding year. The major reason for suspensions were as follows: 1. Alcohol related offences; 2. Suspensions based on poor driving records; 3. Suspensions for other criminal offences; and 4. Suspension of probationary licences.

The Branch conducted approximately 5,000 hearings to determine whether a driver should be suspended or not. The introduction of class licence also required the establishment of a medical review section. This section reviews and processes all medical reports which drivers are applying for or holding, Class 1 to Class 4 licences. A total of 7,000 medical reports have been processed to date. The objective of this program is to ensure that persons are physically and mentally fit to operate a motor vehicle safely.

The compulsory motor vehicle inspection program was in operation during 1975 from May to October. The program was expanded by adding two additional mobile units which operated at three different city locations and twelve rural communities. A total of 28,000 vehicles were inspected, as compared to 18,000 the preceding year. The volume does not reflect the full capability of the inspection by the four units since two of the units did not commence operating until later in the year. The experience again demonstrated that a very substantial number of vehicles on the highway are to a greater or lesser degree defective. Only 27 percent of those called in for inspection succeeded in passing the inspection for the first attempt; 73 percent failed, and of that 4 percent were found to be in hazardous condition, requiring the immediate cancellation of the registration. Trucks were also inspected for the first time. The percentage of trucks failing was 71 percent, and of that 9 percent had serious defects. The target for 1976 is to inspect approximately 40,000 vehicles.

The former bicycle safety program initiated three years ago will continue. Schedules for bicycle safety clinics will again be established in co-operation with a number of schools and recreation departments during the period of May through August, in which the branch will provide instruction through the student employment program. In 1975 more than 25,000 youngsters participated in the comprehensive safety training course. This was an increase of 13,000 children in the program. Judging from the number of schools requesting training material at this early date, we are anticipating as many as 35,000 youngsters in the up-coming program in 1976. The program is entirely based on defensive driving concepts and our objective is to reach out in to as many communities throughout the province as possible with the program and ultimately reduce incidents of bicycle motor vehicle collisions.

The Highway and Motor Transport Board operates in two sections, the first section the Motor Transport Board is responsible for the administration of regulations governing the operation of the motor transport industry and commercial trucks. This Board heard 64 hearings in 1975 dealing with 221 applications. Of this total 174 were approved, 18 were denied, 13 withdrawn, 8 cancelled, 6 postponed and 2 are still pending. Included in the 221 applications, the Board in its capacity as a Provincial Transport Board under the Motor Vehicle Transport Act heard 78 federal carrier applications for extra provincial undertaking. Of this number 55 were approved, 13 denied, 5 were withdrawn, 2 cancelled and 3 are still pending.

The other section, the Traffic Board, deals with jurisdiction under the provisions of the Highway Protection Act and certain sections of the Highway Traffic Act and the

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(MR. BURTNIAK cont'd) Snowmobile Act. This Board held 78 hearings in 1975. These hearings dealt with 691 applications, the majority, or 585, of these applications dealt with structures and access driveways, 74 regarding speed zones, 17 for pedestrian corridors, 15 for miscellaneous applications such as signs, weight restrictions and limited access designations. There were no changes in the jurisdiction of the Traffic Board in 1975. However, amendments to the Highway Protection Act and the Highway Traffic Act have already been considered by this House to enable the Board to function more effectively with respect to limited access highways.

The Licence Suspension Appeal Board operates under the provisions of the Highway Traffic Act considering applications for remissions of suspensions of licences that have been imposed for any cause. It was first established in 1959 and has continued since that time with an ever increasing number of applications, indicative of the increases in the driving population and miles being driven annually. While there were 2,594 applications considered in '74, this increased approximately 15-1/2 percent in '75 to a total of 2,992. These were considered at 312 half-day hearings of the Board, most of which were in the City of Winnipeg, which constituted 227 hearings, with 42 hearings in Brandon, 25 in Dauphin, 9 in Thompson, and 9 in The Pas to serve these general areas. Most of the applications received and processed by the Appeal Board are for liquor related offences under the Criminal Code of Canada, such as the breathalyzer, impaired driving, and refusal to submit to a breathalyzer test. These amounted to 64 percent of the total applications received. The balance of the applications were suspensions as a result of either the driving record or suspensions imposed by the courts or Registrar of Motor Vehicles Office under the provisions of the Highway Traffic Act.

In conclusion, Mr. Chairman, I'm indeed very proud of the accomplishments of my department. The Highways staff put forth a most commendable effort last year, and I'm confident that this year will be just as rewarding. Thank you.

MR. CHAIRMAN: Resolution 64(b) Administration (1) Salaries. The Honourable Member for Pembina.

MR. GEORGE HENDERSON (Pembina): Mr. Chairman, I want to begin by thanking the Minister for his very fine statement in starting this department. It's a very detailed statement. I wish we'd had it before so we could have looked it over. I'm also very glad really to hear that he's not just yielding to public pressure and reducing the speed limits without giving it a lot of consideration or enforcing the use of seat belts, because so many people in our society seem to like to ask questions or put on pressure for this sort of thing, when in actuality if they were law they wouldn't want to be wearing them anyway and the public wouldn't be doing it, so I don't see any sense in passing laws that are just for the sake of passing laws, especially when we don't want them.

I must say that your department has had quite an increase in accidents and it seems to be very much related to the use of liquor, which is very unfortunate because I'm sure it's costing them a lot more money even than what shows up. Because as probably all of us know to some extent, that many cases where liquor is involved, that there's a lot of fixing done and accidents which probably aren't reported that aren't of a major nature. However, I realize that it is one of the things we have to deal with and I believe the department has always been reasonable with people who have really wanted to be rehabilitated.

I see this is something, it's new, is it not, where you're having this alcohol, what do you call it, where you have these pilot projects for people that have a drinking problem. It'll be quite interesting to see how it works, because I think probably there's nobody that drinks that would probably say when they're taking a test, are you being consulted on it, but they know they shouldn't be doing it.

MR. CHAIRMAN: Order please. I would remind the Honourable Member that we are on Resolution 64(b) Administration. The Honourable Member's remarks on alcohol problems would probably be better under Motor Vehicle Branch, Resolution 70.

MR. HENDERSON: Mr. Chairman, you might be right and we can do it there. I just wanted to more or less make those remarks, and if you would choose to do them item by item, we could start now, unless some of the other members have something they want to say.

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MR. CHAIRMAN: That is the usual procedure under our Estimates review. Resolution 64(b)(1). The Honourable Member for Wolseley.

MR. WILSON: Well, my question isn't under Salaries, but if you could tell me where the truck inspections would fall under this section?

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Mr. Chairman, I believe the honourable member is asking about vehicle inspections, what are referred to under the Motor Vehicle Branch? Or is he referring to truck inspections, weight scales and so on.

MR. WILSON: But the Minister in his speech said that 71 percent of the trucks inspected, and I wondered under what section would it come that you were checking the trucks to see if they were road-worthy or not.

MR. BURTNIAK: I think it would be most appropriate under Resolution 70, under the Motor Vehicle Branch, where I would imagine - yes, under the safety.

MR. WILSON: Okay, that's 70 eh?

MR. CHAIRMAN: 70(c). The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, just before we go on, I hope you won't be too sticky on us if we should by any chance miss something that we would like to bring up, because many of us aren't just as familiar as maybe we should be as to where we should bring up different things, so I hope you can allow a certain amount of freedom in that.

MR. CHAIRMAN: Resolution 64(b)(1)--pass; (b)(2)--pass. The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, there is quite an increase here. I know that all the salaries have gone up, but I was wondering, is there more people now employed than there ever was before in connection with the department? Is this one of the reasons why, as well as the increase in wages?

MR. BURTNIAK: There is a total increase of 7.15 staff man years in the department.

MR. HENDERSON: Could you relate that as to actually how many people in total are employed by the department?

MR. BURTNIAK: I don't know if we can get that very quickly, Mr. Chairman, the exact figure. We could probably take that as notice and get the information for the honourable member, the exact figures, if he so desires.

MR. HENDERSON: That's okay.

MR. CHAIRMAN: 64(b)(2)--pass; 64(b)--pass; Resolution 64(c) Computer Services (1) Salaries. The Honourable Member for Wolseley.

MR. WILSON: Would the Minister have the number of staff people here, and possibly a brief rundown of what this section does? Computer Services, is this the money to be paid to the . . .

MR. BURTNIAK: Mr. Chairman, we might be able to get it for you right away.

MR. WILSON: Could you give me a brief rundown of what this section does?

MR. BURTNIAK: Yes, this particular appropriation provides for the salaries and offices of the Minister, Deputy Minister, Chief Engineer, accounting personnel, central records and the Computer Services in general. There has been a fairly substantial increase in the charges. I think there was something like an 89 percent increase in computer charges, so that makes for quite a difference in the figures.

MR. WILSON: I hope this is the section I'm talking about, but at one time your records were only a week or two behind and my experience now is that many of the 1976 registrations have not yet been compiled. What I'm trying to get at, is this the section where you phone up for motor vehicle searches and that type of thing? You know, like if you're trying to find out who owns a particular car that has a licence number, would this be the computer tape information, or would it be under another section?

