

25

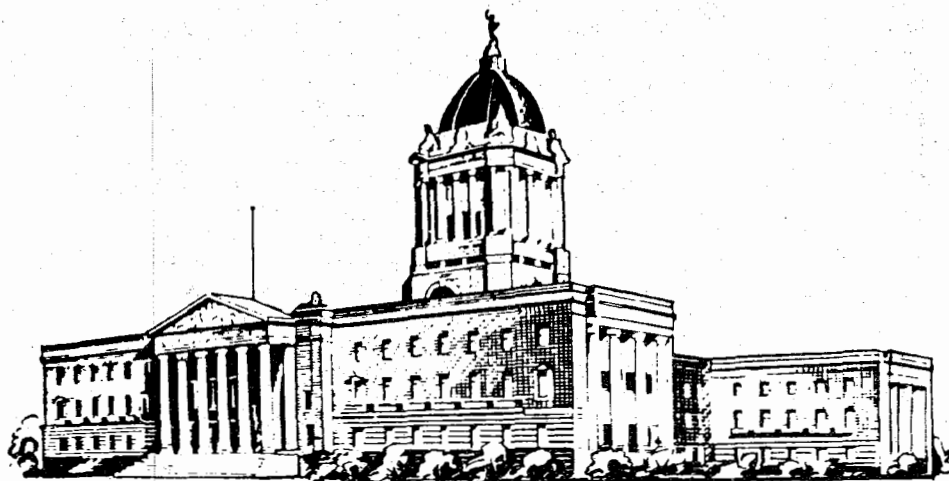


Legislative Assembly of Manitoba

**DEBATES
and
PROCEEDINGS**

Speaker

The Honourable Peter Fox



Vol. XVIII No. 83 2:30 p.m., Monday, June 21st, 1971. Third Session, 29th Legislature.

Printed by R. S. Evans — Queen's Printer for Province of Manitoba

ELECTORAL DIVISION	NAME	ADDRESS
ARTHUR	J. Douglas Watt	Reston, Manitoba
ASSINIBOIA	Steve Patrick	10 Red Robin Place, Winnipeg 12
BIRTLE-RUSSELL	Harry E. Graham	Binscarth, Manitoba
BRANDON EAST	Hon. Leonard S. Evans	Legislative Bldg., Winnipeg 1
BRANDON WEST	Edward McGill	2228 Princess Ave., Brandon, Man.
BURROWS	Hon. Ben Hanuschak	Legislative Building, Winnipeg 1
CHARLESWOOD	Arthur Moug	29 Willow Ridge Rd., Winnipeg 20
CHURCHILL	Gordon Wilbert Beard	148 Riverside Drive, Thompson, Man.
CRESCENTWOOD	Cy Gonick	115 Kingsway, Winnipeg 9
DAUPHIN	Hon. Peter Burtniak	Legislative Bldg., Winnipeg 1
ELMWOOD	Hon. Russell J. Doern	Legislative Building, Winnipeg 1
EMERSON	Gabriel Girard	25 Lomond Blvd., St. Boniface 6
FLIN FLON	Thomas Barrow	Cranberry Portage, Manitoba
FORT GARRY	L. R. (Bud) Sherman	86 Niagara St., Winnipeg 9
FORT ROUGE	Mrs. Inez Trueman	179 Oxford St., Winnipeg 9
GIMLI	John C. Gottfried	44 - 3rd Ave., Gimli, Man.
GLADSTONE	James Robert Ferguson	Gladstone, Manitoba
INKSTER	Hon. Sidney Green, Q.C.	Legislative Bldg., Winnipeg 1
KILDONAN	Hon. Peter Fox	627 Prince Rupert Ave., Winnipeg 15
LAC DU BONNET	Hon. Sam Uskiw	Legislative Bldg., Winnipeg 1
LAKESIDE	Harry J. Enns	Woodlands, Manitoba
LA VERENDRYE	Leonard A. Barkman	Box 130, Steinbach, Man.
LOGAN	William Jenkins	1287 Alexander Ave., Winnipeg 3
MINNEDOSA	Walter Weir	Room 250, Legislative Bldg., Winnipeg 1
MORRIS	Warner H. Jorgenson	Box 185, Morris, Man.
OSBORNE	Ian Turnbull	284 Wildwood Park, Winnipeg 19
PEMBINA	George Henderson	Manitou, Manitoba
POINT DOUGLAS	Donald Malinowski	361 Burrows Ave., Winnipeg 4
PORTAGE LA PRAIRIE	Gordon E. Johnston	Room 248, Legislative Bldg., Winnipeg 1
RADISSON	Harry Shafransky	4 Maplehurst Rd., St. Boniface 6
RHINELAND	Jacob M. Froese	Box 40, Winkler, Manitoba
RIEL	Donald W. Craik	2 River Lane, Winnipeg 8
RIVER HEIGHTS	Sidney Spivak, Q.C.	1516 Mathers Bay, West, Winnipeg 9
ROBLIN	J. Wally McKenzie	Inglis, Manitoba
ROCK LAKE	Henry J. Einarson	Glenboro, Manitoba
ROSSMERE	Hon. Ed. Schreyer	Legislative Bldg., Winnipeg 1
RUPERTSLAND	Jean Allard	602 - 245 Provencher Ave., St. Boniface 6
ST. BONIFACE	Laurent L. Desjardins	357 Des Meurons St., St. Boniface 6
ST. GEORGE	William Uruski	Box 580, Arborg, Manitoba
ST. JAMES	Hon. A. H. Mackling, Q.C.	Legislative Bldg., Winnipeg 1
ST. JOHNS	Hon. Saul Cherniack, Q.C.	Legislative Bldg., Winnipeg 1
ST. MATTHEWS	Wally Johansson	23 - 500 Burnell St., Winnipeg 10
ST. VITAL	D. J. Walding	31 Lochinvar Ave., Winnipeg 6
STE. ROSE	A. R. (Pete) Adam	Ste. Rose du Lac, Manitoba
SELKIRK	Hon. Howard Pawley	Legislative Bldg., Winnipeg 1
SEVEN OAKS	Hon. Saul A. Miller	Legislative Bldg., Winnipeg 1
SOURIS-KILLARNEY	Earl McKellar	Nesbitt, Manitoba
SPRINGFIELD	Hon. Rene E. Toupin	Legislative Bldg., Winnipeg 1
STURGEON CREEK	Frank Johnston	310 Overdale St., Winnipeg 12
SWAN RIVER	James H. Bilton	Swan River, Manitoba
THE PAS	Ron McBryde	Box 1295, The Pas, Manitoba
THOMPSON	Hon. Joseph P. Borowski	Legislative Bldg., Winnipeg 1
TRANSCONA	Hon. Russell Paulley	Legislative Bldg., Winnipeg 1
VIRDEN	Morris McGregor	Kenton, Manitoba
WELLINGTON	Philip M. Petursson	681 Banning St., Winnipeg 10
WINNIPEG CENTRE	J. R. (Bud) Boyce	777 Winnipeg Ave., Winnipeg 3
WOLSELEY	Leonard H. Claydon	116½ Sherbrook St., Winnipeg 1

THE LEGISLATIVE ASSEMBLY OF MANITOBA

2:30 o'clock, Monday, June 21, 1971

Opening Prayer by Mr. Speaker.

MR. SPEAKER: Presenting Petitions: Reading and Receiving Petitions; Presenting Reports by Standing and Special Committees; Ministerial Statements.

The Honourable Minister of Industry and Commerce.

MINISTERIAL STATEMENTS

HON. LEONARD S. EVANS (Minister of Industry & Commerce) (Brandon East): Mr. Speaker, last week I was asked if I would give a brief statement about our visit to Ottawa with the Manitoba Air Policy Committee, and I would like to make this statement at this time.

We visited Ottawa on Thursday, June 17th, with 81 members of the Manitoba Air Policy Committee and representatives of the media, and I would say, Mr. Speaker, without doubt the Air Policy Committee represented a broad spectrum of the people of Manitoba. Included in the delegation were representatives of all political parties, the Metropolitan Corporation of Greater Winnipeg, the City of Winnipeg, other municipalities in Greater Winnipeg, the City of Brandon, the Manitoba Federation of Labour, Members of Astro Lodge No. 2397 IAM and AW, the Manitoba, Winnipeg and Brandon Chambers of Commerce. Other organizations represented included the Industrial Development Board of Greater Winnipeg, the National Farmers Union, the Canadian Legion, Winnipeg Business and Professional Women, the Council of Women of Greater Winnipeg. In addition, CAE employees who have been laid off were represented by six of their members.

The entire time in Ottawa, interrupted only by a luncheon break, was spent discussing the situation of CAE. Federal representatives included the Honourable James Richardson; the Honourable Don Jamieson, Minister of Transport; the Honourable Donald MacDonald, Minister of National Defence, the Honourable Bryce Mackasey, the Minister of Labour. Mr. Bruce Howard, Parliamentary Assistant with the Department of Industry, Trade and Commerce and Mr. Ray Perault, the Parliamentary Assistant to Mr. Mackasey, were present. In addition, a large contingent of federal civil servants attended the meeting and the press was also in attendance. Mr. MacDonald had to leave the meeting early but before he did so he gave a brief report confirming that the Canadian Armed Forces Boeing 707 fleet would be overhauled at CAE Aircraft in Winnipeg. This would provide about 20,000 hours of work in 1971 and 40,000 hours of work in subsequent years. He indicated that general overhaul work was being reviewed to determine what work could be put into private contract and particularly at CAE Aircraft.

Mr. Richardson outlined five areas in which work for CAE could be found. These were: (1) from the initiative of the company itself; (2) from Air Canada; (3) the Department of National Defence; (4) from the Ministry of Transport; (5) from the sale of the Viscount. By way of explanation, Mr. Speaker, if the Viscounts were sold by Air Canada to companies of other nations, then there would be a considerable amount of overhaul work that would be required, thus creating work at the base here.

Mr. Jamieson in his statement stressed the depressed state of the aerospace industry and also his sympathy for the need to balance regional disparities, particularly since he himself was from Newfoundland - or is from Newfoundland. Mr. Jamieson discussed the need for autonomy of Crown corporations and stated that Air Canada has agreed that it has a liability to provide work for CAE. This is the 100,000 man hours per year that has been talked about.

In his remarks, Mr. Jamieson announced that he is involved in drafting a new policy declaration regarding the role of Air Canada. The impression given was that the policy would include a definition of where and how the government could impose its will on the corporation, where matters of public policy and national objectives, such as regional interests, are concerned. The operating freedom of the corporation was also a matter of concern. The development of this program, we were informed, has been under way for a year.

Mr. Jamieson stated that he would arrange a meeting between some of the Manitoba Air Policy Committee and senior executives of Air Canada. I might add, Mr. Speaker, that the delegation to Ottawa returned home very disappointed; nevertheless in some aspects the meeting was useful. While there was no assurance of immediate work for CAE, no less than four federal Cabinet Ministers and two parliamentary assistants were present at the meeting. They heard the concerns of Manitoba and, I believe, have more direct knowledge and information regarding Manitoba's concerns at this time in the aerospace industry.

(MR. EVANS cont'd.)

It is our intention to keep the Manitoba Air Policy Committee active. I have already written to Mr. Jamieson requesting him to arrange a meeting in Winnipeg between some of the Manitoba Air Policy Committee and senior executives of Air Canada. I have also written to Mr. Richardson regarding projects which could result in additional work for the Manitoba aerospace industry without taking existing work away from other Canadians. These include repatriation of the overhaul of the Canadian Armed Forces Lockheed Hercules Aircraft from Georgia and the overhaul of the new fleet of the Armed Forces Bell Helicopters.

Mr. Speaker, it is my intention to keep the House informed of developments as they occur. Thank you.

MR. SPEAKER: The Honourable Member for Sturgeon Creek.

MR. FRANK JOHNSTON (Sturgeon Creek): Thank you, Mr. Speaker. I would like to compliment the Minister on his rundown of the meeting. That is just exactly what happened. Unfortunately, as the Minister says, Mr. Jamieson was only able to guarantee that the Air Canada live up to its promises or commitments that were given in the past. I too, being at the meeting, was disappointed on the return that there was not a guarantee of more business or more work immediately to keep the people working now and employing the people who have been laid off. The situation is not going to grow better until the Federal Government does make a move, and regardless of all the comments - and I won't call them excuses, but they were put in a very nice way - Mr. Jamieson is not planning at the very near future to put the amount of work required into CAE.

Mr. Speaker, the brief from the Province I thought was good. It laid the cards on the table, but I must say here that the Mayor of Winnipeg was the one who really laid the cards on the table as far as the delegation was concerned, and he made it very plain that the Federal Government had been fooling around for a long time and making promises - and he put it in words of actually "lying" to them or "being deceitful." I think the time was ripe for him to do that because we have been fooling around long enough and I would hope that the Minister gets as tough as the Mayor was on this situation, because the situation is critical.

INTRODUCTION OF GUESTS

MR. SPEAKER: Before we proceed, I should like to direct the attention of the honourable members to the gallery where we have a number of groups of students. We have 19 students of Grade 5 standing of the General Byng School. These students are under the direction of Mrs. Froese. This school is located in the constituency of the Honourable Member for Fort Garry.

We have 26 students, Grade 6 standing, of the R. F. Morrison School. These students are under the direction of Mrs. A. Chick. This school is located in the constituency of the Honourable Minister of Youth and Education.

We have 65 students of Grade 11 standing, of the Warren Collegiate. These students are under the direction of Mrs. Lightman. This school is located in the constituency of the Honourable Member for Lakeside.

And we have 65 students of Grade 6 standing of the King George V School. These students are under the direction of Mr. Hitchen and Mrs. Valcourt. This school is located in the constituency of the Honourable Member for St. Boniface.

On behalf of all honourable members of the Legislative Assembly, I welcome you here today.

INTRODUCTION OF BILLS

MR. SPEAKER: Introduction of Bills. The Honourable Minister of Labour.

