

THE LEGISLATIVE ASSEMBLY OF MANITOBA
2:30 p.m., Friday, April 30, 1976

INTRODUCTION OF GUESTS

MR. CHAIRMAN: Before we proceed this afternoon I'd like to draw the attention of the honourable members to the gallery where we have 40 students, Grade 9 standing of the Isaac Newton school under the direction of Mr. William Ferens, Mr. Bill Glitnak and Mr. Harvey Rosen. This school is located in the constituency of the Honourable Member for Burrows, the Honourable Minister of Education. On behalf of all the honourable members I bid you welcome here this afternoon.

SUPPLY - EDUCATION

MR. CHAIRMAN: I refer honourable members to Page 19 of their Estimates Book. Resolution 47(a). The Honourable Minister of Education.

MR. HANUSCHAK: At the time that the committee rose for the lunch break the Honourable Member from Fort Garry - or immediately prior to it rather - the Honourable Member for Fort Garry had put the question to me together, coupled with his comment that he felt that some of the programs which I have described prior to his rising to his feet were from a social point of view, a sociological point of view, that they were fine, that they probably had a certain purpose and a certain value. But he said, what about the real nuts and bolts as it were of education and some of the basic hard issues which form part of the education program?

Well, Mr. Chairman, I just want to make one brief comment in response to that, and I do regret that he is not in his seat at this time. But the fact of the matter is that programs of this type do make a very significant and a valuable contribution toward the delivery of a more effective education program. Because after all in the process of education it's not just teachers and students who are involved and certain subject material, but it does involve the whole community, it does require an understanding and appreciation by the parents, and in fact the community at large, at what the school is attempting to do. That really is the long and the short of the real value of programs of this kind, by making the school more meaningful and relevant to the community, enables the parents to better understand what the teachers are attempting to achieve and hence puts the teachers in a better, or the parents rather - well I suppose both - in a better position, both teachers and parents, in a better position to work as members of a team in the process of educating the children in our schools. Now so much for the programs that I've described this morning.

I also want to remind you, Mr. Chairman, that the major assignment of my department was the very first program which I had described in detail, the one of evaluation of assisting school divisions in developing an evaluation expertise, evaluation of techniques which relates to the entire process of teaching.

Now I also want to point out to honourable members that educational research is also being conducted in the following area, rural education, open area schools, school discipline, school drop-outs. And during the forthcoming fiscal year, the one which commenced a month ago, the present one, a proposed area of study include research into specific curriculum areas, student follow-ups, computation and communication skill development, teacher recruitment - a matter which was of concern to the Honourable Member for Fort Garry - semester systems. Some of the preliminary findings of the studies that we have undertaken, for example, and this too was a question put to me by the Honourable Member for Fort Garry which I wish to respond to at this time. What have we derived from the research activity of this kind?

Well, some of the preliminary findings, for example, in the Rural Declining Enrolment Study we do find that for various non-educational reasons - in no way related to our educational program - that there is a continuing decline in rural enrolment. But however despite the continuing decline the parental demands is not decreasing. So hence, Mr. Chairman, this is one of the dilemmas that we are faced with today.

The Special Declining Enrolment Grant attempts to help schools meet these

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd) increasing demands. One positive aspect is that schools are becoming more humane and responsive to community and student demands as enrolment declines.

In the area of education in rural Manitoba, we found that amalgamation has caused the greater proportion of educational resources to be tied up in transportation, as one would expect I suppose. Length of routes and time of students on buses oftentimes is not justified by students being enrolled in larger schools; and financing education in rural Manitoba cannot be taken in isolation of other economic variables in the community.

Some of the preliminary findings on the issue of open area which has been the subject of considerable debate, I suppose, since the date of its inception, as education always is the subject of considerable debate. I don't know if there was at any time any educational philosophy or any style of method of delivery of an educational program that met with unanimous agreement of all consumers and the deliverers of it.

Some of the findings in our Open Area Study indicate that no significant difference in student achievement has been observed between those taught in traditional and the open area schools. And there's also no significant difference in student attitude towards schools as between the open area and the traditional. The only difference found is that teachers in open area classrooms do feel more pressure and thus preparation is essential. And I would think that the reason why more pressure is felt is the open area concept is relatively new and perhaps the value and the need for proper preparation to function, that is, for teachers to function in an open area situation, that there's not sufficient attention being paid to it, sufficient time or effort being devoted to preparing teachers adequately and properly to function in an open area setting, because in an open area setting, Mr. Chairman, it is very important that all the members of the staff function together as a team. If they do not function as a team then the concept or the value of the concept breaks down.

A MEMBER: Right on.

MR. HANUSCHAK: Workshops are held to disseminate the information collected and to receive directions as to future areas of research because I want to remind you again, that in the research that we are doing we are working in very close liaison and in fact co-operation with the school divisions.