MR. BURTNIAK: Well, you see, Mr. Chairman, the Computer Services are broken down into each individual section, and there's a difference there. It's pretty difficult, I would say, to answer the question exactly at this time without getting the information as to each individual section which I do not have in front of me. I did mention

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(MR. BURTNIAK cont'd) the other things like the Minister's office, Deputy Minister, Chief Engineer, accounting personnel, Central Records and Computer Services Division and such, but we don't have the amounts in front of us for each of those sections. But again, I think it may be possible to get that information for you probably tomorrow. I think we might be able to get that.

MR. CHAIRMAN: The Honourable Member for Wolseley.

MR. WILSON: Just so I'm clear. Under the Motor Vehicle Branch section there's nothing to mention about the records and the computer. What I'm saying is; is the Minister satisfied that - the recording system naturally should, under automation, be better but I would submit to the Minister I'm wondering, is he completely satisfied with the way it is keeping track of records and what-have-you. My suggestion is that many of the records are more delayed now than they ever were. If the Minister could give me some positive comment that his department is only a week behind or two weeks behind or two months behind then I would have some idea so that the public could know as to how long your records are behind. If somebody from another province was to be seeking information as to the ownership of a particular licence plate then he would know that your records are current or that they are one, two or three weeks behind. That's the information I'm seeking and I'd be pleased to wait until tomorrow.

MR. BURTNIAK: Yes, because as I said, Mr. Chairman, this also comes under the Motor Vehicle Branch and as the Honourable Member for Pembina stated, maybe we shouldn't be too sticky but nevertheless we're going to get to that section and hopefully we can have some information at that time by the time we get to that section.

MR. CHAIRMAN: The Honourable Member for St. James.

MR. GEORGE MINAKER (St. James): Mr. Chairman, through you to the Honourable Minister. I notice in last year's Estimates that there wasn't an item for computer services. I also notice that under General Administration for last year you had an estimate of \$600,700 whereas you show \$733,000 here. Now we're looking at an increase to \$842,000. If we look at last year's Estimates that were approved and we look at this year's figure, we're looking at about \$141,000 increase which more or less covers this computer service which wasn't listed last year. Is this a new service for the General Administration?

MR. BURTNIAK: Yes, it was under the Planning Division last year which did not show.

MR. MINAKER: It came under the Planning Division last year which would come under Other Expenditures which was \$175,200. Is this correct?

MR. BURTNIAK: Mr. Chairman, I am not sure whether that's correct or incorrect.

MR. MINAKER: Well, I'm looking at Page 28 of last year's Estimates, clause 62(g) that shows Planning and Design and under Other Expenditures there's \$175,200. I'm going by the answers of this Minister.

MR. BURTNIAK: Page 28, right?

MR. MINAKER: Last year's Estimates. Mind you I've got the blue book, it might be a different page. It's clause 62(g)(2).

MR. BURTNIAK: Right, right.

MR. MINAKER: Is that where it was included?

MR. BURTNIAK: I would think, Mr. Chairman, that's where it would be included. But then of course we have to remember the salary difference as well which is included in here, which is a little difficult to really distinguish exactly what it was. I would think it was under the Planning and Design section, probably that's where it shows.

MR. MINAKER: Mr. Chairman, then through you to the Honourable Minister. Can the Honourable Minister then tell me why under Planning and Design on Page 34 of this year's Estimates, he shows \$736,500 and last year's Estimates showed \$761,000. Where is the \$141,000? We're looking at clause 66(a) or (b), whatever you want to look at. You've got Other Expenditures there for \$170,500; you had Other Expenditures there in last year's Estimates under 62(g) for \$175,000. There's only a difference of \$5,000 so how can the Honourable Minister say that the \$141,000 difference that we're looking at

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(MR. MINAKER cont'd) for the computer program that's in here this year was under that particular division, or \$150,000.

MR. BURTNIAK: Mr. Chairman, there may be a point to look into here. I'm going to ask the staff to look into this and come up with the proper answer. I hope that will be satisfactory to the honourable member.

MR. MINAKER: Well, before we leave that, Mr. Chairman, I will then ask the Honourable Minister who is getting the \$150,000 for computer service? Is the Manitoba Telephone System getting the \$150,000?

MR. BURTNIAK: That's right, yes.

MR. MINAKER: Did they get the \$150,000 last year?

MR. BURTNIAK: No. I am not able, Mr. Chairman, to give the honourable member the exact amount of each section because this is all lumped into one, its divisional last year. So it's pretty hard to say just what it was that they received.

MR. MINAKER: Mr. Chairman, can I ask the Honourable Minister how many dollars were spent on computer services last year in his department?

MR. BURTNIAK: Here again, Mr. Chairman, we'll take these down because the staff hasn't got that information and I don't have the information right now. I'm sure we can get that information for the honourable member and we'll give it to him tomorrow I guess.

MR. MINAKER: Mr. Chairman, if we're looking at a figure of \$150,000 that's put in here and it shows that last year there was \$133,800 expended, you know, where was it expended? What I'm saying is; did the Manitoba Telephone System get that \$133,800 last year or did private enterprise get it?

MR. BURTNIAK: When you talk about the computer services for the Telephone System last year, that, to my knowledge was not a fact. We were using the computer service under management so the Telephone System was not involved as I understand it last year.

MR. MINAKER: Mr. Chairman, then under management where was this computer service provided from? Was it from a government department?

MR. BURTNIAK: Management Committee or Cabinet or the Secretariat.

MR. MINAKER: Where was it shown in last year's Budget?

MR. BURTNIAK: I really couldn't answer that because it definitely wouldn't show under our Estimates I wouldn't think. It would probably be shown somewhere in some other branch of the Government Services, I would think.

MR. MINAKER: Mr. Chairman, I would ask the Honourable Minister; is this now a new \$150,000 that's been inserted into his Department Estimates to pay for the new computer service centre that the Manitoba Telephone System is building?

MR. BURTNIAK: Mr. Chairman, last year's expenditures for computers for our computer centre were shown under the Executive Council Estimates as we have it here. Page 4 of Executive Council Estimates. This year is 1977. In this year's Estimates Book.

MR. MINAKER: In last year's Estimate Book, Mr. Chairman, it was where?

MR. BURTNIAK: In this year's 1977 Estimates it shows the expenditure here on Page 4 under the Executive Council.

MR. MINAKER: What resolution, Mr. Chairman?

MR. BURTNIAK: Page 4, Resolution 6(b), Computer Centre.

MR. MINAKER: Mr. Chairman, can the Honourable Minister - I'm sorry I missed it if he indicated - what are these computer services providing for his department in the administration level?

MR. BURTNIAK: I'm sorry, Mr. Chairman, I didn't quite catch the question.

MR. MINAKER: What services does the computer play for his department under his Administration Department?

MR. BURTNIAK: I would suggest to the honourable member things like vouchers, voucher accounts, maintenance management and things of that kind.

MR. MINAKER: Mr. Chairman, can I ask the Honourable Minister if the salaries that are shown there, are those people working in his department or are they the Computer Service Department's employees?

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MR. BURTNIAK: Mr. Chairman, I would think that although we're dealing with Computer Services which is fine, I guess we can discuss Computer Services, but the Computer Services that we're dealing with under 64(c) and Computer Services as far as Planning and Design are concerned, it's somewhat different. This is for our own Highways Department work which I referred to just a moment ago, for maintenance management and design things.

MR. MINAKER: Mr. Chairman, then if I understand the Minister correctly, all the moneys under 64(c)(1) are paid to employees that are in the Honourable Minister's department.

MR. BURTNIAK: That's right.

MR. MINAKER: Could I ask the Honourable Minister are these employees equipped to operate computers and program, etc.?

MR. BURTNIAK: I would imagine, Mr. Chairman, when salaries are paid for these services you would think that the people who are hired are people that can operate these kind of services.

MR. MINAKER: Mr. Chairman, I would ask the Honourable Minister, are these employees working in general offices throughout the Highways Department offices or are they located at the Computer Centre, MTS Computer Centre or the centre at the Norquay Building and assigned to his particular department.

MR. BURTNIAK: No. These are people who are working here in the City of Winnipeg. I don't imagine there are any . . . in 1075 Portage Avenue which is our central location of our department.

MR. MINAKER: Through you, Mr. Chairman, to the Honourable Minister. Then all of these people spend full time on computer services for his department.

MR. BURTNIAK: Yes.

MR. MINAKER: Thank you.

MR. CHAIRMAN: The Honourable Member for Minnedosa.

MR. DAVID BLAKE (Minnedosa): Both my questions, Mr. Chairman, have been answered. I was just curious on what the computer services actually covered, whether you had all your materials, your recording and inventory materials and all such things of this nature as well as the computer costs for Motor Vehicle Branch, this is not included in this amount. This would be included under your Motor Vehicle expenditures, under Other Expenditures of some kind.