HON. RUSSELL PAULLEY (Minister of Labour) (Transcona) introduced Bill No. 91, an Act to amend The Civil Service Superannuation Act. (Recommended by His Honour the Lieutenant-Governor.)

ORAL QUESTION PERIOD

MR. SPEAKER: The Honourable Member for Morris.

MR. WARNER H. JORGENSON (Morris): Mr. Speaker, I rise on a question of privilege, affecting all members of this House. My question of privilege has to do with the ad that appeared in Saturday's edition of daily newspapers, sponsored by the Board of Manitoba Hydro. The subject matter of the particular ad in question - and I won't go into the details of that ad;

(MR. JORGENSEN cont'd.) I think everybody has had an opportunity to see it - is a matter that is currently before the Public Utilities Committee and therefore before this House for debate, and I think it's an offence against the privilege of this House that the government are going to use the Board in this manner in order to influence . . .

MR. SPEAKER: Order, please. Order, please. The matter may be before the committee; it is not before the House, and what Hydro does is not the responsibility of us debating in this House unless it's been reported to this House. There is no point of privilege on the matter.

The Honourable Member for Riel. The Honourable Member for Morris.

MR. JORGENSEN: The Hydro Board reports to this House through . . .

MR. SPEAKER: Order, please. Is the honourable member challenging my ruling? The Honourable Member for Morris.

MR. JORGENSEN: Mr. Speaker, I suggest that the members of this House are entitled to ask questions in relation to matters that come by the Hydro Electric Board because it reported . . .

MR. SPEAKER: Order, please. The honourable member may ask a question. He was stating a matter of privilege, which is a different thing. It's not -- (Interjection) -- Order! Does the honourable member wish to debate with me? I'm trying to make a statement in regard to the matter of privilege. There was none. I indicated if the honourable member wishes to make a question, he may do so. The Honourable Member for Morris.

MR. JORGENSEN: Well, Mr. Speaker, I should like to ask the House Leader if the ad that appeared in Saturday's newspaper was authorized by the government or instigated by the government?

MR. SPEAKER: The Honourable Minister of Mines and Natural Resources.

HON. SIDNEY GREEN, Q. C. (Minister of Mines, Resources and Environmental Management) (Inkster): Mr. Speaker, the Minister who reports for Hydro is not in the House at the present time, but I can assure the honourable member that the Hydro Board acted within its own authority and is responsible to the Minister of the Crown in doing so, but that there was no instigation; that instigation would be an improper word; that the Hydro Board acted within the authority that a Hydro Board has, and being responsible to a Minister of the Crown.

MR. SPEAKER: The Honourable Member for Riel.

MR. DONALD W. CRAIK (Riel): Mr. Speaker, I would like to direct a question to the Minister of Mines and Natural Resources. Has the Manitoba Water Commission been consulted or have they examined the information given in that ad?

MR. GREEN: Mr. Speaker, the Manitoba Water Commission would certainly be apprised of all of the information that was in the ad as a result of its previous activities, but I'm sure that the Manitoba Water Commission was in no way consulted, to my knowledge, with regard to the contents of the advertisement.

MR. CRAIK: Mr. Speaker, I wonder if the Minister of Mines and Natural Resources would ask the Manitoba Water Commission if they are in agreement with the information given in the ad from the point of view of their . . .

MR. SPEAKER: Order, please. I would like to suggest to honourable members that a question asking a Minister to do something is not a proper order for a question. It may fall within the jurisdiction of a member asking what a Minister will do, but not suggesting what he does. I'm afraid I am going to have to send Beauchesne's out to all members again in regard to the question period. The Honourable Minister of Mines and Natural Resources.

MR. GREEN: Well, Mr. Speaker, the Water Commission is a commission which was set up to advise the Minister on those questions which are referred to them for advice. The broad range of matters which appear in the advertisement referred to are matters which have been in constant dialogue between the Manitoba Water Commission and myself.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. STEVE PATRICK (Assiniboia): Mr. Speaker, I have a supplementary question for the Minister of Mines and Natural Resources. The First Minister is not here so I am directing it to the House Leader. Were the cost of these ads paid by Manitoba Hydro or were they paid by the members of the Board individually?

MR. GREEN: Mr. Speaker, again without any direct knowledge, I would assume that the Manitoba Hydro published the ads under their authority. That's my assumption.

MR. PATRICK: I have a new question, Mr. Speaker. I'll direct it to the House Leader. Can he advise the House if Mr. Gordon Holland has been given new duties with Autopac?

MR. GREEN: Mr. Speaker, I don't think that the government is required to report on the individual activities of every civil servant that operates within the government structure.

MR. PATRICK: I have a supplementary. Is he still secretary of the Management Committee?

MR. GREEN: Mr. Speaker, I could very easily answer that question in the affirmative, but I repeat, it is not the intention of the government to report on the exact location of every civil servant within its jurisdiction.

MR. PATRICK: Mr. Speaker, I have a question for the Minister of Municipal Affairs. Is Mr. Blackburn still with Autopac?

HON. HOWARD PAWLEY (Minister of Municipal Affairs) (Selkirk): Although I suppose, Mr. Speaker, I could also answer in the same way, but of course he is still with Autopac in the same position that he has been holding for quite some time, and I'm certainly surprised at this question.

MR. SPEAKER: The Honourable Member for Morris.

MR. JORGENSON: I should like to direct my question to the Minister of Industry and Commerce and ask him if provisions have been made for the picking up of the options on the shares that the government now currently holds in Western Flyer.

MR. EVANS: Mr. Speaker, I'm not sure whether I understood the honourable member's question but, as he knows, the Government of Manitoba or rather the Manitoba Development Corporation has 74 percent of the common stock and therefore it has control of this particular corporation. I'm not sure whether I followed his question at the beginning.

MR. JORGENSON: . . . enquire of the Minister if it would be possible for someone to purchase the shares that the government currently own, or the stock that the government currently owns in Western Flyer?

MR. EVANS: Well, if the honourable member is interested, I would like to hear from him.

MR. SPEAKER: The Honourable Member for Rhineland.

MR. JACOB M. FROESE (Rhineland): Mr. Speaker, in the absence of the First Minister, I would direct my question to the acting Minister. Will members of the House be apprised with the information in connection with amending the British North America Act once it's domiciled, before any commitment is made by this government?

MR. SPEAKER: Orders of the Day. The Honourable Minister of Labour.

MR. PAULLEY: Mr. Speaker, in the absence of my leader and the Minister of Finance, I take that as notice.

ORDERS OF THE DAY - MOTIONS FOR PAPERS

MR. SPEAKER: Orders of the Day. Orders for Return. The Honourable Member for Birtle-Russell.

MR. HARRY E. GRAHAM (Birtle-Russell): Thank you, Mr. Speaker. Mr. Speaker, I beg to move, seconded by the Honourable Member from Sturgeon Creek, that an Order of the House do issue for a Return showing the following information:

(1) The number of university students who have applied for employment this year through the office of the Student Placement Bureau.

(2) The names and addresses, together with the year, faculty and university of those students who have found employment through the efforts of the Student Placement Bureau, as of June 1st, 1971.

(3) The number of university students who have obtained employment this year through the efforts of Canada Manpower as of June 1st, 1971.

(4) The number of students who are in possession of an NDP membership card who have not as yet received employment through the efforts of the Student Placement Bureau.

MR. SPEAKER presented the motion.

MR. SPEAKER: The Honourable Minister of Youth and Education.

HON. SAUL A. MILLER (Minister of Youth & Education) (Seven Oaks): Mr. Speaker, I'll gladly accept this Order.

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

GOVERNMENT BILLS

MR. SPEAKER: The Honourable the House Leader.

MR. GREEN: Mr. Speaker, I had intended to call Bill No. 36 but I understand that the Honourable the Leader of the Opposition is not able to be here this afternoon and I prefer, rather than calling it tonight as was suggested by the Member for Morris, that we call it tomorrow. In the meantime, Mr. Speaker, I would like to call second reading on Bill No. 52, and if that's a surprise to my honourable friends, then of course they can just adjourn debate. But we'd like to get that one introduced.

MR. SPEAKER: On the proposed motion of the Honourable Minister of Municipal Affairs. The Honourable Minister of Municipal Affairs.

MR. PAWLEY presented Bill No. 52, an Act to amend The Automobile Insurance Act, for second reading.

MR. SPEAKER presented the motion.

MR. SPEAKER: The Honourable Minister.

MR. PAWLEY: Mr. Speaker, the bill before us is mainly technical in that it alters a number of points in the bill which was passed through the House last session in a technical and a legal manner. Firstly, it re-defines a number of terms and clauses which very distinctly required re-defining. There is also clarification of certain terms that were earlier contained within the bill of last session. Other amendments bring this bill into line with amendments that were passed earlier in the Legislature in reference to amendments to the Highway Traffic Act. Under the present provisions of the Automobile Insurance Act, the date of the initiation of the insurance scheme would only be such that it would be introduced in one day.

Now, as we know, the amendments earlier passed in respect to the Highway Traffic Act established commencing dates of two different dates, one July 1st in regard to the driver's share of the premium, and November 1st insofar as the owner's share of the premium was concerned, so that insofar as these particular portions of the bill are concerned, the amendments bring the bill into consistency with the provisions presently existing and were earlier passed in the Highway Traffic Act. Also, there are provisions in the bill before us dealing with the matter of the MPIC insofar as it's being subject to the provisions of the Insurance Act. Last summer in the passage of what was commonly known as Bill 56, the compulsory insurance was not subject to the Insurance Act of the Province of Manitoba. The provisions now presented to you for your approval state that the Lieutenant-Governor-in-Council may make any section applicable, so that we will have to -- and the specific reason for this is that certainly during the initial periods of the commencement of the Auto Insurance Program, there will be some duplication of insurance in that some will still have, certainly for example those that come into Manitoba from neighbouring provinces, will have insurance with other insurers. They will, after November 1st, be automatically covered by Autopac in their licence. In the event of an accident there would have to be a contribution made by both insurers, the Manitoba Autopac and by the firm in which the insured was doing business with outside of the province itself. This makes the compulsory legislation, therefore, subject to the Insurance Act in this respect - similar coverages and contributions, each insurer paying their proportionate amount of loss as a result of any damages being claimed.

Also, there are provisions which deal with the -- and insofar as extension coverage is concerned, the amendment makes the extension coverage provided by Autopac subject in all respects unless the Lieutenant-Governor-in-Council otherwise orders. Now I suppose some questions might be asked as: why is not all the public insurance subject to the Insurance Act? Why wasn't it so proposed last summer when the bill was earlier passed? Of course, there's a very distinct and sharp difference between coverage as provided under Autopac and by the private insurers insofar as all coverage provided by private insurers is outlined by way of policy - detailed policy with various requirements and clauses outlining the coverage in detail. Of course, this is not the case with Autopac. There is no policy. The coverage and other matters pertaining to same are all spelled out by way of regulation rather than by way of policy.

Another item in which amendments are proposed is first the re-definition of surcharge and also providing the appeal procedure, the appeal procedure, first by one who feels that they have been incorrectly assessed for additional premium, whether it be by way of demerit points or by way of surcharge - in other words, those drivers that are involved in inordinate number of accidents and/or convictions to appeal to a Rate Appeal Board, and in the event that the party appealing is dissatisfied with the results of the Rate Appeal Board, they will then have opportunity to appeal to the County Court itself if they feel that, first, that the results of the Rate Appeal Board were based upon an incorrect assessment or calculation of the number of demerit points; or (b) in the case of the surcharge, that the extra charge is unduly harsh, the two

(MR. PAWLEY cont'd.) provisions in mind, so that in fact this provision of the amendment establishes appeal procedure in a very improved fashion from what was included in the bill of last year.

The balance of the bill is of a technical nature, for instance, the question of use of by-laws and resolutions at board meetings and other various housekeeping and technical things that weren't of such urgent nature but were included when a bill was required in regard to the auto insurance legislation in any event because of the additional July 1st premium charge.

MR. SPEAKER: Are you ready for the question? The Honourable Member for Souris-Killarney.

MR. EARL McKELLAR (Souris-Killarney): Mr. Speaker, I move, seconded by the Honourable Member for Riel, that debate be adjourned.

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

MR. SPEAKER: The Honourable Minister of Labour.

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

MR. SPEAKER presented the motion and after a voice vote declared the motion carried and the House resolved itself into a Committee of Supply with the Honourable Member for Winnipeg Centre in the Chair.

COMMITTEE OF SUPPLY

MR. CHAIRMAN: The Resolution before the Committee is 84 (a) (1). The Minister's Salary. The Minister of Public Works and Highways.

HON. JOSEPH P. BOROWSKI (Minister of Public Works and Highways) (Thompson): Mr. Chairman, for the fourth and I hope the last time, I'm getting up to complete my department Estimates. I have several more reports I've acquired over the weekend which I think are important to the members of the House and certainly to the public. I believe when the House adjourned or when I was terminated speaking last Friday, I was still on the subject of cars - car purchasing and putting the freeze on car purchasing. This resulted in a substantial workload for the garages, not only here in the Provincial Garage but in other garages we have in Manitoba; and you might say, without planning it that way, this was our small contribution to helping the unemployment picture because we have had many mechanics and people involved in the repair of cars because we were not purchasing new ones. I believe a special warrant was put through Management Committee of over half a million dollars to look after the repairing and overhauling of some motors and cars this winter. And while we're on the subject of cars, Mr. Chairman, I'd like to give you some figures on purchases for the fiscal year 1970-71 in the Highways Department.

This starts with equipment which includes trucks, motor graders, tractors, mowers, \$860,237; bridge timbers, \$294,600; asphalt \$1,786,000; culverts, \$989,557; fuel oil gasoline including lubricating oils, \$819,291. And Public Works which looks after the purchasing of the cars: cars only \$163,883; trucks, \$53,117; fuel oil for buildings, \$185,119; and gasoline and lubricating oil for cars, \$65,058.00.

Mr. Chairman, I'd like for the benefit of the press and to the public, to state at this time that none of these items that I've just read out; and I've deliberately brought them in at this time to read, not one of these items has been disclosed to the public or the people who have tendered, and that this goes back to the position, through the pseudo position taken by the Conservatives who are now asking for disclosure when the 11 years they have been in office, not one of these items - and these are small, because had we been purchasing cars and trucks as had been the practice throughout the years, it would have run into millions of dollars - not one of these items was ever disclosed, not only to the public but to the bidders themselves, and they would never know from year to year by how much dollars they were low or they were high so they could adjust their prices for the next year.

Last week, Mr. Chairman, when I was speaking on vehicle testing, I couldn't find the sheet dealing with compulsory vehicle testing. I have since found it and I would like to read it before I get on with what I was discussing last week.

There is no longer any doubt that periodic and compulsory motor vehicle inspections have improved the physical quality of those vehicles subjected to such inspection in all places where they have been carried out. Granted the operator of a motor vehicle can, through

(MR. BOROWSKI cont'd.) negligence or just plain stupidity, cause an accident to occur, but what about the careful, obedient, down-to-earth good driver who doesn't know that the front end suspension of his car is about to give out and he will shortly no longer be in control of his vehicle? And what of the vehicle loaded with passengers coming his way? A sad prospect which should rarely occur if the physical condition of the vehicles could only be up-graded when necessary.

Cars must be in safe operating condition, highways must be safe to drive on, and drivers must know how to use both safely. Obviously inspection of motor vehicles and correction of located defects more and more is the logical answer to the contribution to highway safety.

In September 1968, motor vehicle inspection was introduced to Manitoba drivers with announcement through newspapers and radio inviting the owners of motor vehicles to attend a newly-formed mobile inspection station for examination of their vehicle. One unit was stationed at Portage la Prairie, the other at Polo Park Shopping Centre, and the City of Winnipeg. No fee was charged but the vehicle, if found to have defects, would be required to have repairs made and be subsequently returned for re-check and, if found in proper condition, to be issued with a "safe vehicle" sticker. The response was overwhelming. Long lines of cars with patient drivers appeared at the inspection stations. Many people were pleased and excited that their vehicle had passed. There was also very many vehicles failed the test with varying degrees of defects. Some had obvious defects such as malfunction of lighting equipment or bad brakes; others had hidden defects such as bad front end suspension and/or components.

By the time this program was completed in late December, 1968, at the Canadian Forces Base in Winnipeg, it was quite evident that motor vehicle inspection had a place in our future. The next vehicle inspection program was embarked upon in May of 1969, and it was decided that a fee of \$2.00 would be charged for the initial inspection. I would like to point out at this juncture that this decision, I believe, was made by the administration before it was properly kicked out of office. The re-inspection would be free of charge, however. The effect of the fee was immediately reflected and a significantly reduced number of persons submitting their vehicles for inspection.

The scope of the program took the inspection units to places in Manitoba such as Shilo, Brandon, Virden, Dauphin, Morden, Steinbach, Teulon, Gimli, Killarney, McGregor, Carberry, Carman, Winkler, Beausejour and Arborg. In Metropolitan Winnipeg the units were stationed at various locations alternately until the conclusion of the program at the end of 1969. By this time the motor vehicle inspection program had made us aware of the many problems associated with this type of endeavour and, in many ways, how to cope with them in the future. It clearly demonstrated too that the large number of defective vehicles must inevitably be a significant contributing factor to at least some of the accidents that occur each year.

There is absolutely no doubt in my mind that vehicles with highly hazardous conditions are extremely accident prone and, if allowed to go undetected and uncorrected, will either cause or contribute to an accident. With this in mind it became more and more obvious that some form of compulsory vehicle inspection should be contemplated. After much work on the preparation of a new compulsory motor vehicle inspection program, which involved the selection of competent inspectors with highly qualified supervisors and the establishment of a working force of administrative control and staff, a design was established to set up a data-processing program which would provide us with the ability to select at random the prescribed number of vehicles to be called in for compulsory inspection and with a plan to follow up on defects of participants.

The beginning of June, 1970, was the kick-off to the new program, and arrangements were made to have the inspections take place at Brandon, Portage la Prairie, Dauphin, Swan River, The Pas and Metro Winnipeg. The registered owner whose vehicle was selected was given three days in which to present his vehicle for inspection. Some difficulty arose with this method and subsequently the call-up was modified to set up a more specific appointment, namely, to give the time of day at which time the vehicle could be brought in. On the Winnipeg portion of this inspection program, the two units were placed in tandem on an individual location with dramatic effect. It seems that the Manitoba motorist doesn't mind being called in on a compulsory basis but he'd like to see things moving. In other words, they didn't like the idea of waiting for hours in line-ups.

The outdoor inspection program was finalized in November, 1970, at which time we moved the units into the old Metro bus garage on Fort Street where the inspections continued

(MR. BOROWSKI cont'd.) until mid March, 1971. When the compulsory motor vehicle inspection program began in June of 1970, it was established that any ultimate statistics taken be based on a total of 16,000 inspected vehicles and equated to a like number of vehicles kept under computer control. To round out the required number of vehicles in this project, the inspection units were dispatched in May of this year to locations at Steinbach, Morden, Carman, Killarney, The Pas, Swan River and Neepawa, with a termination target of July 15th of this coming year. It is worthy to comment here that the inspection locations were selected to allow for a minimum travel distance from the towns and the periphery of the test center. This was accomplished, It is now our aim, once we have all the necessary data logged and committed to computer language, to determine whether there is indeed some basis for associating a large number of vehicles that have been inspected and a similar number of vehicles that have not been inspected, to accidents which have occurred in a given span of time.

Notwithstanding the statistical fruits of our endeavours, suffice it to say there are today a lot of vehicles in Manitoba in better physical condition after being inspected than they were before. The public reaction, Mr. Chairman, has been very good. We've had some complaints because of the distance travelled and particularly when there are vehicles brought in, tested, sent back to the garage, and had to come back to find only it was still in unsafe operating condition. I think you will recall that I made a public statement, which was disputed by some garage owners, that there has been sloppy workmanship, and in some instances we've had cars go back five times where we've checked them to come back and still be in an unsafe condition. I know that the ATA is a responsible body and they're doing everything in their power to bring in the handful of garages which can't afford, I suppose good mechanics and are responsible for the sloppy work, and it's our hope that in this year that we will not have the type of complaints that we had during the last year where people felt that they were being taken for a ride when they had to take a car back several times and pay for each time for fixing the same thing that was fixed a day or two ago.

While we're speaking on garages, Mr. Chairman, I would like to read a report from our provincial garage. This is the one that looks after the cars from around the Legislature and the metro cars. "The central provincial garage operates much like an automobile leasing company. All vehicles up to and including three-quarter ton trucks within the government are administered by the Department of Public Works and Highways through the central provincial garage appropriation. The departments are billed at the rate of 7 1/2 cents per mile for all mileage incurred on government vehicles. This revenue allows the central provincial garage to cover all costs in connection with the operation of the garage, and operation and the replacement of vehicles at approximately 50,000 miles." This had been the general policy followed in the past. We have a situation, because of our cancellation of purchases, where we have cars that are fast approaching the 100,000 mile speedometer and of course these cars are being brought in and overhauled, which means that they'll be running an extra year on the provincial roads.

Vehicles are appraised for trade-in in the locality where the unit is normally based. All vehicles are replaced using the tender system, with the low bidder being successful. In the fall of 1970 the major automobile manufacturers announced the subsidy to their dealers of sales of vehicles to all levels of government had been discontinued. This in effect increases the purchase price of cars from \$500.00 to \$600.00 per vehicle. Normally, approximately one-third of the provincial fleet is traded annually. Since this increase in cost, only 123 vehicles were traded in on 1971 models - and may I digress from the text here to simply say that this happened prior to the government making a decision that we would put a freeze on all purchases, and this occurred about October last fall.

There have been no additional vehicles purchased since this increase came into effect. Departments have been instructed to re-assign and pool vehicles within their various branches to gain the maximum usage. A small quantity of compact trucks and cars have been ordered for departments which will require additional vehicles. These trucks mentioned here are Datsuns. We have purchased two and I believe there's an order out for three more this week. We think that eventually a deal will be concluded with Japan where possibly some trade or at least large fleet discount will cause us to turn our business and our purchasing from American cars to largely Japanese cars. Certainly that's my hope. The results we've had from the tests so far are very encouraging.

All repairs in connection with accidents are compiled and forwarded to the insurance branch for collection where applicable. All costs, whether invoices for repairs, credit cards

(MR. BOROWSKI cont'd.) or repairs in the highway garage, are processed for payment through the central provincial garage. The garage itself has facilities and staff capable of completing all major repairs: engine rebuilding, automatic transmission overhauling and suspension of steering mechanism, front end alignment, minor and major body repairs, painting, aligning and straightening frames. In addition, regular maintenance such as greasing, oil changes, tire repairs, vulcanizing, car washes, are also performed. All fast-moving automotive parts are purchased in bulk and dispensed through the stock room. Considerable savings are realized with bulk purchasing and many automotive parts, such as tires, shock absorbers, etc., are shipped to vehicles outside the Winnipeg area.

In addition to the fleet of vehicles which presently is 1,579, and that figure I believe, Mr. Chairman, is only for Metro Winnipeg because my department is responsible for about 2,200 to 2,300 vehicles so I would think this figure must mean Metro Winnipeg only - directed by our department. The garage also performs repairs to units operated by other departments. Those units are trucks over three-quarter ton capacity and specialized vehicles such as bombardiers, snowmobiles, and other equipment such as lighting plants, lawnmowers, outboard motors etc. The departments are billed at cost plus 15 percent overhead on all repairs to vehicles other than those operated by the central provincial garage.

One other item of interest in regard to the garage, Mr. Chairman, is the credit card system. When the Liberals took over in Saskatchewan, one of the first things that government did was curtail purchasing from the co-ops and they have maintained that anti co-op attitude since. I was horrified to find in Manitoba when we took over, that there were credit cards issued from the various oil companies to each car and I believe there were six credit cards in each pack which the civil servants and Ministers had to carry in their pocket or glove compartment, but on that credit card the Co-op Oil Company was excluded, and I did some checking and I find that the credit cards have been in operation since 1962. It appears that prior to 1962 the Provincial Government had their own type of credit cards which they used. But since '62 they brought in the oil company credit cards but deliberately excluded the Co-op from being liable to any business from the government. -- (Interjection) -- The Co-op will issue credit cards.

One of the first things this government did when we took office, is we instructed all departments, after consulting with Co-op, that vehicles can purchase not only gas and oil, but other items from Co-op. Since that time we've had the cards changed, and today any Minister or anybody that has a government car can drive up to the gas pumps and buy the gas and have it charged up on this one card. We've reduced the number from six cards to one and the Co-op, I believe, is prepared to go so far as to print the cards at their own expense so the name is printed. Presently, although the Co-op garages throughout the west will honour the card, the name Co-op is still not on it and I feel it should be because there are, I suppose, civil servants stuck in the sticks someplace who may not know of this policy and if the Co-op name was on the credit card this would help them to -- and I think we should encourage -- with the only 100 percent Canadian oil company, I think the government should encourage purchasing from Co-op. We have done so. I know some of the Opposition MLA's have personally spoken to me about it and their concern, saying that it's not fair to give the business to Co-op when private operators across the street have garages set up, and our position has been that the private oil companies have had it their way for long enough and it's time that a 100 percent Canadian-owned company got a little of the government business and we intend to follow this policy in all departments.

The next I'd like to report on is the operation of the Mechanical Division garage. The Mechanical Division is responsible for the supply and maintenance of the Highways Branch equipment. It also supplies consulting services to other departments in the purchase and operation of equipment. To provide this service workshops are maintained in Winnipeg, Brandon, Dauphin, The Pas, with smaller workshops at Boissevain, Swan River, Thompson. The supervisors of the workshops other than the Winnipeg are responsible for maintaining the Public Works' fleet in the country for the province. Because of the specialized nature of their work, the larger machines are supplied complete with operator. This makes it possible to move those machines to different areas of the province thereby increasing their usefulness and lowering the unit cost of ownership. The complete costing is done on all machines so that the costs of operating them is known and can be controlled. Modifications are done to many machines to improve their operating efficiency for our type of operation and climate. In order

(MR. BOROWSKI cont'd.) to maintain the equipment fleet, an apprenticeship plan has been carried out with several men enrolled as heavy duty equipment mechanic apprentices.

Because safety is so important in the operation of equipment and vehicles, a safety program was undertaken in the Mechanical Division. This program was expanded last year to include all the Highways Branch with monthly safety talks by the foreman being made compulsory this year. An annual competition is held for the Mechanical Division and engineering districts, with the different workshops competing against each other and an intra-engineering district competition. Those programs have resulted in a lower accident frequency among employees, and I would like to repeat again, for the first time in the history of the Manitoba Government our boys won a trophy and a certificate for having worked a quarter million hours accident-free. In fact I would go further and say that it's probably the only one of its kind in Canada.

In conjunction with the equipment fleet operation, the Mechanical Division is responsible for warehousing stores operation, the criteria used as to whether or not material is stored or whether a saving can be obtained by large quantity purchasing, or whether the material is readily available in the quantity required. Those stores are used to a lesser degree by other departments. The manufacture of all highway signs is done at the Mechanical Division workshop in Winnipeg, Brandon and Dauphin. A stock of signs is also kept at each point so they will be readily available for replacement. Our facilities throughout the province have been improved over the past few years with the direction . . .

MR. CHAIRMAN: The Minister has five minutes left. -- (Interjection) -- The rule applies in committee, yes. Ten minutes on Friday.

MR. BOROWSKI: Wel, Mr. Chairman, I wasn't aware of that rule that it applied for a Minister bringing down departmental estimates. Had I been aware of this, I certainly would have . . . -- (Interjection) -- I see. Well that's fine.