MR. BURTNIAK: Right.

MR. BLAKE: Therefore we've got computer charges throughout the statement then and this is not your total computer charge for the department. This \$150,000 is not your computer charge for the year. You've got computer charges in all the other departments. Is that correct?

MR. BURTNIAK: Well computer charges do show up for other services such as, as I said, under Planning and Design.--(Interjection)-- As I said before these charges are for computer service for our department only and wherever there are other things such as Planning and Design, other services, they show up in Other Expenditures in other areas.

MR. BLAKE: For example under item 70 under Motor Vehicle Branch, Mr. Chairman, there would be charges under Other Expenditures there that would cover computer costs. Is that right?

MR. BURTNIAK: That's correct.

MR. BLAKE: All right. Now for the Department of Highways, how do we establish the amount that you have paid for computer services the past year? This is what we want to get at.

MR. BURTNIAK: For the Department of Highways alone?

MR. BLAKE: Right. Including your Motor Vehicles and everything else. We want the total that you paid to the Computer Services people for services last year.

MR. BURTNIAK: Mr. Chairman, we don't have that broken down just exactly in that way, except it would show in Other Expenditures as I pointed out, down the line. We don't have it broken down as to exactly what the amount was for the entire department. That's, I think, what the Honourable Member from Minnedosa is getting at, the

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(MR. BURTNIAK cont'd) amount of money spent on computer services for the entire Department of Highways.

MR. BLAKE: Yes, that's right, Mr. Chairman.

MR. BURTNIAK: We do not have it broken down that way. It will only show up in Other Expenditures as we go down the line in some of these other resolutions.

MR. BLAKE: Mr. Chairman, surely the computer, however they do their bookkeeping, they must be showing income and they must be able to show whether they received \$750,000 from Highways last year or whether they received \$450,000. This is what I'm trying to arrive at. How do we get at that figure? That's what we're trying to establish.

MR. BURTNIAK: That may be but this of course will not show up what the income for the computer services was for the year in our Estimates.

MR. BLAKE: No. But we want to try to establish what your expense was for computer services. That's what we're trying to establish. Total expense for computer services last year.

MR. BURTNIAK: As I say we don't show it here so as I say it wouldn't show up in our department. You'd have to get that information I would imagine from the Computer Services Branch. That will show for each department I suppose what it was for Highways and for other departments of the government. That will show there but it will not show in our department. Maybe that's not quite satisfactory for the honourable member but we haven't got it broken down that way.

MR. BLAKE: As long as we can get it I'm prepared to accept that, Mr. Chairman. If that can be provided for us today or the next day, whenever they can get that. What I was trying to arrive at was that the \$107,000 doesn't cover your total computer costs for the year.

MR. BURTNIAK: That's right. Mr. Chairman, I want to reiterate again that we're not going to be able to get that information for you today or tomorrow. It won't show in our department. That information is available from the Computer Services but not from our department as far as input is concerned. That's what I'm getting at.

MR. BLAKE: All right, Mr. Chairman, yes. But as we proceed through the Estimates, if we get for example to Laboratory and Materials under Other Expenditures, I'm led to believe that there would be a portion of that that would cover computer services or under Bridges, Other Expenditures or Traffic, Other Expenditures. There would be a portion of those expenditures that would be Computer Services. As we go through, if we question you on each one and tally these up, we'd arrive at some figure that may be reasonably close and then compare later on. It would just seem to me that there must be a figure somewhere that would indicate what you spent last year on computer services.

MR. BURTNIAK: We can hopefully provide that information roughly. I don't say it will be accurate, the exact amount but hopefully we can provide that information for the Estimates for this coming year. Whenever we get that figure - the staff is looking it up and adding it up and maybe we can supply that information for the honourable member. But as I say it will not be the most accurate figure. It will be more or less a rough figure but it will give some indication as to what the amount spent by the Department of Highways for computer service. I believe that is what the honourable member is trying to get at.

MR. CHAIRMAN: The Honourable Member for Wolseley.

MR. WILSON: I did ask how many employees did that \$107,600 - how many employees work at 1075 Portage Avenue doing this computer work or under this section. How many employees do you have?

MR. BURTNIAK: Eight or ten I believe it is. Mr. Chairman, the honourable member is asking about in 1075 working on the computer.

MR. WILSON: The Minister said under Computer Services that this all took place at 1075 Portage Avenue. Those were his words. I assume that the think tank or the computer tank that keeps track of such things as drivers' licences and that type of thing, or whatever it is - the unfortunate part that I have is that \$4 million is over here under Management Committee for computers and then this year there's zero, it's a pile

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(MR. WILSON cont'd) of dots. It's the missing costs of the computers in the different departments. What I'm trying to arrive at, and I can't see why and hopefully next year there would be the information available as to what the Department of Highways pays for computer services because the title itself is misleading. Under number (c) it says "Computer Services" and it says salaries for eight people \$107,000; Other Expenditures \$43,000 for a total of \$150,000. Does that mean to say that these eight employees use a computer that is somewhere else and the only cost involved is \$43,000. Because if the \$107,000 is salaries and Other Expenditures are \$43,000 where do you find out - like the Honourable Member from Minnedosa was asking - the cost of the computer services for his department? All throughout his address to us he dealt with many facts and figures like 83,000 convictions and all this statistical information that he must have compiled. Whether he used a computer or not I'm still not clear but maybe that's the question I should be asking. What part of his department does he use the computer for?

MR. BURTNIAK: Mr. Chairman, I think we're all getting a little bit confused here on the thing because actually when we're talking about the various sections of the Motor Vehicle Branch and Highways and so on, this figure here of \$150,000 has really nothing to do with the Motor Vehicles Branch. This is strictly just the Highways Department people where we employ I believe it is ten people at 1075 to do just Highway work only, nothing to do with any other branches of the department.

A MEMBER: . . . that was the total amounts.

MR. BURTNIAK: Amounts yes. For the Highways portion only. It has nothing to do with the Motor Vehicle Branch or the other branches of the department. That comes under the other sections. This total here represents just that section.

MR. WILSON: All right. Okay now the computer services for the Highway section under General Administration. What type of information would the Minister be compiling that he would use a computer under the Highways section? Just a sample.

MR. BURTNIAK: Things such as payrolls, accounts payable, warehouse stores, maintenance management, design and things of that nature. Everything pertaining, Mr. Chairman, to the Highways Department per se.

MR. CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: I wanted to know, Mr. Chairman, if the \$150,600 here, is that the total amount expended as far as computer services for the Highways Branch? The Minister said that's the total amount.

MR. BURTNIAK: Yes, for the Highways section.

MR. CHAIRMAN: Resolution 64 (c)(1)--pass; (c)(2)--pass - the Honourable Member for St. James.

MR. MINAKER: Yes I wonder through you, Mr. Chairman, if the Honourable Minister can advise us what these Other Expenditures cover in terms of dollars in his budget.

MR. BURTNIAK: Mr. Chairman, I have a bit of a breakdown here if the honourable member wants it because I've already mentioned some of these Other Expenditures. Provision for general salary increase and normal annual increments is one of those. Then of course general rise in cost of supplies, computer equipment and of course again for salaries, Deputy Minister, Chief Engineer, Accounting, which I have said before. So that gives you the Other Expenditures.

MR. MINAKER: Mr. Chairman, my apologies to the Honourable Minister. Obviously he didn't quite understand my question. I asked the Minister if he would advise us what he is spending the \$43,000 on? If it's salary, how many dollars; if it's contract people, how many dollars; if it's stationery and supplies, how many dollars? I'm sure the Honourable Minister must have that breakdown. I would like to know what the \$43,000 is made up of.

MR. BURTNIAK: There are about four different items here, Mr. Chairman. Printing and stationery, computer service charges, computer equipment rentals and travelling expenses.

MR. MINAKER: Mr. Chairman, I appreciate the Honourable Minister's answer but I would like to know how many dollars he's got assigned for each one of those if he would advise us of it.

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MR. BURTNIAK: Fine. The four items that I just gave. Printing and stationery \$10,000; computer service charges \$12,000 - Mr. Chairman, we're looking at the figures to give the right figures for the honourable member. Okay, I have to correct myself here, I gave the wrong figures actually, the first two I quoted, Mr. Chairman. Printing and stationery should be \$6,000; computer service charges \$12,000 - that's correct - the computer equipment rentals \$25,000, for a total of \$43,000.00.

MR. MINAKER: Mr. Chairman, can I then ask the Honourable Minister: the computer equipment rental fee of \$25,000, that would be paid to the Manitoba Telephone System, would it?

MR. URNTNIAK: Right.

MR. MINAKER: Thank you.