Other facilities throughout the province have been improved over the past few years with the erection of equipment sheds at many points. The new workshops presently under construction at Brandon and Dauphin are the first large workshops designed and built for our operation. This complex will include quarters for our district engineer and maintenance crew, and a storage yard for bridge timber.

One thing I think I should mention, Mr. Chairman, is at the present time in Winnipeg we build our signs in an old hangar which we consider is in a rather dangerous condition. We rented it for an additional two years on the condition that the owners make it safe. We are presently looking towards Gimli. As you know, the base is being vacated on the 15th of September and it's our hope to move some of our department to Gimli which will accomplish two things: one is decentralization which this government stands for; and (2) there are some of the best facilities in Manitoba that will be standing idle and we think it would be foolish of us not to take advantage of these facilities. So it's my hope that some time after the Defence Department people move out, the army moves out, that we will be able to move in to Gimli to set up our sign manufacturing operations. How many minutes do I have, Mr. Chairman?

MR. CHAIRMAN: Two minutes.

MR. BOROWSKI: The next report I'd like to bring in, Mr. Chairman, is the operation of our maintenance section. The purpose of the maintenance section in the Department is to maintain the existing roads as nearly as feasible to their original constructed standard in the summer and keep them free of snow and ice in the winter. Currently, this requires a field staff of eight, seven foremen, and a crew at strategic points throughout Manitoba plus the various machine operators and our equipment. It involves a budget of last year \$12,815,000. This year it has been increased to \$13,249,700. In addition to the above, there are of course all the clerical and administrative staff required to keep the operation functioning. The maintenance operation involves everything from the usual repairs on the driving surface, the signs for directing and regulating traffic and all the numerous items required for good housekeeping.

The biggest single category for expenditures, of course, is the maintenance of the driving surface which represents approximately 65 percent of the summer expenditure. This in turn can be further broken down into asphalt patching \$1,100,000; gravel \$1,600,000; dragging \$700,000; the balance is used for various activities required such as shoulders, traffic control, drainage and roadsides, etc.

Because of the size of the expenditure and the number of people involved, it can be seen that to obtain a uniformity of service throughout the province and using the most economic methods it is quite a problem. In order to achieve this objective, a maintenance management

(MR. BOROWSKI cont'd.) system was installed a year ago. The basic approach is to plan the work in advance according to the actual conditions as they exist in the field, to find the necessary money and exercise close control over the work actually done in the field. This control requires that a set of standards be followed, and the policy decided on was that roads carrying similar traffic would get a similar level of service regardless of where they were located in the province, which brings me back to the statement I made earlier, where certain sections of the province received more grading because they happened to be in a particular member's constituency rather than the real need being the criteria, as it is under this government. It meant that all roads had to be classified so that each foreman and engineer could follow the standards set. Deviations from standards are often necessary for reasons such as weather, change in traffic, etc.

MR. CHAIRMAN: Order, please. Before we proceed, may I just remind the committee that when a Minister is introducing his estimates he is usually entertained longer than the 40 minutes but it is by leave that he is so entertained, and it was drawn to the Chair's attention that the Minister had used one hour on Wednesday and ten minutes on Friday so I considered this as one presentation, but in committee people are reporting to the committee as members. They may be charged with ministerial responsibility but it is as members that they are reporting to the committee. The Member for Morris.

MR. JORGENSON: Mr. Chairman, it's going to be somewhat difficult to comment on the Archbishop of Thompson's sermon. One didn't know really what he was talking about and I doubt very much if he knew that himself. Obviously the effort was designed to try and take up the time of the Committee as much as possible and say as little as possible, and the Minister has succeeded admirably in doing just that.

MR. BOROWSKI: Mr. Chairman, point of privilege.

MR. CHAIRMAN: Order, please. I regret I cannot know whether it is a matter of privilege until I have heard it. The Minister of Transportation.

MR. BOROWSKI: Point of privilege is that the member is imputing motives which is against the rules of this House.

MR. CHAIRMAN: It wasn't a point of privilege; it was a matter of debate. The Member for Morris.

MR. JORGENSON: Mr. Chairman, the Minister has finally learned what the dangers are in the imputation of motives and I hope that's a lesson he carries with him the rest of his life.

MR. BOROWSKI: I'll never learn it from you.

MR. JORGENSON: Well, Mr. Chairman, interestingly enough, all through this lengthy sermon delivered by the Minister in a mumbling monotone that nobody could understand, not one mention was made of what is his real responsibility, and that is for the maintenance and the construction of highways in this province. He talked about everything under the sun. I suppose that the only thing that was omitted in that sermon was the Constitutional Conference in Victoria just recently and the Pakistan situation, and he made even oblique reference to that.

He talked about the Spadina Expressway, as if that was his responsibility. He talked about the Censor Board - that was thrown in somewhere along the consideration of his estimates - and he talked just about -- he talked about everything except what his responsibility is, and that is for the maintenance and construction of highways in this province. And then he had the audacity, Sir, to -- in the light of what has happened, Sir, he has had the supreme audacity to stand up in the initial stages of his remarks and comment on what a wonderful staff he has and how loyal they are. -- (Interjection) -- Both of them, he said. Both of them, he said. Well, Helga and the Minister. They are the Department of Highways. For a Minister, Sir, who has created the situation amongst his employees that the Minister has, he is one to talk about loyalty. Rather interesting, in his opening remarks he says, "We are here to serve the people," as if, Sir, that's something new in government. What the Minister . . .

MR. CHAIRMAN: Order, please. The Minister was allowed to make his statement without any interjections. I would appreciate the Member for Morris being allowed the same courtesy. The Member for Morris. -- (Interjection) -- The Minister of Transportation.

MR. BOROWSKI: . . . and distorting what I said, I will continue to interrupt.

MR. CHAIRMAN: Order, please. Order, please. The rules of this House apply to all members. The Member for Morris.

MR. JORGENSON: Sir, the Minister doesn't concede, not a bit. He just likes the good things in life and he thinks he's one of them. He believes that this is the occasion only for him

(MR. JORGENSEN cont'd.) to inflict his moral standards and his views on the members of this House without some comment on them. Well I tell the Minister right now that he's going to get comments on his views; he's going to get comment on the administration of the Department of Highways. And I might also tell him, Sir, that when those of us who have had something to say about the administration of his department have concluded our remarks, he will have the opportunity to reply, in case he doesn't know that. I suspect he knows it, Sir, but he has become so impressed with his own importance that he feels now he must usurp all of the time of this House and that nobody else should have an opportunity to say anything, and so he continues to interject and, although we sat very silently listening to that sermon of his for the last three or four days, interrupted, starting on Wednesday for an hour and then he became ill, and one couldn't help but wonder if he was afflicted with the disease that he accused me of on the radio.

MR. CHAIRMAN: Order, please. I would ask the honourable member to address his remarks to the Chair.

MR. JORGENSEN: Well now, you see, the Minister talks about the imputation of motives, but this is the way he conducts himself in this House and outside the House. He'll make a statement in the House and then rush to the radio and make his statement outside the House, and it's always quite different from what he makes in the House. He spends most of his time -- as a matter of fact, Sir, we were thinking seriously about the reduction of the Minister's salary but we felt it wouldn't make any difference because in the many and varied portfolios that he has assumed for himself, it wouldn't make any difference if we reduced his salary to zip in this place; he could collect from the Gaiety Theatre - certainly there must be some royalties coming to him from that; he could collect from the radio and television people - he spends most of his time on the byline shows and when he isn't on the byline shows he's sitting in his seat with the earplug connected to his ear listening to the rave comments that come about him from many of his supporters across this city.

MR. CHAIRMAN: Order, please. There is no point of privilege in the member's comments. It may be a matter of debate and the Minister will have ample opportunity to reply.

MR. BOROWSKI: . . . radio, I have never listened to the radio in . . . House and he's a damn liar.

MR. JORGENSEN: Sir, I don't intend to ask you to get the Minister to withdraw that because I consider where it comes from and the kind of comments that has come from the Minister inside and outside this House no longer bother me - no longer bother me because one has to make allowances, and in his case the proper allowances are going to be made and he can call me anything he likes, but we've watched him, we've seen him, and we know what he's doing. I also say that, as I was pointing out, he could collect his salary from numerous people. The Censor Board's another group that perhaps he could collect part of his salary from. Well, Sir, he talked about the high-minded ideals that he has become occupied with since he became the Minister of Highways, and interspersed throughout his remarks was the usual comment - and I notice that the Minister now, when his turn comes he likes to leave, and the Minister now has, for the record, and I say the Minister now has left the room in a huff because he was not able to have his own way and because nobody paid too much attention to him when he used unparliamentary language in this House and said something that he knows is against the rules of this Chamber.

Well, Sir, we have never seen a spectacle such as that which the Minister has presented to the people of this province since he's become Minister of Highways. He never mentioned once during the entire course of his remarks about the condition of the highways in this province, and they're deplorable from a maintenance point of view; never mentioned once about a planned program for highways, for highway construction, which is what most Ministers have always done when they presented their estimates before the House. They've given the House an opportunity to examine a program of highways throughout this province, and notwithstanding anything that the Minister has said, there has been a planned program of highway construction throughout the years and that planned program of highway construction has never had anything to do with whether or not a member was a Conservative, a Liberal or what he was in any particular constituency. There was a network of highways required in all of this province and there were highways built throughout this entire province, and the Minister quite rightly complains about the slowness in the building of highways in northern Manitoba. Nobody is happy about having a community such as Thompson, Lynn Lake and the other communities in Northern Manitoba

(MR. JORGENSEN cont'd)without proper communication, but there is a limit, as the Minister has found out, to the amount of money that you can raise through taxes in the construction of those roads, and there's always been the necessity of not only building new highways to new areas of this province, but there's been the need of maintaining and improving and upgrading existing highways throughout the other parts of the province.

The Minister is attempting to leave and create the impression that past governments have never been concerned with these problems, and I want to point out to the Minister that is just not the case. There has always been consideration of the need for the maintenance of existing highways, and I say to the Minister right now, even though he has probably left to go on some radio program some place -- (Interjection) -- Well, if my honourable friend who speaks from his seat . . . it's an example, Sir, of the kind of respect that some people have for this Chamber. The Minister has never mentioned anything about the maintenance program, which is an important part of the entire Highways portfolio; and from what I can see of highways in this province, those that I've travelled on and that which I have heard from other people who have travelled on them, there never was a time in the past ten to twelve years that the highways were in worse condition than they are today, and I think that will be borne out by every reeve of every municipality in Manitoba and anybody who has ever had the misfortune of having to travel on the Minister's highways within the last two years, and it's no wonder that he didn't want to mention anything about roads.

But I hesitate to jolt the Minister back to reality, and when he talks about all of these arty things that he has become afflicted with - I hate to see a farm boy become afflicted with culture because it makes the rest of us look rather common and rather uneducated, but we would like to talk about the -- perhaps it's a very mundane and a parochial and an embarrassing subject to a Minister, but we would like to question him about highways and roads and what his policy is. We want to know, for example, what his policy is going to be on the spraying of roads and how he's going to reconcile the conflict that exists between him and the Minister of Agriculture, who has now come into the Chamber.

MR. PATRICK: On the privilege of the House, I think if we are going to debate this department, I think we should have the Minister in the House for the benefit that we can ask him questions, otherwise we should switch to another department.

MR. CHAIRMAN: There's no rule covering that but the point is well taken. We will address ourselves to that question when the member finishes his remarks. The Member for Morris.

MR. JORGENSEN: Mr. Chairman, the point raised by my friend from Assiniboia is a perfectly valid one. Normally a Minister shows enough respect for this Chamber and enough respect for the views of members opposite to remain in his seat while the consideration of his estimates is taking place, and I see now - I'll have to make these reports as we go on - the Minister has now returned to his seat in the Chamber and he's going to suffer listening to somebody else beside himself for a change. -- (Interjection) --

MR. CHAIRMAN: The Member for Morris.

MR. JORGENSEN: The Minister, you know, puts on a rather strange performance. When he's on the bylines, he's fine, because there's nobody there questioning him then and he can say what he likes, but . . .

MR. CHAIRMAN: I would ask the member, with his debating ability, to address himself to the matters before us rather than the Minister's performance.

MR. JORGENSEN: What I am endeavouring to do, Sir, is to address myself, as much as the Minister did, to the Estimates of the Department of Highways - and you've got to admit, Sir, that that covers a pretty wide field. I'll guarantee you, Mr. Chairman, that I'll stick a lot closer to the Minister's Estimates than the Minister did himself.

Well, the Minister, you know, made a big point about accusing previous governments of patronage and all that other stuff that goes on within Highways Departments, but one notices that he continues to make these charges without providing any evidence that such a thing ever existed; and one talks about the principle of the imputation of motives, and I say to the Minister, that if he is going to continue to make charges about the past actions of past governments, then he better start bringing in some evidence. And if what he did up in Dauphin is evidence of the kind of charge that he is making, he better forget it, because the grand inquisition that took place up in Dauphin and cost - and we'd like to know, we'd like to know from the Minister how much that cost the taxpayers of this province. Estimates have ranged as high as \$50,000 - I

(MR. JORGENSEN cont'd.)don't know. Perhaps he'd be good enough to give us a figure as to what that Minister's version of the Nuremberg trial cost. And the total penalty that the Dauphin thing produced was \$17.50. Now there is saving taxpayers money my friends. You spend about \$30,000 to return \$17.50 to the taxpayers of this province and the Minister talks about saving the taxpayers dollars! Well, Sir, we go on.

I was going to mention the Minister of Agriculture who is now in the House and his responsibilities under the Noxious Weed Act, the responsibilities for the spraying of highways, and the responsibility for insuring that the provisions of the Noxious Weed Act are adhered to. There are certain sections of that Act that says that the Weed Control Inspector can order road allowances to be sprayed with a chemical to destroy weeds. I want the Minister to read that section carefully because in the Noxious Weed Act it says that the Minister responsible for roads is the Minister that's going to be held responsible for spraying of roads when they're ordered to be sprayed; and he completely violated that section of the Act last year because he refused to do any spraying. And judging from a statement that he's made earlier this year, it doesn't look as though the situation is going to improve and I'd like to know if the Minister of Agriculture intends to take any action. Now either we're going to have the legislation that is currently in existence in this province adhered to -- and the Minister is a great one for delivering moral sermons to everybody else about obeying the law. Perhaps he might heed his own advice and look at the sections of that Act and adhere to them. Otherwise throw it out, if you're not going to adhere to them.