MR. CHAIRMAN: Resolution 64(c)(2)--pass; (c)--pass. Resolution 65, Management Services and Engineering, (a) Operations and Contracts (1) Salaries and Wages. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, probably under this item we can talk about design, ask questions on design, maintenance of highways and so on. I know the Minister has given us some alarming statistics and I wonder if the Highway design people relate the accident rates and review the accident rates on location of different highways and try to make some corrections. I think such things as shoulders of highways and surfacing shoulders should be considered where there's a lot of accidents. You have to be concerned about knolls on highways where there's many accidents. I wonder if the department is taking this into consideration because the Minister, when he indicated 73 percent of the cars failed then I'd say well, we're allowing too many cars that are not safe on the highway and he better increase; the department, I believe in my opinion, should increase the inspection much quicker than we're doing at the present time if we're finding 73 percent of the cars failing.

Because of the statistics I just wondered what's happening in this area where the accidents do occur. Do we make any corrections? I think this is also the place where the Management Services and Engineering do the bridge design, engineering, traffic maintenance and so on. Do we do such things as any kind of inspection, corrosion of bridges and so on? I think in the last five, ten years, I think we're using the de-icing agents such as salt to a much greater extent than we used to years ago. I think it's important that we know to what extent and what kind of damage de-icing agents are doing to our poorer surface of highways and bridges. Again this comes back in the cost estimates and what is the cost effect to the whole department?

The other thing is the cracking of pavement and I wonder if we're building our highways as well as we used to. Are the engineering requirements as strict as we had years ago? I know the highway going to Falcon Lake - and I know we can't control everything because it's in the spring after the frost is out of the ground but one may think that there's areas that it's almost like riding horseback really. It's practically a new highway, it's not that old. I am concerned. I feel that this is something that the department must be very careful in this area. Are we not building the roads as well or is there something that we can't control or help when practically on three year old or five year old roads that we get so much cracking of pavement or movement of ground. Perhaps the Minister can give us some indication what really is happening and what's taking place.

MR. BURTNIAK: Mr. Chairman, I think the honourable member covered a number of points in his comments. I think he started off by talking about the shoulders on the highway and the paving of shoulders on the highways through Manitoba. The department has been looking at this possibility for a number of years now and I would like to say that you know when you look at the cost of asphalt and so on that has been coming in in the last couple of years, the rise, you know, such enormous rises in price, that to pave shoulders, it would be nice but then again we could turn that money into paving a number of miles of highway at the same time. I must say that the honourable member probably has a point but I would like to also say this, that I have done quite a bit of travelling in my lifetime and I find that at times, particularly in weather conditions that we are faced with at times, particularly in the fall of the year, where we have rain

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(MR. BURTNIAK cont'd) and sleet mixed and ice forming on our highways, I have found myself very happy to be able to see a shoulder that's gravelled to make sure that I stay on that road. I've had this experience of travelling on highways where ice formed and the shoulders were paved and I tell you that I was very happy to get back on the road where I saw gravel shoulders. So it's a matter of opinion I suppose. As I say, in the summertime it would be nice to have our shoulders paved but I think that when you look at the enormous cost we are faced with, particularly in the last few years, you have to set your priorities and I think that it's probably, at least in my opinion, it's wiser to put that money into paving a few miles of road where it's more needed and more beneficial perhaps in the long run than paving a few miles of shoulders. We try to construct wider shoulders wherever possible on our highways and when you look at the difference in costs, as I said, there is quite a difference.

On the other point that the honourable member mentioned about the construction and the engineering techniques involved as far as paving and so on, if you like, I would like to inform the honourable member that we in Manitoba and I think that I'm quite right in saying this, that the Highways Department in the Province of Manitoba as in other provinces, the engineering staff and so on, they do meet periodically and exchange ideas and knowledge as well as through roads and transportation or RTAC organization where all the ideas and information is compiled and notes are exchanged, so to speak, I don't think that we are much different in the Province of Manitoba in regards to the paving of our highways than perhaps any other province in Canada. But at the same time, I think the Honourable Member for Assiniboia admitted the fact when he mentioned one part of the road where at times he's noticed that there are breaks and so on because of the kind of terrain. I can say to all the members of the committee that we are constantly bothered by - for example, Highway 391 up north where this road was constructed not too many years ago and pavement was put on, but I don't know, we haven't yet received any kind of technical advice from anyone, and we've tried how best we could remedy the situation to prevent it from heaving and cracking the pavement because of the kind of terrain that the road is situated on. So we have to face these kinds of facts in the kind of weather that we're faced with, various changes, extreme changes from warm, hot to cold, and extreme cold. I would think, Mr. Chairman - we are aware of it but I don't think that there is not much more that we really can do that hasn't already been done with the present knowledge.

MR. CHAIRMAN: If the honourable member wishes to discuss Highway Maintenance, there is a separate section. Resolution 67.

MR. PATRICK: It's not Maintenance. I'm on. . .

MR. CHAIRMAN: The Chair will be guided by the Minister as to just what Operations and Contracts . . .

MR. PATRICK: I'm not talking about Maintenance . . .

MR. CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I'm not talking about maintenance, I'm talking about engineering and design, bridge engineering design and traffic, so that's what I was asking. I'll make my question very brief.

My concern is if you have a few fatalities happen in Winnipeg at some intersections, then some remedial action is taken. We have lights and probably some different design of traffic corners. What I'm saying to the Minister or asking through you, Mr. Chairman, to the Minister, when you have some serious accidents and fatalities take place on the highway, on Manitoba highways, do the department or the traffic people keep any kind of record or see what change has to be made in the design to make the corrections where there is too sharp of a curve or something. What I'm really saying to the Minister - two things - are we making our highways safer when we're keeping a track of where the accidents occur? Are we making the highways safer? Also from the engineering point, are we making them to last longer. That's my two points.

The other - perhaps one more point - when I say making them safer, for instance, Portage Avenue between Headingley and say the Perimeter, I'm sure that the Minister would agree, I think that it definitely needs a divider in there, in that stretch,

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(MR. PATRICK cont'd) the traffic's so great. It has been brought to my attention by many people now that there must be a divider between Headingley and the Perimeter. When we talk about safety, that's what I'm saying. Is his department giving consideration to making our highways safer and what effects de-icing has on many of the bridges and do we make them last longer now or not.

MR. BURTNIAK: Mr. Chairman, I can appreciate the concerns of the Honourable Member for Assiniboia, they're legitimate concerns. As far as the safety of highways, the construction and any other things that might be considered safety-wise, we do keep a record of the kind of things that the honourable member has suggested, in conjunction with the RCMP as well and we do keep records.

For example, I would like to mention, too, that aside from the dividing of a highway, such as was suggested on No. 1 for example between the Perimeter and Headingley, these kind of things are constantly discussed and wherever possible we will certainly try and do this. I'm sure all members of the committee will agree that wherever you have even a four-lane undivided, that unfortunately at times becomes a speedway. You can't just do the necessary changes, especially on some of the roads that have been in existence for a longer period of time, to make necessary changes because then you may have to widen and you run right-of-way problems and all these kind of things. But, you know, wherever there is a traffic congestion such as the case on the Perimeter at Roblin Boulevard, for example, we've looked at that situation very closely and it became one of our top priorities last year and that's been constructed because of the number of fatalities. I don't know if there were too many fatalities, I don't recall, but there might have been a few. But there were a number of very serious accidents and we definitely keep a record of that and that is the reason why this interchange was constructed. Mind you, I would think honourable members will agree that no matter what is done, how safe the vehicles they make may be and how well the roads are constructed for safety purposes, it's still, as I call it, from time to time those that loosen up behind the wheel sometimes it still causes accidents regardless of what precautions you take.

I could refer the Honourable Member for Assiniboia to a situation of driving habits in our City of Winnipeg for example. I've had an opportunity in the last few years to drive in different parts of the city and you can almost notice the different driving habits of people in various parts of the city. I think the same thing applies to our rural areas as well. In some areas — (Interjection) — Well it may be all right in Minnedosa. I would think they're very good in Dauphin as well but there's other places that may not be so. Aside from that, that is always considered as much as we possibly can, we're doing everything we can that our budget will allow.

Insofar as the time our pavement and construction whether it's lasting longer or not, here again we have to take into consideration the kind of load weights that our roads carry now, the number of vehicles that are roads carry now, the number of vehicles that are travelling on our highways, on certain parts of our highways. All these things have to be considered. Naturally the more vehicles, the greater the loads, naturally you're going to have more wear and tear on our pavement. At the present time as the members know we are working along with the Federal Government to upgrade some of our PTHs to 110,000 gross vehicle weight. That means additional paving and heavier pavement, thicker pavement to be put on to carry these load weights. We have also increased to some degree some of our provincial roads in gross vehicle weights as well. All these things have to sort of coincide as you increase the weights and the number of vehicles that travel then these things have to be kept in mind when construction of our bridges and our highways are made to coincide with these other items.

MR. CHAIRMAN: The Honourable Member for Minnedosa.

MR. BLAKE: Mr. Chairman, I don't know whether this is the exact spot, I wanted to discuss bridge design and contract tendering. I just don't know whether it's going to be covered generally here, whether I can get at it better under . . . It was a particular area on Highway No. 4.

MR. BURTNIAK: Well, there is a section under 65(d) - Bridges.

MR. BLAKE: Okay. All right. That's fine. I'll leave it there, okay?

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MR. CHAIRMAN: The Honourable Member for Virden.

MR. MCGREGOR: Mr. Chairman, getting back to shoulders, is there any positive proof because I feel like the Minister, there's times when you're on icy roads that you're glad to see that gravel; in the summertime you don't want to see it. Is there any proof on the safety point of view of which is the safer. Certainly if gravel was safer then I think all Manitoba would join you in getting more hardtop miles and less shoulder. Is there any way of coming up through police reports and accident reports of the cause being gravel? I know there's been causes that way and I know there's been causes the other way, is there any proven way of establishing that?

MR. BURTNIAK: Mr. Chairman, so far not to my knowledge. I don't think we have anything of that type of information or statistic. Then again, I suppose the honourable member, when he's talking about being safer I would think that by saying that you're thinking of the icy conditions, or are there other circumstances as well?

MR. MCGREGOR: Well I was thinking of just general comments that I've heard. So and so would say it was caused by a paved surface or caused by my wheel coming off the hardtop onto the gravel and spinning or something. That was the point.

MR. CHAIRMAN: The Honourable Member for Minnedosa.

MR. BLAKE: Those soft shoulders, I think snuggling up close to the driver that's causing a lot of them, Mr. . . .

No, I'm sorry, I wanted to get on Item 2, we're still on Item 1, (a)(1).

MR. CHAIRMAN: Resolution 65(a)(1)--pass; (a)(2). The Honourable Member for Minnedosa.

MR. BLAKE: I just wondered what portion of the Other Expenditures would be allocated to computer rental or computer costs.

MR. BURTNIAK: Mr. Chairman, I hope that we can probably resolve this little problem of ours here by, instead of going into every section and going back to the computer service costs perhaps, I have some information passed to me by the staff that totals up the computer costs for 1975-76. It was \$758,000.00. I believe that is the amount. For 1976-77, it is estimated to be \$735,900; \$735,900 estimated for 1976-77; \$758,200 for 1975-76.

MR. BLAKE: That's fine for my question on that expenditure, Mr. Chairman.

MR. CHAIRMAN: The Honourable Member for Pembina.

MR. HENDERSON: That was my question, I was going to ask the same one.

MR. CHAIRMAN: Resolution 65(a)(2)--pass; (a)--pass. Resolution 65(b) - Laboratory and Materials: (1) - Salaries and Wages. The Honourable Member for Minnedosa.

MR. BLAKE: Mr. Chairman, if we might just have a bit of a breakdown from the Minister on the cost or the function of this particular section of the Estimates. It's testing various materials and . . .

MR. BURTNIAK: Soil tests and everything else. Everything that needs to be. . . Maybe I should give the . . .

MR. BLAKE: Protective asphalts . . .

MR. BURTNIAK: Maybe I should sort of give a more complete resumé of this section as to what the section actually does. This division is responsible for investigating, testing and inspecting various materials used in the construction and maintenance of highways and for advising the methods, procedures and equipment pertaining to the efficient use of materials and quality control on contracts. The surfacing engineer trains and supervises technical staff on base course, bituminous and reinforced concrete projects and advises on methods and procedures of handling materials on construction.

Also the research engineer initiates, plans, conducts and reports on the various research projects, investigates special problems and grade failures, trains and supervises technical staff on grading projects. The geophysical engineer trains and supervises the technical subsection which is responsible for locating, checking, testing and recording gravel deposits throughout location and works on other special projects.

The materials analyst is in charge of the materials, laboratory and supervises testing in laboratory investigation of soils, gravels, bituminous materials, concrete mixes, traffic paints and miscellaneous other items.

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(MR. BURTNIAK cont'd)

Other fields of activities include investigating subsoil, base course, or surfacing defects or failures, studies the performance of pavement and base courses, preparation of specifications and instruction manuals and evaluation of new items of construction and testing equipment. That is the function of this particular section.

A MEMBER: That almost sounded like a plant inspection.

MR. CHAIRMAN: The Honourable Member for Virden.

MR. MCGREGOR: Yes, Mr. Chairman. I would like to just question, and I'm not sure if this is the place to be asking it, as you will recall a year ago, I think, I put the question to the Chairman then of slides on one side of the Assiniboine Valley. On 259 there was a huge expenditure there and I've got word that the other side is going - that's on 259 and likewise on 254 south of the Assiniboine. Is there anything in this department that you're doing to try to rectify to get under these big slides that are coming? I understand 254 is down to one lane traffic today and I know it's a characteristic of the Assiniboine Valley. Is there a study going on to find out where down there is this - because it certainly is costing millions of dollars over a period of years. Is this the type of study you're doing in this laboratory.

MR. BURTNIAK: Mr. Chairman, I am not sure whether these particular roads that the honourable member mentioned, that anything is being done on them right now but I would imagine that the department, the engineers, would have some information on the situation because when you talked about slides, immediately I think of St. Lazare.

MR. MCGREGOR: Same valley.

MR. BURTNIAK: There was an awful lot of money spent and a lot of time spent in trying to design, make the proper design for the road. Of course we have these sliding hills there and all that so that is probably the same kind or a similar situation that you mentioned in regards to 259 and 254. I am not sure exactly what has been done, I don't have that information, but this particular section that I just pointed out would be doing this kind of work if it isn't already being done.

MR. MCGREGOR: Obviously then, Mr. Chairman, we're not getting the answers. We had one last year, we've got two this year just in my little area and more to come. I mean this is a big problem.

MR. BURTNIAK: I'm sure, Mr. Chairman, the honourable member can appreciate that this is a real serious problem and it's not very easily overcome. It takes a lot of studies, a lot of engineering know-how and all that to rectify the situation.

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

MR. ADAM: Thank you, Mr. Chairman. To the Minister. On testing for road construction, how is this controlled? We tender out a road to a contractor and how many men do we have doing this or how do we know that the right mix is being done? Do we keep a close check on that?

MR. BURTNIAK: Mr. Chairman, I don't like to cut off the debate but I think we could pursue that particular question under Construction of Provincial Roads and the likes of that under section 69. Resolution 69 on Page 35, Construction of Provincial Trunk Highways and Provincial Roads and Related Projects.

MR. CHAIRMAN: The Honourable Member for Pembina.

MR. HENDERSON: Yes, Mr. Chairman. An amount of money like that for wages and salaries - I know you said it took in designs and studies and so forth but does any of this really take in the actual laying of portions of highways with different types of concrete or of a mix? Is any of that kind of work done and included in this figure or is this all book work shall we say, you know, just studies and book work? Is some of it really the application of certain types of concrete or hard-topping?

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: I would say, Mr. Chairman, that this is not just book work, it's actually put into practice, whatever the kind of design, the kind that is being progressed with or proceeded with, the kind of pavement or whatever that is being put on. These mixes and so on, these are all done by these people in the laboratory, so it's a lot of book work and also a lot of practical things being done as well.

MR. HENDERSON: I think I'll let that go at that.

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MR. CHAIRMAN: Resolution 65(b)(1)--pass; (b)(2)--pass; (b)--pass. The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, before we move on from (b)(2), it's quite an increase. Any particular explanation of the large increase there? It's about \$25,000 . . . (b)(2).

MR. BURTNIAK: Mr. Chairman, as the honourable member knows, aside from the regular increase in salaries and increments, it's also the purchase of additional nuclear density equipment, that's four units. This was quite a substantial cost. I would hope that the honourable members would not ask me to explain what the additional nuclear density equipment is because I won't be able to answer that. We hope that the people who run it know what they're doing.

MR. CHAIRMAN: The Honourable Member for Arthur.

MR. J. DOUGLAS WATT (Arthur): We're on (b)(2) on Other Expenditures. I've just done a rough check on it and we've got almost \$6 million in Other Expenditures through all of the items. Maybe we should just take the whole \$6 million and examine - I mean we're going through them item by item and we're going through Other Expenditures on each item. Mr. Chairman, I would ask the Minister if he could give us an explanation on approximately \$6 million for Other Expenditures?

MR. BURTNIAK: Mr. Chairman, we can do that as we go item by item, Other Expenditures as listed here. I would think, Mr. Chairman, that the honourable members would be more satisfied individually than by giving a lump sum because it would take me quite a while to read the whole thing as far as - I would imagine by doing it individually as listed in the book, I think, is more beneficial to members of the committee than giving up a lump sum.

MR. CHAIRMAN: Resolution 65(b)(2)--pass; (b)--pass. Resolution 65(c) - Surveys and Titles: (1) Salaries and Wages. The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, when the government is surveying land and acquiring land through acquisition, who pays the registration fee in the Land Titles Office? Is that always your expense? Does the man that you're purchasing it from just have to pay his own lawyer? Do you take care of all those legal fees for them?

MR. BURTNIAK: Mr. Chairman, as probably most honourable members know, the acquiring of land is done by the Land Acquisition Branch, as the honourable member probably is aware, and also the Land Value Appraisal Commission is involved in setting the price and so on. In some cases, I understand that some legal fees are paid by us but in the majority of the cases I would think that is not the case.