We found a rather strange situation in the matter - I'm going to come to the question of highway traffic deaths. The Minister made a big point about how he was able to reduce traffic deaths in this province through his own efforts, single-handedly.

MR. BOROWSKI: I never said that.

MR. JORGENSEN: He reduced - he never said that - look here. Here is a news service and it comes from the Minister's department February 12th, 1971. "Fatal traffic accidents in Manitoba have dropped 26.5 percent since January 1, 1969." I hope the Minister doesn't mind if I read some of his rave notices. He read a lot of them into the record himself -- (Interjection) -- well, he says it's sensible. I leave him to be the judge. ". . . as compared to a 6.5 percent drop across Canada, Highways Minister Joe Borowski announced. All provinces showed a decrease in road deaths during 1970 except Alberta and British Columbia which registered an unexplainable and dramatic increase; 17.8 percent and 18.1 percent respectively," he said. "In terms of actual lives saved the trend is most encouraging but not enough, we must reduce this needless and expensive slaughter even more in 1971." And then he goes on to say, "As Minister responsible for provincial traffic matters, I would like to express my gratitude to the drivers of Manitoba for their cooperation during 1969 and '70 and plead for your continued cooperation in 1971." Well if this isn't assuming the responsibility and taking the credit for what he purports to be a decrease in the death rate in Manitoba, I don't know what is. But my attention was drawn a short while later to an article that appeared in the Winnipeg Tribune, March 26th, 1971, and it goes on to say here: "Deaths slowed down since breath test. The 1970 death toll on the roads in Canada was 395 fewer than 1969: this compares with an increase of 107 between 1968 and 1969." But get this. "The most dramatic decreases were in Ontario and Alberta where death dropped by 148 and 99, respectively, but in Quebec the drop was only 54. From 1,709 in 1969 to 1,655 last year."

Well I phoned the Dominion Bureau of Statistics when I knew the Minister's Estimates were coming before the House to make sure that I was equipped with the most up-to-date figures that I could find, and here's what they tell me: In British Columbia the highway traffic death dropped from 558 in 1970 to - I beg your pardon - increased from 542 in 1962 to 558 in 1970 - an increase of 16. Well the Minister you know, is puzzled about that. He wondered where that unexplainable increase took place. I draw to his attention the fact that the question of the breathalyzer was a matter before the courts of British Columbia at that time, and maybe that would account for it. But, he wasn't sure as to the reasons why that dramatic increase in the death rate in Alberta took place. Well the fact is, Sir, that it never took place. The Minister is trying to kid the people of this province into believing that he single-handedly has brought down the death rate. That's not a fact. Because in Alberta in 1969, the death rate was 443 and it decreased to 369 in 1970. That's a decrease of 74 in the Province of Alberta - where he said in his news release that there was an increase. In Saskatchewan it dropped by 16, from 223 to 207. In Manitoba it dropped from 168 to 146, that's a drop of 22 - and not 26 point something percent but 13 percent. Ontario dropped a total of 148 or something like 8.7 percent,

(MR. JORGENSEN cont'd.) making a total in Canada of a reduction in the death rate of 375.

But, the Minister has made great pains, through press releases, television programs, radio, he's used every means of communication that he could - even carrier pigeon - to communicate this message to the people of this province and to the world in general that he single-handedly has been responsible for the decrease in the death rate, but now things are beginning to change. I thought there was something odd about his change in attitude just a short - well was it a few days ago? - during the course of his remarks anyway, when he began to slough off some of that responsibility on to other people. For the first time he mentioned that the breathalyzer might have something to do with it. For the first time

MR. BOROWSKI: I've been giving credit to the breathalyzer

MR. JORGENSEN: And the breathalyzer of course was applicable all across Canada with the exception of British Columbia. So now we begin to realize that it wasn't the Almighty himself over there but it was the breathalyzer test that had something to do with it. And then, a most startling revelation on Friday. The Minister made a very serious admission. One got the impression that his system of speed fines was an idea all his own, that he had propagated this idea, nurtured it to health and brought it in to legislation. And now we find in a statement that the Minister made to the House that he got the idea from those reactionaries in Ontario, the Conservatives. A progressive idea that the Minister took as his own. Now he is beginning to back away from the credit that he has assumed for himself for the drop in the death rate, and one wonders the reason for that until we look at the January to March figures on the death rate. I'm going to ask the Minister. He went to great pains to take the credit for the decrease in this province in the last year. Is he going to take the blame personally for the increase this year? I doubt it. He is going to be going on the air and I'm willing to bet you, Sir, that the Conservatives are going to get the blame for that too. Because from January to March of this last year, the death rate increased from 19 in the first three months of last year, to 24 in the first three months of this year. And so, as was predicted by a lot of people, the first impact of the breathalyzer would show a reduction in the death rate but once the novelty wore off, as has happened in Great Britain, the death rate begins to climb again. And I wonder what earth shaking new ideas the Minister is going to come up with in order to prevent an increase in the death rate in this province.

Well, Sir, one other point that I would like to raise with the Minister is the question of highway signs. One notes that when you travel through the country there are areas that have traditionally had road signs telling motorists and tourists who are following road maps where certain communities are located. Some of these now are beginning to disappear and the explanation given by members of his department is that the community is not important enough. Not important enough. It's an indication of the mentality of honourable gentlemen opposite and perhaps give some explanation as to the reason why they are bringing in Bill 36. I remind honourable gentlemen that whether a community is large or small it's important to the people who live there; and if the community is important enough to be on the map, then surely it's important enough to have a road sign pointing to that area.

Then we have the other extreme - and I won't mention any names because I don't want to offend people in any community - but we have the other extreme where there is a sign pointing to one community that is large enough to lead one to believe that that particular community in question must be a metropolis of about a million people when in fact it is a community of about 500.

It would seem to me that some uniformity in signs might be considered. Where if it is a city of a certain population it would require a sign that would readily indicate the size of the population. If it was an incorporated town, it would have a sign that perhaps could be another size or another colour; and if it was just a village then it could also be designated by the size of the sign or the colour of the sign. It's a suggestion that I make to the Minister and I don't care if he wants to adopt it as his own. I'm perfectly happy to let him take all the ideas that he can get from anybody and be a foster parent to other peoples ideas - which seems to be what he has been doing but wouldn't admit it. -- (Interjection) -- Well, the Minister says he doesn't hear a word I'm saying. Well you know, there's none as deaf as those who don't want to hear anything. The Minister is a perfect candidate for that kind of school.

I don't want to take up more time on the consideration of these estimates because I know that there are others who would like to speak on it. We await with eager anticipation the Minister's pungent and pointed remarks when he comes to reply to some of the statements that I've

(MR. JORGENSEN cont'd.) made and to some of the statements that other members on this side of the House would wish to make before the Minister jumps to his feet.

MR. CHAIRMAN: The Member for Rock Lake.

MR. HENRY J. EINARSON (Rock Lake): Mr. Chairman, I would like to make a few comments in regards to the Minister of Public Works and Highways. I'm not going to follow in the same manner as my good colleague from Morris here. I think he rendered the House service insofar as our party is concerned but there are a number of matters that I am concerned with and I would like to bring them to the attention of the Minister.

The first thing I want to say, Mr. Chairman, is that there wan't too much said about our PR roads in the Province of Manitoba. But I do want to remind the - probably not just the Minister of Highways but the government on that side, that when we were government we instituted a series of PR roads in the province to the tune of about 4,000 miles that the Department of Highways relieved the municipalities from. After this was done, a certain maintenance program was established and these roads were upgraded, were improved to a great extent and by 1968 we had, I felt, some excellent PR roads that the municipalities had had and through no fault of theirs, that is on a municipal basis, they just didn't have the money to keep them in that condition and as such I can say that the people of the community I represent, and I'm sure others will speak in the same light, that we had come a long ways to improve those roads. But regretfully today, Mr. Chairman, I must say to the Minister that through the program that they have now designed in the past year or so, the roads have deteriorated, deteriorated to a degree that I am really disappointed in the condition of those PR roads today. So much so that I have had complaints, Mr. Chairman, from municipal people, for some of our PR roads have become in such poor condition that some of the heavier traffic have taken upon to travel on municipal roads and this in turn again is creating some problems.

There's one other matter - I know my colleague was talking about comments that the Minister has made and he has taken issue with - but there is one matter that the Minister made in his address that I want to take issue with. When he mentioned the increased figures in the death rate, I believe it was, for motorcycles, he was very critical of all those who did not support him in the legislation that he had brought in in regard to the wearing of helmets, compulsory. The comments that he had made I certainly took issue with, as we being those who were not in support with him, were as much as to say misguided fools and must take the responsibility for carrying the blood on their hands for those who did lose their lives. I, Mr. Chairman, took very serious issue with comments such as that. I do not think it is becoming of any Minister of a Crown and I do take issue with it, whether I was not supporting him or otherwise, and I think he must be referring to some of his own colleagues when he made mention of those facts.

Now, Mr. Chairman, there is another matter I would like to bring to the Minister's attention. It has been brought to mine, and I pass it on to him. I think that this is something that is good constructive criticism. We do have, for example, abandoned gravel pits that are the property of the Provincial Department of Highways and weeds have grown up in them. It has been brought to my attention that it would be a good idea if the Department of Highways could take a bulldozer into some of those pits, level them out, restore the ground that was removed when that gravel was taken out. I know in some cases where the land that was taken from farmers and it's adjoining to a quarter section of land, in a few cases where the farmers if the government will level that ground off the farmer will fence it in and use it as pasture for himself, which certainly makes for an improvement for tourists who are travelling along; it beautifies the countryside.

Also, my colleague from Morris made mention of the Noxious Weed Act. It has also been brought to my attention there have been some noxious weeds growing up in some of these pits and found their way to other parts of the province and I think for this reason if for no other reason it would be well advised for the Minister if he could do something along those lines.

Insofar as the highways are concerned I do want to say that I thank the Minister for the amount of funds that are going to be allocated into my area. It's very limited but nevertheless what he has seen fit I do want to make comment and appreciate that small bit that we are getting. I guess I feel more fortunate than some of them but, however, the province is a large area and I think, too, Mr. Chairman, that as my colleague said, I don't want to be too repetitious, that we've been criticized for the way in which we have neglected the northern part of Manitoba. I think it should be noted that when we're talking about building a mile of highway in the southern part of the province and a mile of highway in the northern parts of the country are two different things and the cost is tremendously greater, and therefore while we would like to see progress

(MR. EINARSON cont'd.) of roads into the north, there is only so much money that we have allocated for that purpose and there's only so much can be done in any one year.

Also I want to say that our road system where it travels along or adjacent to tourist attractions is something that has always been considered when road work has been done. I just want to make mention of PR 258 and mention to the Minister that when we talk about roads to resources, whether it be mining areas, whether it be tourist attractions or what have you, there is just a small strip from the United States border on 258 to No. 2 Highway that has not been hard-surfaced or paved. This is the only area, to my knowledge, Mr. Minister, that it is not done in this way right from the Gulf of Mexico I believe up as far as Flin Flon up into the north; that's the only stretch that has not been completed. I am told that many tourists when they reach the borders there they either go east or go west and we do have some very interesting places for tourists to come and visit in that part of the country.

There is one other matter, Mr. Chairman, that I would like to ask of the Minister. I don't know how true this is, but if a government car breaks down in say maybe 100, 150 miles from the City of Winnipeg, if the cost of repairing that car is over \$21.00, I believe, then it has happened that this car has been towed into the city, repaired here rather than have the part taken out and have it done out wherever the breakdown occurs. I'm not sure, Mr. Chairman, as to the validity of this particular matter but I think it's an important one and I would appreciate hearing from the Minister.

MR. CHAIRMAN: The Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I will have some very brief remarks. I know before all the other members get up and ask for a certain road perhaps I could ask for a few bridges and know just exactly what the Minister is doing at the present time. But if I may, perhaps I should say that I think nowadays it will be good safety education that will help to keep many of us alive and I know that it's been said that many people have been taking credit for what has happened and perhaps maybe I should say - at least take some small credit in respect to at least a couple of things that happened in respect to breathalyzer tests and highway safety and driver training that has been established in this province, because if I recollect some eight or seven - well perhaps about eight years ago that I did present a resolution to this House for highway safety and driver training within our school system. It was debated considerably at that time; it's been debated ever since every year and there has been progress made in that respect for which I am glad there has, and I think there has to be more progress if we are really concerned about highway safety. I think the time has passed that we can allow any certain person behind a wheel of a car without any instruction, without any knowledge perhaps how to operate this vehicle, so I think the time has come that certainly we have to stress proper training programs, proper education before people get their drivers' licences - and of course I'm referring to the younger people now at the present time.

I know the other point is that the costs or the fees for driver licences and many of our taxes and so on that go towards education, perhaps the government can see to upgrade some of our driver training program if there is insufficient in the present system within at least Greater Winnipeg area; maybe the government will have to spend a few more dollars but I think it's certainly worthwhile. Every record will show, that any government has kept, that certainly the driver experience of a person who has taken a driving course is much better than the one who hasn't taken any training at all, so I think there has been progress made and at the time the government did accept my resolution for highway training, or highway safety and driver training, a committee of the House was established which dealt with such matters as the Highway Traffic Act and the safety corridors throughout the whole Winnipeg area and, if I may, I would like to say that definitely the present safety corridors and the crosswalks are much better than what they used to be. In fact, they may be the best that we have anywhere in Canada. So I would say there has been tremendous progress made.