MR. HENDERSON: You're referring to titles there though. You know the titles always have to be registered. The Land Acquisition makes all the arrangements about the registration of the titles.

MR. BURTNIAK: They do all the inquiring, filing and so on, for all departments of government as a matter of fact, not only for Highways.

MR. CHAIRMAN: Resolution 65(c)(1)--pass; (c)(2)--pass; (c)--pass. Resolution 65(d) Bridges. The Honourable Member for Minnedosa.

MR. BLAKE: Thank you, Mr. Chairman. This item Bridges has interested me, travelling No. 4 as I do a couple of times a week. There was apparently tenders or contracts let for three bridges. The by-pass area was built around a particular bridge to be replaced - to be built in the wintertime of course - there was only one bridge built. Subsequently this spring with the spring runoff, the detour area that was built - and it must have created some cost to build - well it had to be severed to let the waters away and it appeared to be a waste of funds. I just wondered why the bridges were not built or what happened to the contractor or what explanation there was for it.

MR. BURTNIAK: I would think, Mr. Chairman, it all depended when the bids were put out. Perhaps that was one thing. Another thing too I think that we must understand that last fall there was a shortage of cement because of the strike. There was some delay there and as a matter of fact, I would say that in some cases we did not rush with the tender in some of those cases. I'm not sure that these particular structures that the Honourable Member from Minnedosa is referring to was that case or . . .

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MR. BLAKE: Well, yes, that's what I want to find out.

MR. BURTNIAK: But exactly whether these specific cases, I am not sure.

But perhaps . . . I do know that there were similar situations and the reason for that was because of the lack of materials and supplies that were at least necessary to the construction of bridges earlier in the winter. That's right. As I mentioned the cements were on strike and all that. So whether or not, may I again repeat, Mr. Chairman, whether or not this particular bridge that the Member for Minnedosa is referring to, was one of those cases as well, I'm not sure, but in general that was the reason.

MR. BLAKE: Yes, there are two bridges near Westbourne and one between Macdonald and No. 1 Highway, just south of Macdonald about three or four miles - that one was completed. The other two have not been completed. I'm just asking what the reason was. Now you may have to find it out, you might not know, but if it was a concrete then the contractor might be able to explain his way out of it, but I'd like to know what it cost the contractor, if there's any cost to the province in building the by-passes and then tearing them out again, and if the bridges will be constructed this winter, or just what the plans are for them.

MR. BURTNIAK: Well, Mr. Chairman, again I say I am not sure of the particular reason for these specific cases that the member mentions. Now it could be that cement was one of the reasons. Now it may not be, I'm not sure. So I will take that as notice and we will certainly try and find out exactly what was the . . . if there was a delay.

MR. BLAKE: Thank you, Mr. Chairman. Yes, at that time, if the tender was let or if there was a contract let, there should have been a completion date on it or various features with the contract. Understandably if there was a material shortage, if you couldn't get concrete, you couldn't complete the bridge. That's right. If the Minister would get that for me, Mr. Chairman, that would be sufficient. Thank you.

MR. BURTNIAK: Mr. Chairman, the question is two bridges on No. 4 Highway

. . .

MR. BLAKE: Near Westbourne, No. 4 Highway.

MR. CHAIRMAN: Resolution 65(d)(1). The Honourable Member for St. James.

MR. MINAKER: Mr. Chairman, through you to the Honourable Minister. I wonder if the Minister can advise was it his department that built the new bridge at St. George - I believe there's a new bridge there is there not to replace the ferry?

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Mr. Chairman, maybe I should let the honourable member finish but if he's talking about St. George, there is a discontinuance of the ferry but there's no bridge that has been constructed as yet.

MR. MINAKER: I see. So that the ferry has been demolished but there is no bridge to replace it.

MR. BURTNIAK: There is no bridge to replace it as yet. I don't know if the ferry has been demolished or not, you know, it's just been moved; I don't think it's been demolished.

MR. MINAKER: But it's not working any more?

MR. BURTNIAK: That's right.

MR. MINAKER: Mr. Chairman, through you. So what is the access to St. George now? Is it via the bridge I guess that would be on 219?

MR. BURTNIAK: I would have to check the map but I would think the access would be on 304, Pine Falls.

MR. MINAKER: Well, Mr. Chairman, I'm looking at - yes, I guess it would be 304, my apologies; 219 goes into 304.

I wonder, Mr. Chairman, if the Minister can advise if the bridge that is on 304, do you know if it has a clearance that the ferry had because my understanding is there's difficulty in getting big equipment across the river there now because of the narrowness of the existing bridge. We're wondering if the Minister is aware of this.

MR. BURTNIAK: Yes, we are aware of it. I don't know to what the honourable member is referring as big equipment, what sort of equipment, but if you're talking

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(MR. BURTNIAK cont'd) about farm equipment, we are told that there doesn't seem to be any problem whatsoever in getting whatever equipment these people have across that bridge.

MR. MINAKER: Well, Mr. Chairman, it's my understanding - and I could be corrected on this if the Minister is aware of other facts - that the ferry that is no longer in use was actually, I think, wider than the existing bridge that's being used and they're still facing this difficulty of getting equipment across the river.

MR. BURTNIAK: I believe I'm correct in saying that the honourable member is talking about the Maskwa River Bridge and there the railings were lowered to allow for the wider and larger equipment to cross. I believe that that's the bridge that you're referring to.

MR. MINAKER: So that problem has been corrected now?

MR. BURTNIAK: To the best of our knowledge.

MR. CHAIRMAN: The Honourable Member for Arthur.

MR. WATT: Mr. Chairman, I wonder if the Minister could indicate approximately how many bridges were built on trunk highways and provincial roads in the past year - approximately.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Mr. Chairman, the question is how many new bridges?

MR. WATT: That's right. Approximately how many new bridges were constructed last year?

MR. BURTNIAK: We don't have that information here but we can certainly get it in a hurry if the honourable member wants - rather than guess we can give him the exact figure.

MR. CHAIRMAN: The Honourable Member for La Verendrye.

MR. BANMAN: Thank you, Mr. Chairman. A year or so ago we had certain problems on different roads with regard to the weight increase as far as the weight restrictions on highways are concerned. The basic problem that was encountered I think at that time was due to the problems that the bridges weren't strong enough to handle increased weight loads. And I also, if my memory serves me right, recall that we then set out for, especially the No. 1 highway, on a cost-sharing agreement whereby we would upgrade a certain amount of these bridges, and I think there were also other highways that were designated, certain areas, which would come under this particular agreement. Have we started upgrading some of these bridges to meet the specifications that have been set down by the Federal Government? I wonder if the Minister could just tell us what the cost is. Is there a cost-sharing formula on these bridges?

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Well, Mr. Chairman, there are two things here. I think the Honourable Member for La Verendrye is referring mainly to the highway strengthening program, which is cost-shared with the Federal Government. That's one thing, and of course, that's on a 50-50 cost-shared basis up to a certain amount of dollars for five years, I believe it is. Naturally the number of structures on the various PTHs where the gross vehicle weight will be to 110,000 pounds - which was the figure that the Federal Government want us to go into - a number of these bridges had to be either reconstructed or improved to carry that weight. That's one thing. I say it's a 50-50 cost-sharing basis based on five years.

Then the province itself, on its own, over the last year and a half or so, we have increased the gross vehicle weight on many of our roads in the Province of Manitoba, increasing the gross weight from 74,000 pounds to 80,000 pounds, and before any road was made eligible for 80,000 pounds, for example, the main obstacle in some cases was the structure. As structured, they would not be able to carry the 80,000 so we did not declare that road eligible for 80,000 until the structures were upgraded or rebuilt to carry that weight, and we had quite a program for last year. I'd just like to show the map. This is just strictly 80,000 pounds. This does not show the federal cost-sharing program, highway upgrading program at all. It doesn't show that. This is strictly a provincial program where we increased the gross vehicle weight from 74,000 to 80,000 necessitating a number

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(MR. BURTNIAK cont'd)of structures that had to be, as I said, constructed or strengthened in order to allow the trucks to carry this weight on some of these roads. That is our own provincial program. Then we have the other which is the highway strengthening on our combined cost-sharing basis with the Federal Government.

MR. BANMAN: I thank the Minister for that answer. Is there any figure - and I guess maybe we will have to ask that further along the line when we come to construction - being placed on how much money we have cost-shared with the Federal Government? That's my first question.

Number two is new highways being constructed such as the proposed section from Steinbach to Ste. Anne. Would these bridges that would be built and the road that would be built be built to the specifications that the Federal Government has set out with regard to the 100,000 pounds.

MR. BURTNIAK: That is correct. It would be up to 110,000 pound weight in that area for that portion of the road.

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

MR. ADAM: Can we talk about construction of bridges now? I was wondering, it says that in the wpring of '74 that there were approximately 90 bridges washed out by the runoff. Most of these, I presume, have been temporarily - some of them have been rebuilt, I would imagine, some of them perhaps with culverts. Do you have any figures on how many bridges that were washed out have been replaced and reconstructed?