Some four years ago, I believe I also introduced a resolution calling for a breathalyzer test and at that time it received some mild reception in the House. I said even, I realized that the Act has to be amended by the Federal Government under the Criminal Code and that the government wasn't prepared, the Federal Government wasn't prepared to do that, perhaps we could go on the basis of anybody who gets a driver's licence should submit or sign a statement he would submit to a breathalyzer test and the provinces could go on their own. However, that wasn't necessary. I know at the time that some members in the House were against the resolution but in a matter of weeks there was so much mail that every member was receiving,

(MR. PATRICK cont'd.) and again I think the government accepted it and said that we'll definitely look into it and see what could be done. And I would agree that it has had an impact. Of course it will level off but I still think any person will be much more careful; it will be another deterrent that we have as a result of the breathalyzer test. So I would say that good safety education certainly has to be considered and it is one of the key points that helps to keep people alive, and perhaps the Minister can review that area and it may need a little pepping up.

My remarks will be brief, and the point that I really want to stress is that we have to make our highways much safer and we should also make our highways perhaps last longer than we do at the present time, because if you get on the highway going out east it's only a matter of a couple of years old and it's unbelievable that it has as many waves in it and bumps that it has, and maybe there's nothing that could be done but I understand the engineers of the highways, of all highways in Canada, have met and considered this problem. The engineers did feel that the highways could be built safer and they also dealt with such things as corrosion of the bridges, superstructures by de-icing agents which really, like salt, corrodes; when the snow melts it corrodes the steel posts and the steel girders, and salt that soaks through the pores of the steel also soaks into the concrete of the deck; it disintegrates the concrete and does serious damage to our highways, as well to the bridges, and I know the engineers are concerned and I think there is a greater research required in that area, that we can build our highways perhaps a little safer. I know that the most serious problem we have today on the prairies is the cracking of the bituminous pavements, and it has been mentioned that dry periods that have dehydrated the soil and the concentration of moisture that has caused the pavement to swell and crack is the cause for it. But I think that it's time that we have a proper research, not only by any individual province, but a research that's done through, say, all the provinces could combine and have a research. A research team would be doing the research for the whole of Canada, which would be most knowledgeable and worthwhile, that it wouldn't cost us as much money to be repairing almost a new highway with a tremendous amount of reinforcing steel in it and the result is that it is cracked and has to be fixed.

And when I talk about safety I could just draw perhaps one point to the attention of the Minister. I know he's busy but I'll refer to it again. I know that knolls on highways should be designed that motorists should be able to see a good distance, that if there's something on the highway that they can have enough time to stop, and at the present time such things as knolls and bumps on the highway, or hills, I wonder if enough research is done on the highways design. As well, I think that not only the highway designs but there should be a record kept of accidents, because many accidents develop on certain curves or certain places or certain locations, and there must be I think a record kept of these areas where the accidents develop. These points should be reviewed when the Minister can consider this because there are definitely improvements required as far as the highways are concerned and as far as the accidents are concerned. I note today that with the very high speed on our highways these points should be answered.

There is another point that should be considered: should the shoulder lanes be hard-surfaced or should they be gravelled? In many provinces you'll see all shoulder lanes are hard surface. You see in some of the other provinces very few, or none; shoulder lanes are gravel - they're not hard surface, they're just gravel. So I think that's another point that perhaps some research is necessary.

But I was just going to draw to the Minister's attention what I mean about the highway safety and knolls on highways, or curves, and all he has to do is take Sturgeon Road going north to Inkster Boulevard on the west side of Winnipeg, and about half way you'll find that the highway goes pretty straight - it's just a new highway; I know it's probably not a provincial trunk highway; it was built by the Metropolitan Corporation. But the point is, I'm sure he's been on it and if you're going 45 miles an hour and all of a sudden you come to a sort of an "S" curve, and you have to slow almost to 20 miles. It's an open field; there's no buildings, nothing, and I can't see for no reason why that stretch of road had to have that immediate sharp turn instead of having it straight. And I know it won't be too long - probably within a couple of years - that they will be straightening this section or this piece of highway out, which will be costing a considerable amount of money. So when I'm referring to safety, these are the points that I'm trying to draw to the Minister's attention, that there has to be a better research in respect to safety; there has to be a better research in the way of so many accidents happening

(MR. PATRICK cont'd.) at certain locations so that this can be analyzed to see why the accidents are happening at certain locations, and this is certainly necessary.

The other point that I wish to ask at this time, and perhaps the Minister can answer - in respect to the Inner Perimeter Beltway. Has the government finally reached a conclusion, or has it got a policy, or is it still in limbo? Because I do understand there has been a few pieces of property expropriated quite recently, and it doesn't necessarily mean that the location of the highway will be just on that particular location, but I know for a fact that if all your land has been purchased there's no other course for any government to take except build the inner perimeter in that location. So I would like to know from the Minister, is the Inner Perimeter Beltway planned in the location where it was first said it was desirable, and if it is, I think the Minister should tell us. In my own opinion, I would certainly like to see a crossing somewhere between the outer perimeter and the St. James Bridge, another bridge. Be it at Moray or just instead of a high cost type of a freeway that we were talking about, I'm certain that he will realize that there is another bridge necessary.

The other point that I wish to raise, in the west end of Winnipeg you will find, particularly in the St. James-Assiniboia area, your east-west traffic is certainly creating a tremendous problem at the present time, and I think that Silver Avenue has to be improved. I think a road along the Saskatchewan Avenue at least should be built. Even if it's not paved it can be improved from, say, the Perimeter Highway to at least Headingley, and at Headingley where it cuts across back to Trans Canada or it can cross across the bridge into Charleswood on the other side of the river, and I know at Portage Avenue, or the Trans Canada 1, would take considerable amount of traffic or there would be considerable amount of traffic come off the Trans Canada if there was improvement along the Saskatchewan Avenue to Headingley out to the Perimeter. So I am really concerned about east-west routes in that part of the city and perhaps the Minister can tell us something in that area.

Another point, Mr. Chairman, I think it's time that the Provincial Government does get involved, and it must get involved together with even the Federal Government, when we come to urban transportation problems. I think the time is long past that we can have low rental housing. We have CMHC put a tremendous amount of money into urban renewal or urban development, into housing, but there is still no relation or no connection made in respect to transportation problems in urban cities. And I think not only in Winnipeg but you'll find that every government in Canada today, every provincial government is getting involved in the matter of transportation in the urban centres, and not only that the provincial governments will have to get involved but I think the Federal Government will have to get involved, because the environment in which future generations will live and work will certainly depend on the type of plans we make at the present time, the kind of transportation facilities we will provide. I think that every level of government, be it municipal, the provincial and the federal, will have to play a very strong and constructive role in matters of transportations problems in our urban centres. I don't believe that the Minister of Transportation and Public Works, it's his duty any more to be concerned only with highways and roads out in the rural parts of the province, I think that there has to be planning now as far as your urban problems are concerned in respect to transportation.

Mr. Chairman, these are a few of the things that I wanted to raise. I don't know at the present time just exactly what type of research department, or the research people he has within his department, but I think that the conditions of the new highways, when you see the extent that they heave and crack when I know that there was a tremendous amount of reinforcing steel put in, I think that we probably need more research in this area, that we need different types of construction in this part of the country instead of what we are doing at the present time.

So, Mr. Chairman, these are a few of the points that I want to raise at the present time. Perhaps there is one more point in respect to our Trans Canada Highway. I hope that the Minister will be able to exert some pressure, at least some of the eastern provinces, to name the Trans Canada at least, eventually I hope we will be able to have the Trans Canada called Trans Canada No. 1 across the whole country which it isn't at the present time, which would certainly help many people travelling on the most important road that we have in this country.

The other point I know has been raised in this House before, and I would like to know if the Minister is participating in any way, in any small part in respect to the Parkway road, or perhaps he'll be able to tell us, but I know that there was a convention held last year, with a

(MR. PATRICK cont'd.) tremendous amount of interest from the people across the line who are talking about the Park road all the way from the Gulf of Mexico to Manitoba, and in my opinion, I think the people that will probably gain most would be us, because this is where the road would stop, somewhere reaching at Trans Canada Highway about 100 miles east from here, or some 80 miles east from here. So if this is the case, then naturally I think we would probably have the most to gain, not that I'd say the Minister is going to get involved in building this road immediately, but I think we should co-operate in the planning and see if eventually this may come to fruition and we may be the benefactors in the long run.

Mr. Chairman, I'll be able to -- as we go through the estimates I'll be making some other remarks.

. continued on next page

MR. CHAIRMAN: The Member for Gladstone.

MR. J. R. FERGUSON (Gladstone): Thank you, Mr. Chairman. I would also like to be in a position to give my thanks to the Minister, but unfortunately looking through the ten pages of estimates here I don't seem to be able to find anything for my constituency, and I think it was the same program as last year. I wasn't aware and I don't think my constituents are aware that roads in this area are this good. However, it's to be hoped that sometime possibly we have a change of heart from the Minister and something is done.

I haven't a great deal of comments to make on this; our big beef in our rural areas is definitely our PTH roads. At the time these were taken over, the maintenance of them was considerably better than it had been under the Municipal Council. It seemed to be a program that was well accepted and it was going to be a success in the rural and with the fact that we are more or less disbanding all of our smaller rural centres we require better roads, but we now find ourselves that service on them has been dropped anywhere from 30 to 50 percent. Consequently it's putting us in a position whereby it's going to be very difficult, in a lot of cases impossible, to move our produce from one point to another.

There certainly is no money available through the municipal men to improve their roads, the high cost of education today is taking roughly 56 cents on the dollar out of the municipal treasury, so consequently we can't look for any relief from our municipalities.

Another point I would like to bring up is the wholesale confiscation more or less of some of our elderly people's drivers license, particularly in the rural areas, whereby people want to travel short distances. This is their only method of visiting with their friends, one thing and another, and I feel that rather than a direct cancellation of their licenses that possibly they could be allowed to drive in limited areas in daylight hours. I think this program is followed in some of the other provinces and I think it's one that would certainly be suited to the rural. I think that definitely a medical examination would have to be tied in to it somewhere but it certainly is taking a lot away from a lot of our senior citizens.

One other thing I would like to bring up I think is the minister's, oh he's not in his place - but in any case, his more or less indiscriminate attacking of some of the individuals in my own particular constituency. He attacked the secretary-manager of the Automobile Association, Motor Dealers Association, calling him a loud mouth Conservative in an unprovoked attack and when asked to apologize he has made no effort to do so and I don't think that a minister of the Crown should be using his position. Certainly it's possible to make a mistake in an accusation, but when one is proven wrong I think the mark of a man might be to apologize, and maybe the mark of an egotistical bully would be to not. This seems to be the category that the Minister falls into.

Now I don't know as I have too much more to say on this. I'll probably say a little more as we go further along to estimates. I think that will be all for now, Mr. Chairman. Thank you.

MR. CHAIRMAN: The Member for Radisson.

MR. HARRY SHAFRANSKY (Radisson): Mr. Chairman, my comments will be very brief. All I wanted to bring to the attention of the Minister, I see that there is nothing being built in my constituency either, but there are problems which I find in the Trans Canada Highway East, that runs between two fairly large residential areas and the speed is 50 miles going east on the highway and 30 miles going across, so you can imagine the problems that can arise. There have been a number of accidents. Last year there were two fatalities and I feel that the Department should look into the possibility of making a study and building an interchange. There are interchanges being built on the perimeter and there is one on the Trans Canada east, just east of the Symington Yards in an area which has very little traffic in comparison to the traffic between Windsor Park and Southdale. There is a large shopping centre, there is approximately 3,000 to 4,000 homes and a lot of the people do commute to the Southdale Shopping Centre. There are plans for a Simpson Sears store; when this happens you can imagine the increase in volume of traffic. Southdale has approximately 2,000 homes. There is a large development in Niakwa Place, there is several hundred units of the town houses put in just in the last couple of years. The accidents that will be mounting I think will be something that will be too terrible to imagine unless a thorough study is made and a proper interchange be placed, and I would suggest that a good location, because these are fairly costly things, would be on Autumnwood and Trans Canada and to build frontage roads from Archibald right through to Lagimodiere and the old Highway 59. This would greatly reduce the possibilities of accidents; if you had a proper

(MR. SHAFRANSKY cont'd) overpass between Windsor Park and Southdale, the number of accidents that are occurring I think would be practically eliminated.

MR. CHAIRMAN: The Member for Birtle-Russell.

MR. HARRY E. GRAHAM (Birtle-Russell): Thank you, Mr. Chairman. My comments at this time really have nothing to do with the Department of Transportation - it's a question of the affairs of the House, Mr. Chairman. Is it possible - oh I see the Minister is now back - I was going to suggest that we move on to some other department.

MR. CHAIRMAN: Resolution 84 (a) (1). The Member for Emerson.

MR. GABRIEL GIRARD (Emerson): Mr. Chairman, I don't wish to speak at length on the estimates of the Minister of Transportation, and neither do I wish to be very critical of the Minister's decision and manner of spending that has governed him through the past while. I want to tell the Minister, as I have done privately, that the people of Emerson constituency no doubt appreciate the allocation that he has made for that constituency for this year. There were two road projects in which I was very concerned and I notice that the Minister in his good judgment has included both on the work project for this summer and on behalf of the people who will make use of this road, I do wish to thank the Minister and compliment him for this.

There is no doubt that in the constituency of Emerson there is a great deal of road work that ought to be done. I must realize that he only has a certain given amount of money to spend and therefore it cannot be done all in one year. The work on Highway 201 is a long-awaited project. I am very happy to see that some work will be done. I would not be totally honest if I didn't tell the Minister that I regret it did not start from where the previous project left off. However, I'm optimistic that this will be done in the very near future, possibly next year, and it does not remove from our appreciation of the project scheduled for this summer.

The work on 59 highway is another very large project which we do appreciate. I hear comments from several members in the House speaking about the Highway 75 and the fact that Highway 75 maybe should be considered for major work. However, I am of the opinion that an increasing traffic load is being shifted from Highway 75 to Highway 59 and because of this shift, the Highway 59 becomes more important - and I'm not saying more important than Highway 75 but more important from year to year.

I would like to just add a few comments that might assist the Minister in his future work programs. I think that for safety reasons it is quite important that the Minister consider having a third lane at the approach of the St. Malo Beach. This is a traffic hazard area; as he well knows, there has been a very serious accident there lately and it is worthy of his consideration. I have no doubt in my mind that for safety purposes alone, this matter will have to be looked into and action taken in the very near future.

I would also like to comment or praise the Minister in the best way I know how. I would like to suggest to the Minister that I'm in full agreement with him in his rigid enforcement of the Highway Traffic Act. I want to compliment him further by saying it is really a Conservative policy in disguise that he is following. I wouldn't go as far as calling him a Conservative for doing it; however, he must be assured that a Conservative minded member can support him in this kind of philosophy. I want to compliment him there as well.

I would like to suggest also, that the Minister has received lately a letter from the Transportation Supervisor of the Seine River School Division, a very reasonable fellow who is in charge of operating some 50 buses or more, and he has advised me, as he has advised the Minister and as he has advised his member, the Member from LaVerendrye, that the road conditions especially in the Woodridge area, are in serious need of some attention. I would very much like to see the Minister concentrate on improving those particular conditions. It is worthy of his consideration.

MR. CHAIRMAN: The Member for Rhineland.

MR. FROESE: Mr. Chairman, I would like to make some comments too while we are on the Minister's salary. I do not intend to make any motion to reduce his salary, although I feel that he could have done much much better for my constituency than what's in the estimates for us. In fact, when I think that we're the breadbasket of Manitoba, the southern portion of the province, and we are only getting the crumbs. I feel that we should have had more than just the crumbs, that we should have part of the buns as well.

There are a number of things that I would like to comment on and also ask the Minister questions on. I notice from the report that was distributed that Highway 75 is the only highway that will receive attention in my riding. I think there is one minor item in addition to that,

(MR. FROESE cont'd) the fact is that Highway 75 is supposed to be receiving a cover on top of the concrete. I would just like to know why they are not also going to put a mat on the shoulders as well or additional surface on the sides, because I think this is needed.

I think personally that the government should pay greater attention to the roads in Manitoba because the PR roads are the ones that need attention especially in my riding, and I'm sure this must pertain to many of the other ridings. A year ago they were cut up very badly in the spring and some of these I think haven't received the necessary attention in the way of gravel and so on. Certainly we must keep these in order so that people can travel and with today's situation where the school buses are going on many of these roads, they have to be in such a condition as they can be used at all times of the year and in all weather. This has been a hardship for many of the citizens in southern Manitoba, that travel is not always to the best because of the condition of the roads.

I wonder if the Minister could give us traffic counts. I know the previous administration wouldn't come out but this administration apparently is willing to do that. I would like to get copies of at least traffic counts in southern Manitoba and see whether the roads that we are giving service to are the ones that require it most. Because I think with the density of population in the south central part of the province, there must be for that matter alone more travel than in many other areas of the province which are more sparsely populated.

Then, too, I notice from the brochure that was handed out that on the first two pages we have roads that are to be completed, or projects that are to be completed and then we have the roads coming under the FRED Program and I think - I'm not sure now, is the balance of that whole brochure, is it all marked under the FRED Program or is it just the portion on Page 3 and on the last page because I'm not sure the way it is set out just which roads do qualify under the FRED Program and which don't. Then, too, what amounts are we spending in total under the FRED Program and how much is being contributed by the province and how much is apportioned to the other highways that will receive maintenance and also new construction.

I certainly wanted to place emphasis on the PR roads. I know during the past year delegations have been in from my area in this connection trying to secure more service and better roads for certain areas, and I'm sure that they're needed; we need them in the worst way. I would have thought that the Minister would give consideration to it and have some of these included in the estimates for the current year. I do hope that these delegations didn't appear just for nothing, that consideration will be given and that something will come out as a result. Certainly there are many highways mentioned in the report. Most of them I think are in northern Manitoba. At least the ones that have the longer mileages attached to them, they're certainly in northern Manitoba; and while I don't dispute that some of the roads I think are necessary, Highway 6 North to 491, a connecting highway, I agree that this highway should be completed but at the same time I feel that we should not be neglecting the road system in southern Manitoba and let it go to pieces.

Then, too, I would like to know from the Minister just what portion of the work that is being done is handled by the government's districts program. They have - what is it? - 11 districts throughout the province of the Public Works districts -- (Interjection) -- 12? Could we have the apportionment to each of these districts and how many of these districts are contracting their work out to municipalities. Are the public works districts acquiring more machinery of their own and are they doing more of this work on their own or is it still contracted to the municipalities as it was before and how are these working out? Are we not better off to let the municipalities maintain the public roads and in this way probably that they would look after them and make sure that the ones that need more servicing, that because each municipality naturally would want to see to it that the roads in their municipality that require more servicing would get it. And whether by decentralizing it in this way whether we would not be doing the better thing after all. Certainly I would like to hear from the Minister on this very matter.

I believe in decentralization and when the previous government took over a number of the PR roads in Manitoba, we saw a certain amount of centralization take place as a result. I feel that we should not be centralizing too much because these public work districts they have a central point from which they operate and there is none in my constituency. I think the closest one for our area is Carmen and I feel that we should diversify in this way and decentralize so that more of the centres in our communities will reap a certain benefit from this whole program. Certainly when we take a look at other departments of this government - and not only the provincial government, it applies to the federal one as well - that there are certain centres that

(MR. FROESE cont'd) receive more government offices, they receive more money through the services that are provided from those centres, because I think government is concentrating too much in certain localities and I feel that in southern Manitoba, this is Carman and Morden, I feel that centres like Altona, Winkler and other areas should be entitled to more of monies that come through government channels and should be dished out through other points than just these two central points. I feel that when new government offices are being put in, and I think the insurance is one, that consideration should be given that we not concentrate more and more just in a few centres and that we distribute -- (Interjection) --

MR. GREEN: . . . Winkler.

MR. FROESE: Yes, Winkler is one for sure and I think Altona is another one. Why not make use of some of these other centres as well. I think St. Jean could be used further to the east so that we do not place all the eggs in a few baskets but rather distribute them more. Then too, how much is there in unused authorizations under the public works and also under the high-ways program from previous year, and when we talk about the first portion of the program to complete certain projects, is the money still there as an unused authorization from previous years? What was the carryover and how much new money are we actually contributing to this year's program?

The Minister mentioned the garages that the government is operating. These are more at central points as well. Just one question in this connection. When parts are secured for these garages do you buy them from the dealers or do you order them from the wholesalers or manufacturers or what is the case? The units that the government owns are they more or less of one make - I mean is it completely Ford or are you using Chevs or GM and Chrysler products we well? What is the distribution in this case, if there is any?

Coming back once more to the PR roads I notice that there is no work on 243, No. 421 and 201. These were the ones that I was very much concerned with and I'm sure the people in my area are very much concerned with. These are roads running east and west in my constituency and some through very heavy soil and when it gets very wet the gravel goes down and is just lost and the only way to put those roads back in order is that more and new gravel has to be put on, there's no other way of putting it back into shape. Another road that the constituency is very interested in - that is Highway No. 30 running from the U.S. Border to Rosenfeld. This is a hard-surfaced road but we need shoulders on that road very badly. It is not up to the standard that Highway 14 is running from 75 to Rosenfeld. These roads are used by heavy trucks. We have the Co-op Vegetable Oils at Altona. They are producing our daily oil, meal and so on and this has to be trucked in and trucked out, so that there is a lot of heavy traffic on this particular road and I had hoped that something would definitely be done in connection with this particular highway. I feel that the Minister should still reconsider some of the programs and see whether he could not bring in some additional ones such as this particular one.

In connection with the FRED projects, what is there and what are the requirements in order to qualify a project under the FRED projects. Are there certain stipulations and what are they in order that they qualify? Does this pertain to a certain area of the province now or is it province-wide? I don't know all the ramifications of the agreement when it was signed. I just know that there was a large amount of money involved and that it is being used for various purposes and maybe the Minister could further comment on that particular matter.

Mr. Chairman, these were a few of the things that I wanted to bring to the Minister's attention at this time. No doubt I will have some further questions when we deal with some other items later on. Thank you.

MR. CHAIRMAN: The Member for Souris-Killarney.

MR. McKELLAR: Mr. Chairman, I just have a few words to say here. I was greatly interested in the statement by the Minister the other day when he referred to liability insurance rates that the government were paying for their cars, presently \$55.00 compared with \$15.00 for Hydro; and he related this to the poor driving records of the civil servants in the Province of Manitoba. I was just wondering how employees of his could be so poor when he states from day to day - tries to impress upon the people of Manitoba the importance of a good driving record.

I also would like to ask the Minister what he's going to do on November 1st? Is he going to insure all the government cars with Automobile Insurance Corporation or is he going to act as self-insurer? Now another thing I'd like to ask -- (Interjection) -- Oh, I'm asking a question. Is it the intention of the Manitoba Hydro to act as self-insurers? Is it the intention

(MR. McKELLAR cont'd) of the Manitoba Telephone System to act as self-insurers? Are all these cars going to have to be insured under the Autopac? Is it not true at the present time you only insure for liability and you accept your own collision coverage - like in other words your risk, and how are you going to relate that to Autopac when it comes into force?

Now I, too, am one of those in the Province of Manitoba who are not eligible for any highway construction this year according to the program and I was wondering - this is two years in a row and I was just wondering how long the Minister is going to be rough on me and the people I represent. -- (Interjection) -- Well, if that's the case - I'm glad to know that because I'm going to stay here a long while. I'm going to be here for a long while because I'm sure the people out in my area won't vote for a government that doesn't look after them as far as roads are concerned. I have the same complaints as all the other members have for the condition of some of the PR roads in my area although most of them they did come through the winter a lot better this year because of no snow and no snowplowing. This is one of the problems that you have when you have a deep snow in the winter time, the snowplows push most of the gravel into the ditch and as we all know, gravel is becoming a very scarce article in our part of the province, especially good gravel.

Mr. Chairman, Mr. Minister, I am hoping that next year when you give consideration to your highway program that you will consider rebuilding some of the PR roads that need attention. On No. 340 from Belmont south, I think it takes down near Neelin - there's a stretch in there south of Belmont anyway about 15 miles that is in very bad condition, very bad. I was over it just the other day and during the last summer they found it very difficult even with a bit of gravel to keep it patched up. So if you're considering any road, I hope you consider that one.

MR. CHAIRMAN: The Member for Ste. Rose.

MR. PETE ADAM (Ste. Rose): Mr. Chairman, I would just like to make a few comments on the Minister's salary. I'd like to congratulate him on the program he's come out with this year, but I would like to make a few comments about conditions in my constituency and particularly in view of the fact that my constituency has suffered a heavy rainfall since the beginning of June to the amount of about 10 inches in the Riding Mountain and approximately 9 inches on the east side of the Riding Mountain in the McCreary area. The Council there has declared the McCreary area a disaster area this year. Approximately 75 to 80 percent of the crops will be a total loss in that area because of the heavy rainfall and flooding.

I did receive a complaint about two bridges on the east side of No. 5 highway and they are CNR bridges. I'm not sure whether they fall under your jurisdiction, Mr. Minister, but the Council there asked the CN some time ago to construct clear-span bridges to cross the Wilson Drain. No attention was paid to their request and they did put piers under these two bridges and the result of the flood was that driftwood coming down from the mountain did restrict the flow of waters causing considerable damage. I think that the people there would appreciate if something was done about these two particular bridges.

Another question I would like to bring up is that I understand that the province had been obtaining gravel in the Riding Mountain; I understand this is to be discontinued. I wonder why we would not have been able to stockpile some gravel in the area for future use before this is cancelled out.

Another comment I would like to make about roads is - No. 276, Mr. Chairman, is becoming a very very important road in my constituency inasmuch as that is the road that is used to go to Gypsumville and Grand Rapids and possibly up to Thompson from the west. This road also goes by the Manitoba Park which is one of the nicest parks in Manitoba. This park was enlarged through the winter works program and it is a park alongside of Lake Manitoba, one of our few remaining unpolluted lakes in southern Manitoba. In view of the fact that there is an increased number of tourists coming up in that area I would hope that the Minister would perhaps in next year's Estimates to start on the paving for a few miles at least going north from Ste. Rose towards this area.

I would also mention perhaps - with regard to safe driving I would perhaps advise the Minister to check some of the drivers who are driving government vehicles. I am one that usually travels pretty well on the limit or below and I often get government vehicles passing me on the road and I am wondering why they should be doing this. I would hope, Mr. Minister, that perhaps you should look into some of your own drivers driving for you.

MR. CHAIRMAN: The Member for The Pas.

MR. RON McBRYDE (The Pas): Thank you, Mr. Chairman. I'd like to say a few words

(MR. McBRYDE cont'd) In regards to the Minister's salary. I think that I would have to concur with the Member from Morris that the Minister of Transportation is a very busy man. Certainly he's talking on hot lines and testing to the utmost the ability of the Chairman and the Speaker and setting the moral standard for the Province of Manitoba and entertaining our citizens, he's certainly worth every cent of his salary that he's being paid in terms of the value we get from him.

Mr. Speaker, I would like to comment on the situation in The Pas constituency. There is a small bit of work, Mr. Speaker, being done on Road No. 283, which is the road that goes from The Pas to the Saskatchewan border. Mr. Speaker, this is becoming an increasingly used road as one of the main exits into Saskatchewan for people living in Thompson and The Pas and there are an increasing number of people coming into our area because of the economic problems in Saskatchewan, that are coming into The Pas and Thompson areas at this time, so I'm pleased to see that there is a little bit of work being done on this road. It is becoming used a great deal by persons trying to get back to their hometowns in the Province of Saskatchewan.