MR. BURTNIAK: Mr. Chairman, I would have to ask the honourable member to clarify. I'm sorry, I didn't quite get the text of his question. Bridges washed out in '74?

MR. ADAM: I'm not sure whether it's '74. I think it was. When we had the heavy runoff approximately 90 bridges were washed out during that period, and I was just wondering how many have been replaced. I might refer to one specific bridge east of PR 276 on the Crane River Road. That's going on two years now or three. Two years, anyway, and I'm just wondering whether that bridge will be reconstructed this year or not.

MR. BURTNIAK: Well, Mr. Chairman, perhaps I could answer the first part first. When the honourable member refers to some 90 bridges or whatever in '74, or whatever year it was, that may be correct, but a lot of those bridges, I presume, would be water controlled rather than highways.

Now on the other question, as far as this particular bridge that he refers to, I would hope that that can be resolved in the forthcoming year, but apparently what has happened is a right-of-way problem that occurred there where you couldn't purchase the right-of-way, there was some delay there, and that is the reason actually for the delay on that particular bridge. But I would hope that that has been resolved now and we can proceed. You noticed probably, I chuckled. There was a correction made to me that it's not water controlled but rather water resources. I'm told that nobody can control water.

MR. CHAIRMAN: Resolution 65(d)(1)--pass; (d)(2)--pass; (d)--pass. Resolution 65(e) - Traffic - 1. Salaries and Wages. The Honourable Member for Pembina.

MR. HENDERSON: Would you like to state just what you mean by traffic in there and what you're referring to in general in this part of your Estimates.

MR. BURTNIAK: Yes, Mr. Chairman, insofar as the word traffic is concerned, I would like to mention to the committee, and to the honourable member in particular, the major functions of the traffic divisions are as follows.

The responsibility for traffic control on all of our Manitoba highways, including signs, pavement marking and traffic signals, determining street lighting requirements wherever these lights are required, makes recommendations for speed limits on our highways in various areas and various highways, develops . . . highway litter control program, provides expertise in the area of traffic control and parking to cities, towns and municipalities, etc.

MR. HENDERSON: So, Mr. Chairman, if we had any special remarks about speed limits, this might be the place to say them, because you said speed limits. I think

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(MR. HENDERSON cont'd) you said that was included in here. Or do you mean just the signs?

MR. BURTNIAK: I might point out . . . we could perhaps, Mr. Chairman, discuss, that I am not going to get too sticky on that part of it, but I want to make it clear to the honourable members that the Highway Traffic Board makes recommendations to this section for lighting and the lights and speeds and what have you. Oh, I'm sorry, it's the other way around. But anyway, as far as that goes, I don't think that, if the honourable members want to proceed and discuss speed limits, or whatever, at this point, I have no objection to it. I think it would be just as appropriate a place as any other.

MR. HENDERSON: Well, Mr. Chairman, since this will probably be discussed a lot in the next year, I think it's something that we should devote a little time to because I feel that out in rural areas it was just like you said in your earlier remarks that driving at a faster speed is not very likely to cause accidents, and where you might be quite safe at 60 miles an hour in the country, if you were in the city and you were driving 15, you'd be more of a hazard or more likely to have an accident. I know I hear many of the rural people saying, well for the country driving they're certainly hoping that speed limits don't go down. Now I know the other argument that can be said is maybe saving a little bit on the gasoline if you drive slower, but there's many ways we can save gasoline. We could drive more people in the car or we could drive smaller cars, but I have a strong feeling that the people don't want to be cutting their speed limits down past 60 miles an hour out on the rural highways.

A MEMBER: You guys are fast livers out there.

MR. HENDERSON: We want to get things done out there, we can't be on the road all day.

MR. CHAIRMAN: Resolution 65(e)(1). The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I do feel that the Minister and the department should give serious consideration and have some studies in this connection about reducing the speed limit from the present speed limit to something less. It's been indicated in the provinces and in the areas and jurisdictions that they have reduced the speed limits, they reduced the accident rate and fatality rate by as much as 35 to 40 percent, and we all know when you reduce the speed limits you also reduce the consumption of gas as well, of which we haven't got too much. I know somebody said we haven't got too many fatalities in Manitoba. The Minister did give us some statistics. He didn't give us what the fatalities were last year. Were they down from the year before, or were they up from the - total accident fatalities as a result from car accidents. I don't believe the Minister gave us that statistic, so I feel that this is something the department can be watching pretty closely because I believe there's two provinces that have reduced the speed limit. It's been reduced in the United States and it's watched pretty closely up there and from the first three months of statistics it was indicated the accident rate was down by 35 percent. So this is something worthwhile considering.

I know some of the people out in the country, they say that you don't want to reduce the speed limit, and some of the highways out in the country probably, you know, 60 and 70 is too fast for their roads anyhow, so I don't think it would be much of a factor by reducing the speed limit, so I hope the Minister would really give some serious consideration.

I have another point that I want to raise with the Minister, and perhaps it's a good place under traffic. I understand that at the present time when drivers under 18 get charged with either a violation, with some traffic violation or impaired driving, they don't appear before the adult court, they appear before the Juvenile Court. They may be charged three or four times on a speeding conviction, they may have an impaired or two or three impaired driving convictions, still they don't lose their driver's licence because they never appear and the Traffic Department don't even know about it. So I would like to ask the Minister these two questions and can he give me some information. If that is the case, then I think it's time that even if the driver is under 18 and 16, maybe he should appear before the adult court so that . . .

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MR. CHAIRMAN: Order please. The member's second question would be better dealt with under the Motor Vehicle Branch, driver licensing.

MR. PATRICK: Okay.

MR. BURTONIAK: Well, if we're going to deal with the first part of the Member for Assiniboia. . . I don't know whether he was here when I made my opening remarks, but there's some pretty staggering statistics that I quoted. I was overwhelmed when I was given these figures some time ago. It appears that most of the accidents that occurred in the previous year, 1974, there were - just for the benefit of the members in total - there were 37,795 accidents in the Province of Manitoba, and the urban centres of the province accounted for 30,000 of those 37,795, so in other words, Mr. Chairman . . .

MR. CHAIRMAN: Order please.

MR. BURTONIAK: . . . so in other words, Mr. Chairman, if you put it another way, in percentage terms, that 80 percent of all accidents in Manitoba occurred in urban centres where the posted speed limits were 45 miles or less. However, I do appreciate the fact that, you know, we're talking about an awful lot more traffic in some of these centres than it is out in the rural area. But those statistics are quite interesting.

I also pointed out earlier, Mr. Chairman, that the overall situation in the Province of Manitoba, although we have not reduced speed limits entirely throughout the whole province, we have taken measures to reduce the speed limits on our highways, depending on what type of area you're talking about. If it's a built-up area more so than others, then you know, say the speed limit was 60 it would be reduced probably to 45 or 40 even. We have done that in certain sections of our highways in certain parts of the province. That has been beneficial as well. Rather than reducing the speed limit on the whole road, we have reduced the speed limits in certain areas of built-up sections. So that has to be taken into consideration as well.

But there was one other point I was going to make, and for the moment it escapes me, I just can't think of what it was. Oh, yes, I know what it is now. I want to point out too, to the Honourable Member for Assiniboia, insofar as reduction of speed limits, I have not - when I say I as Minister of Highways, but also the Provincial Government, has not discarded the possibility of reducing the speed limits in Manitoba, but we're not prepared to do so right at this present time for a number of reasons, and one of course, which I would like to elaborate a little bit on right now - I don't know whether the members of the committee have heard some of my statements in the past, but I have maintained, and the government has held this position, that unfortunately we have what we call the metric system imposed on us, which I don't think a lot of people appreciate, maybe some do but a lot I'm sure don't, and it is an expensive process, not only as far as the highways are concerned as far as signing, but all concerned, all people in all walks of life pretty well, including your education and what have you. So that is going to be very expensive and when I was President of RTAC a year ago, I made an approach of RTAC to the federal people to perhaps just get some cost-sharing from the Federal Government when we convert into a metric system and I, of course, was talking about highways and highways alone at that time, that was my responsibility. And we were given a flat no, that there was no cost-sharing by the Federal Government in the conversion to a metric system for anybody. So anyway that being the case we have taken some steps for education by putting up some signs, not speed limit signs, but destination signs around major centres of the Province of Manitoba indicating miles per hour and also kilometers per hour. Not per hour, kilometers, the distance, just destination signs, so that at least both of these, the normal miles per hour and the kilometers are stated on the same sign. We haven't too many of those, as I say they're only put on the highways in major centres of the province. Now if we were to reduce the speed limits at this time, you know, that would create quite an expense and then in a year or so if we do convert to the metric fully, that would necessitate another further expense.