I would also like to ask the Minister if he could explain to me or fill me in on the submission I received from the Town of The Pas - and I am pleased that the Town of The Pas is now starting to communicate with me more than they have in the past - a document entitled "Grading, Drainage, Granular Base, Hot Mixed Paving Program for 1971" for The Pas. There are a number of proposals in here and I wonder if the Minister could explain which of these would be provincial responsibility and which of these are just for information that the Town of The Pas is entirely responsible for.

I'd like to thank the Minister also for some assistance that he attempted to give to the people who live on the Rail's Island Road where they're having considerable difficulty because of the erosion by the Saskatchewan River; and I'd also like to make some comment on a PTR that we have in our area. Is there such a thing as a PTR? The PTR means a provincial trunk river and it's the main method of transportation between The Pas and Moose Lake. Now this provincial trunk river is serving a purpose, Mr. Speaker, but I am hoping that some day the people of Moose Lake will be able to get a PTH, a provincial trunk highway. I am told that the cost of building a PTH from The Pas to Moose Lake is extremely high and this is one of the main problems of building this road into Moose Lake. But I notice that Ducks Unlimited have been able to build a road three-quarters of the way into Moose Lake to protect the breeding grounds of the ducks and the people of Moose Lake are sort of surprised that somehow, somewhere someone gives much more priority to ducks than they do to the people of Moose Lake. I wonder if there is any possibility of continuing the Ducks Unlimited road which goes three-quarters of the way into Moose Lake, into the community of Moose Lake so they would have the opportunity to have a highway out from Moose Lake.

I wonder if the Minister could also explain - and I know he attempted to do this for me once before - but for the edification of the citizens at Grand Rapids, they're having some difficulty in understanding, because No. 6 Highway from Gypsumville to Highway 391 is presently unpaved and the people of Grand Rapids and I were operating under the assumption that the next section to be paved would be north of Gypsumville on the way to Grand Rapids. However, it appears that the paving will be done in an area north of Grand Rapids between Grand Rapids and the Ponton Highway and I wonder if the Minister could explain the reason for this decision rather than working on the road north of Gypsumville and between Gypsumville and Grand Rapids.

I'm pleased to see that they are going to complete some of the work that was done on the road No. 513 into the Dauphin River-Anama Bay area. Mr. Chairman, this is one road that the community depends on entirely for them to get their mail to them, to buy their groceries, for them to get back and forth for medical services, and also very recently to allow tourists to come in and use the new facilities that have been built by Treaty Indians in that area for tourists, so I'm very pleased that some work will continue on that road to bring it into usable condition this year.

Another community which is in a similar situation to Dauphin River, Mr. Chairman, except worse, is the community of Jackhead. The Jackhead community is presently served by a forestry access road. Now during the winter months it is very difficult for them to get maintenance work done on this road; during the spring they can't travel it at all, and again, Mr. Speaker, this road is important in terms of just daily living, in terms of getting out to get their groceries, in terms of getting mail, in terms of getting out for employment, in terms of

(MR. McBRYDE cont'd) emergency medical treatment which the people of Jackhead might need. I wonder if there is any possibility of having the forestry access road to Jackhead being made a provincial trunk highway? There has been some work done on this road recently in the Red Rose area. The road isn't in too bad condition up to the tourist site, Mr. Chairman, but beyond the tourist site into the community of Jackhead itself it's in very poor condition, and again the people wonder where the priorities are; if it's more important to go sports fishing or if it's more important for them to get back and forth in order to survive, from their community.

Another road in my constituency, Mr. Speaker, is Road No. 224, the road that goes through the Peguis Reserve, the Fisher River Reserve to Koostatak, and also various roads that go in the Fairford Reserve, Lake St. Martin Reserve and Little Saskatchewan Reserve. Mr. Speaker, I know the Minister is concerned with this problem and I know he's been attempting to solve the situation, but because of past neglect, Mr. Speaker, the Treaty Indian people who are living on roads that are provincial responsibility feel - actually they feel discrimination. They can drive on a road that's in better condition until it gets to their reserve and then it's in worse condition. They can drive on a road where proper dust treatment control has been done until they get to the reserve and then the treatment hasn't been done on occasions in the past. The roads in the Fairford-Little Saskatchewan area were probably not well based, are not well built in the first place, so this adds to the problem of maintenance in those areas. I wonder in regards to these roads and other roads on reserves that are not provincial responsibility if the Minister could bring us up to date on negotiations with the Federal Government to do work on reserve roads.

Mr. Speaker, while I'm talking on reserve roads, I know that the Minister of Transportation, having lived in Thompson and driving on dirt roads, is aware of the serious traffic danger involved in the dusty roads that he's had to travel in the Thompson area. It's very difficult for people to pass because you can't see the car ahead of you. There have been a number of serious accidents because of this. Mr. Chairman, there is another problem in these reserve areas that I've just mentioned and that is in the case of the Peguis-Fisher River Reserve we have a main public trunk highway No. 224 and in the other areas we have main market roads that actually go through communities. There are houses located all along these roads; the children and families that don't have vehicles use these roads to walk on, and yet, Mr. Speaker, they are in very bad shape and the dust situation is very bad. It's extremely dangerous for pedestrians walking on these roads. If there's one car in front the cars behind can't see a thing and yet there's still a number of people have to use these roads for foot transportation. Mr. Chairman, I think that these roads should be treated the same as roads in a community where a main road goes through the community, let's say on No. 6 going north. They should be maintained to that standard to get rid of this extreme danger on these type of roads.

Mr. Speaker, when I visit constituencies in the south and when I visit constituencies of my honourable friends I hear them complain about roads but I say you are very lucky you have roads, you have five or ten roads going in and out of your community. In places like Jackhead or Dauphin River they have one road which is often in poor repair that they can't use at all. In a place like Moose Lake they have no road at all. I think this is an extremely important part of our development in Manitoba, is that the people in the isolated communities need roads because of the high cost of food and clothing and equipment; it all has to be flown in or brought in by barge. They need roads to have access to employment opportunities. They need roads just to receive regular services from government and others; they need these roads for the emergency use when it's impossible to fly into these communities or when the water is too rough to get your boat in and out. Mr. Speaker, I think it's extremely important that there has to be at least one road into many of these isolated communities. I know it's important to maintain the roads that we already have existing in the south, and I wouldn't begrudge my southern friends having good roads in the south, but I think they must realize that in some areas in the north there's no roads at all and it's extremely important that there be at least one road into some of these areas.

Another area in my constituency, Mr. Speaker, is the Salt Point area in which they have no road at present, no hydro at present and I think this area was involved in the controversy over the in the Dauphin area, but there are still a number of citizens in there who would at least like a little bit of road work done so they can get their tractors out to one river and row their boat across there and they can at least take the car from river number one

(MR. McBRYDE cont'd) instead of having to have to tractor between the two rivers. They have to take the tractor to the first river, go across by boat, take the tractor to the second river and go across by boat and have their car waiting there. There is a bridge built but the bridge doesn't serve much use because the road is in very rough repair or impassible except by tractor.

Another thing that I would like to bring up, Mr. Speaker, and I know the Minister is very concerned about safety, is the situation when we do get roads into isolated communities. I would like to suggest that the Minister take responsibility into ensuring that we have driver training in communities where new roads reach. I know in the Easterville community when they were moved from Chemahawin to Easterville there were a large number of deaths on the road because citizens of that community did not have driving experience, it was new to them and therefore there was an extremely high fatality rate on that road when it was first built. Mr. Speaker, maybe in places like Lynn Lake where people have come in from other areas and already have driving experience it isn't so important, but in the isolated communities I would hope that we would have upon completion of roads to new areas an extensive driver training program so that people can be made familiar with all the problems involved in this new activity for them.

Mr. Speaker, I would again like to thank the Minister for -- though I don't always agree with the Minister -- for the excellent job that he's been doing so far and hope that he is able to take these matters under consideration as the year progresses. Thank you.

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. J. WALLY MCKENZIE (Roblin): Thank you, Mr. Chairman. I have a few remarks I'd like to draw to the attention of the Honourable Minister under the item of his Estimates. I find it very interesting to hear the Honourable Member for Ste. Rose espousing at great length to his friend the Minister. After all the promises that were made in that by-election out there, here we have the Honourable Member from Ste. Rose with a crying towel on today appealing to the Minister for some help to resolve some of the more serious problems . . .

MR. BOROWSKI: . . . I object to members of the opposition imputing improper motives or saying things that are not true. He knows ruddy well that no promises were made for roads in Ste. Rose and I wish he'd stick to the truth for a change.

MR. CHAIRMAN: The Member for Roblin.

MR. MCKENZIE: Well, the Honourable Minister maybe didn't attend all the meetings or read all the reports that I read out of that by-election, but the ones that I read out of the Ste. Rose by-election indicated they'd almost have gold doorknobs in Ste. Rose constituency, plumbing and indoor plumbing and all te da te da and now the Minister says that isn't so. Well, maybe he should tell the Honourable Member from Ste. Rose he isn't going to get anything like a lot of the members opposite and let's get on with the business of Manitoba. The Member for The Pas sits right behind the Honourable Minister and surely he can communicate to him without having to bring his problems into the House. Or does the honourable member ever think in caucus is a good place to deal with constituency matters when you're dealing with Ministers; or even go to the Minister's office and sit in a chair. When you're sitting on the side of government that's a much easier way than to debate it in the House. I suspect that maybe the Honourable Minister isn't talking to his backbenchers possibly, that's the problem and they can't communicate with him.

MR. BOROWSKI: He has as much right to talk in this House as you do.

MR. MCKENZIE: Mr. Chairman, I would like to ask the Honourable Minister regarding the traffic studies that's indicated in his annual report, if those are available to the members of the House; and if they are, I would like to obtain the one of Highway 83, Highway No. 4 and Highway No. 5. I am most interested in the traffic studies, especially No. 83, because it brings many American visitors to our province who basically don't come through the Metropolitan area of Winnipeg; those that come from the western states generally use 83 as they travel north. I would hope that the Honourable Minister would take a serious look again at Highway 83 especially from Roblin north and see if we can't improve the condition of it from Roblin to Benito, which is not the best highway in any sense of the word and yet it's one that's used a great deal by our American friends.

I would also like to ask the Honourable Minister if his communication with the Province of Saskatchewan is on a continuing basis regarding the connecting roads to the Shellmouth Dam area. I am aware of correspondence that's been going back and forth between the Minister's

(MR. MCKENZIE cont'd) department and the province regarding connecting roads for those that wish to come in from Saskatchewan to make use of the facilities of the Shellmouth reservoir and the Asessippi Provincial Park and I would hope that the Minister will try and co-operate the best he can with that jurisdiction and see if they can't arrive at a solution for the connecting roads that's of benefit to both. I find it hard to believe on 366 north from the town of Grandview to the Duck Mountains that the Minister has called off the program that was started there last year. They did five miles and it was most appreciated but I fail to see any evidence of that program being continued this year. It's the only main road into the Duck Mountains from that area and it's in bad need of repair at this time.

I'm wondering, too, with the license suspensions that we have if there isn't some way that those that are under suspension can have a temporary driver's license until the whole matter of the suspension is finalized; there seems to be a period in between the time when the notice of the intent comes to the driver and there's a vacuum then until the Board has a meeting and reviews the matter. I wonder if in fact there could be some way that until the decision is made by the Board if there wouldn't be provision for some temporary license to carry the driver through that period of the complaint.

I noticed in the Minister's comments the other day he mentioned where the insurance companies have apparently retaliated against the government by withdrawing support for the driver education program. I wonder if the Minister could give us the figures of how much has been withdrawn and if he has any idea of where he is going to pick up these moneys that are required to carry on this very worthwhile program.

The other matter that has had some concern is the older vehicles, farm trucks and that that may be classed as unsafe and yet they are adequate for the farmer himself. I don't know of any accidents in my jurisdiction of these older farm vehicles, they don't drive them that fast but they are adequate for the farmer to take his produce to market and to move from point A to point B on his farm, and yet when they bring them out on the highway it's another matter; when the police check these vehicles, they find that there are many things that are needed to be repaired. What's the farmer supposed to do, you know, buy a new truck or I wonder if there isn't some happy medium in there - let them drive it during the daylight hours only and restrict them to the night driving.

There is another point that was drawn to my attention too. Maybe the Minister could do it by regulation. That's these various plugs and hookups you have for trailer connections and boat connectings; there seems to be dozens of them on the market and if there would be some possible way you could standardize the connecting for the lights and that, I don't know whether it's possible or not. It has been brought to my attention that maybe it could some way be regulated so that you haven't got backed up to hook onto a boat, you find out your connector won't work with the one that's on the boat or the trailer. Possibly it is not a responsibility of the Minister.

I also appeal to the Minister with regard to our senior citizens. I find evidence of many of them - people living on farms are getting notice that they have to qualify and people of ethnic background - I had a case not long ago, a chap that couldn't read English and he - Ukrainian gentleman living in town had to try and study that book and learn the answers for the various questions that might be asked. He had a real problem to try and resolve - what the Highway Traffic Board might ask him and get somebody to interpret the thing and put it in his own language so that he could communicate with them. I don't know, maybe the Minister hasn't had that many cases of that nature but this was one that was drawn to my attention.

So with those few remarks, Mr. Chairman -- also, before I sit down, I have a letter here from the Ethelbert District Chamber of Commerce requesting the Minister to take a look at an improved road from Garland to Blue Lake. They are hoping with the help of the Minister of Tourism and Recreation to develop a park in there for recreation purposes, the people in that area, and apparently there is need for an improved condition on that particular road.

MR. BOROWSKI: I never listen to the Chamber of Commerce.

MR. CHAIRMAN: There are three minutes remaining. The Member for Churchill.

MR. GORDON W. BEARD (Churchill): I have been trying to cut down the time, Mr. Chairman, that I speak. I don't know whether I can cut it down to three minutes or not. If you want to call it 5:30 . . .

MR. CHAIRMAN: Call 5:30. I am leaving the Chair, I'll return at 8 o'clock.