So this has been my position and the position of the government, Mr. Chairman, for the last while that if we do decide to reduce the speed limit in the Province of Manitoba that will probably be done when we convert fully into the metric system. And I appreciate the fact that, you know, even if we can save one life on our highways, that

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(MR. BURTNIAK cont'd) is good, but at the same time maybe there will be some saving in the fuel that is consumed. However, I would also like to point out, Mr. Chairman - maybe I'm going too far on this, but in the discussions with some other interested organizations, they have informed me, and I believe this to be a fact, that in some cases it isn't only the speed that one travels at or the size of the car, it's also the condition of the motor, and you could be travelling at say 45 miles an hour on a highway and if your car is not tuned up properly you will consume as much gas or more than travelling at 60 when the performance of the motor is good. So there's all these factors have to be considered. But nevertheless, as I say, we're not ruling out the possibility of reduction of the speed limits but certainly I would say that not at this particular time.

MR. PATRICK: You know, I appreciate the Minister's remarks and I accept what he's stating that it will be double cost if they do decide, if the government decides to reduce, but I hope that he also accepts the fact that in the jurisdictions that the speed limit has been reduced, there has been a great reduction in the accident rate and in property damage as well, because you have to look at the damage that's done to the vehicles.

MR. BURTNIAK: Mr. Chairman, I appreciate that fact too. But as I said before, and I will repeat again, that although we have not reduced our speed limits entirely in the Province of Manitoba, our statistics for this year do show that although we did not reduce the speed limits, the accident rate has declined, which is good. And now I cannot say at this time whether the percentage of the reduction in accidents in Manitoba as compared to those provinces where the speed limits have been reduced, will bear any relationship to that or not, I don't know. We'll have to await the final results from Ontario for example, or the year-end results from Ontario and British Columbia and see how it compares to ours where we have no reduction in speed limits.

MR. PATRICK: One more question under this question, and I don't know if it's under this item or not, where we get some statistics on the accidents, the ratio of accidents by different people or different age groups, should I bring it under this item or . . .

MR. BURTNIAK: Mr. Chairman, I think that we should deal with that under the Motor Vehicle Branch when we deal with Resolution 70(c), (d) or (e).

MR. PATRICK: That's where the ratio of accidents - are they caused by what age groups, and so on, and I think it must be . . .

MR. BURTNIAK: Well, Mr. Chairman, I appreciate that the honourable member has given me notice of this question and we'll try and see if we can supply him with that information.

MR. PATRICK: Because I understand it's over the 65-age drivers that are the highest or second highest in the . . .

MR. CHAIRMAN: The Honourable Member for St. James.

MR. MINAKER: Mr. Chairman, through you to the Minister. I wonder, the Minister indicated briefly that there is some program for converting to the metric system, and I wonder if he could possibly elaborate on that with regard to what program has been set up for conversion and what costs that they're looking at. I would hope that it has been put off because of the restraint program that the Minister, not the Minister, but at least the government keeps indicating that they presently are in, because the only advantage I can see at some point in time converting to metric system is that it might satisfy some people that they're going 100 kilometers an hour rather than 60 miles per hour. And for me that doesn't make sense to convert over to metric with the costs that would be involved in doing so.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Well, Mr. Chairman, in regard to metrics what we have been doing, and it's not because we want to do it but because we pretty well have to do it because the Federal Government has suggested, and they're moving in that direction not only insofar as highway signs and the likes are concerned, but in other fields as the honourable member I'm sure is aware of. Now what we have done in our program so far is we have not made any changes into metrics as far as miles per hour is concerned but only as I stated in destination signs, not all across the province but only in some strategic areas, basically around the major centres of our province. And we have made some

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(MR. BURTNIAK cont'd) indication there by putting up on these signs both the distance in miles as well as in kilometers for, hopefully, some bit of education by the motoring public so they can relate better. Now as you know, there are new cars that are being manufactured now that have both the kilometers and the miles per hour on the dash which helps the driver to be able to familiarize himself with the two different types. Oh, I might say also that we will be replacing any destination signs that have to be replaced because the signs are full of bullet holes, or for whatever reasons, weathered down and all that, that new signs that have to be replaced will be replaced with the metric on it, from here on in until we convert to metric fully. To fully convert to metric would cost us in the several hundreds of thousands of dollars. I don't think we can even really give the exact figure at this time but it is substantial.

MR. MINAKER: Mr. Chairman, through you. The Honourable Minister indicated that conversion could be completed within two years' time. Was that just a figure of speech or is that the actual program schedule at this time - in his earlier comments in answering to the Honourable Member from Assiniboia.

MR. BURTNIAK: Well, you know, there is a situation, Mr. Chairman, developing that the first indication was that the conversion of converting to the metric system had to be completed by early '77, or September of '77. Now in discussing this matter with other provinces' Ministers of Highways and all that at our various conferences, no one is really all that anxious to be all ready to go and be fully converted by 1977, you know. So just because the Federal Government would like us to be in that position in '77, that doesn't mean that really that the provinces really have to abide by that and say well maybe it will take us three or four years. I don't know if the Federal Government will be able to force us into doing so or not, I would hardly think so. That is why I'm saying perhaps two years. But we have already started to some degree, mainly for the education of the motoring public.

MR. MINAKER: Yes, Mr. Chairman, I'm glad to hear the Minister say that, you know, that they are taking their time in doing this conversion and I would hope maybe his department might take the same approach as other departments with the gas increase freeze. You know, if the government can freeze the gas increase, then I don't see why the government can also not say to the Federal Government, no, we'll take our time converting our signs on our highways and you wait until we have the period of time to do it. And I really don't know what would happen to the government or the Minister. I don't think that Pierre Trudeau would put the Honourable Minister in jail. I think if he tried it would probably be very beneficial to the Minister politically so . . .

MR. ADAM: Thank you, Mr. Chairman. I wonder, of the staggering amount of accidents that the Minister has indicated, 37,795, is there a comparison for last year? And obviously the increase is in the city, a staggering increase I presume. And just how does the rural compare to last year? And also I would like to know, are there any statistics kept as far as the accidents are concerned, age groups, whether the accidents occur more at the rush hour or the daylight hours or night-time? Are there any statistics of that kept?

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Well, Mr. Chairman, the year that I quoted these accident figures of 37,795 was 1974.

MR. ADAM: Yes.

MR. BURTNIAK: And that's where the urban centres accounted for 30,000, and so on.

MR. ADAM: How does that compare with the year before?

MR. BURTNIAK: I don't have those figures here but here again I would think we could deal with this particular question under Resolution 70(c), (b) or (c), either one, under driver licence and vehicle registration or under safety. As I say, I don't have those particular statistics and I don't know whether they're really available just that way, but I will try and get whatever statistics I can in regard to your question.

MR. CHAIRMAN: The Honourable Member for Wellington.

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MR. PHILIP M. PETURSSON (Wellington): Mr. Chairman, I was also going to question the validity of those statistics that the Honourable Minister gave. To me they don't mean anything simply because you're not taking into consideration the population or the traffic density in the city as opposed to the population density and traffic in the rural areas. There are far more cars in the city than on country roads. You expect if there are accidents that there would be far more accidents in the city. It doesn't mean anything to me to hear that kind of a statistic.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Well, Mr. Chairman, I did mention that very fact, that although you know, I wanted to put these statistics on the record, but I also was well aware of, the same as the honourable member has, that you know naturally there's a lot more traffic that we have to contend with in the urban centres as compared to the rural centres. But nevertheless that statistic is there.

And just also to mention again as I mentioned in my opening remarks, that the fatal injury accidents were reduced by 11 percent and deaths as a result of fatal injury accidents were reduced by approximately 13 percent. So I said these are good statistics, encouraging statistics in spite of the fact that we have not reduced our speed limits. So, you know, it's interesting and I can't tell you right now as to why there was a reduction. Perhaps the people are driving a little more carefully and better design of roads, or whatever.

MR. PETURSSON: My point then, Mr. Chairman, would simply be that the statistics don't serve any purposes unless you get an analytical examination of them at the same time, you know, quoting figures . . .

MR. CHAIRMAN: The Honourable Member for Arthur.

MR. WATT: I move that Committee rise.

MR. CHAIRMAN: Resolution 65(e)(1) . . .

MR. HENDERSON: Mr. Chairman, through you, I know the Minister will be going through a difficult time in this next year because they're going to be changing into the metric system, and if they're going to reduce the speed limit that will be the time they'll want to do it so they won't have to go through the process of having to change them again, but I would suggest that when the Minister is considering changing the speed, that when he's considering changing them in the country that he consult country people not city people, and then they will probably get more like the right speed.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK. Mr. Chairman, that point is very well taken.

MR. CHAIRMAN: Resolution 65(e)(1)--pass. Resolution 65(e)(2)--pass; (e)--pass. The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, I move that Committee rise.

MR. CHAIRMAN: Committee rise.

IN SESSION

MR. JENKINS: Mr. Speaker, your committee has considered certain resolutions, asked me to report the same, and begs leave to sit again.

MR. SPEAKER: The Honourable Member for Flin Flon.

MR. BARROW: Mr. Speaker, I move, seconded by the Honourable Member for Point Douglas, the report of the Committee be received.

MOTION presented and carried and the House adjourned until 10 a.m. Friday morning.