The aim of all Student Assessment Programs - and here we're getting down to assessment and evaluation of the basic Teaching Educational Program - the aim of all student assessment programs is to provide information which will enable educators and the general public to determine how well students are doing in the area of basic skills. It's an attempt to devise a scheme, a system, to accomplish this without having to revert to a rigid, externally imposed evaluation system which did prove to be unacceptable to educators over the previous years. My department recognizes its responsibility to provide information to parents, teachers, and others in how much students have achieved. To that end a number of alternative testing programs are being carried out in the area of student assessment, and during the debate of my Estimates, Mr. Chairman, in reference to other questions and matters raised, I did have occasion to refer to them.

So, I just want to remind you briefly that a study is being conducted on the basic skill development of students in Grades 3 and 6 as measured by the Canadian Test of Basic Skills, and this will assess the increases or decreases in basic skill development of students over a five-year period. This has been completed as of last year and the results are just in the process of being tabulated and being updated, but I've given the results for the year ending 1974 on a previous occasion when I did indicate standards are not declining, and that Manitoba students are scoring slightly above the Canadian average.

I also mentioned, made reference in response to another question to the fact that Grade 5 students in the Winnipeg School Division and in St. James-Assiniboia, will be tested in basic skills and mathematics, using the Metropolitan Achievement Test, and up to this point in time, in response of the Honourable Member for Fort Garry, what have we learned? We have learned that inter-divisionally we have data on the overall performance in various areas, and we've also learned that there's no significant difference in students' scores among divisions, and we've also learned of where we stand in relation to the national norms and the American norms, which is somewhat higher.

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd)

And related to the concern of the Honourable Member for Fort Garry about the teachers supplied - and I just want to indicate to the honourable members at this time that that matter, well it's probably one of those gray areas that to a degree can be debated under the Estimates of my department, but to that extent probably more properly falls within the realm of the Department of Colleges and Universities Affairs, because after all the Faculty of Education is part of the University of Manitoba and it is the Department of Colleges and Universities Affairs that assumes responsibility for it and is answerable for it to the House. But there is that, I suppose, an overlap of responsibility of the two departments.

At the present time, Mr. Chairman, as of last year, and indications are that this year there will not be an over supply of teachers. In fact, not only will there not be an over supply of teachers, but as in previous years, and certainly last year - and this is the problem that we are well aware of that may be facing school divisions in the forthcoming school year that they're preparing themselves to cope with - that in fact there may be a shortage of teachers in many of the rural divisions. So, the over supply may be in some parts, and this was also true in the past when perhaps the over supply figures at the beginning of the year may have run a bit higher than they normally did, and even those years, the over supply was in Metropolitan Winnipeg, but at the same time there was a shortage of teachers in rural Manitoba.

So being aware of that problem, Mr. Chairman, a study of teacher mobility in rural divisions is being conducted to determine the nature and the extent of teacher movement from rural areas, causes of this movement and factors which encourage teachers to stay in rural areas, and armed with data of that kind it's my hope, and I feel quite confident that we will be able to offer assistance to school divisions in the recruiting and retention of teachers for the schools outside of Metropolitan Winnipeg, outside the City of Winnipeg, and its school divisions, or some of the predominantly other urban divisions in the Province of Manitoba, such as Brandon, Mystery Lake School Division, Mystery Lake, which essentially is the City of Thompson, and Brandon, which basically is the City of Brandon.

So, Mr. Chairman, that I hope gives the honourable members an overview of the programs within this branch, and I hope that it does indicate to them that the programs are not only slanted toward one area of operations in the delivery of education but they are aimed to deal with the entire spectrum of problems, issues, and concerns in the field of education.

MR. CHAIRMAN: Resolution 47(a). The Honourable Member for Roblin.

MR. MCKENZIE: Well, Mr. Chairman, I thank the Minister very sincerely for the copy of the Duck Mountain School Division internal and external evaluation, which has just crossed my desk at this particular moment. I wish I could have had this maybe earlier - I guess it was released maybe in December, or at least a survey was done - but nevertheless I have the thing on my table and I've only had a moment to go through it, Mr. Chairman. I have some important questions to ask of the Minister, and I'm going through it very briefly. I notice that basically the enquiries and the interviews were strictly students and teachers. I wonder can the Minister advise me how many of the parents, basically those that are taxpayers, were interviewed in this evaluation, I'm wondering now, Mr. Chairman, if the Minister can advise me now - I don't know how long it's been public - how many of the people in that school division have had copies of this evaluation sent to them, or mailed out to them, and I would be especially hopeful that the Minister would tell me that at least some of the taxpayers in the general area have been brought into the picture because there is \$10,000 worth of taxpayers' dollars within this evaluation, and some of those in the area deserve at least copies of this report. If the Minister hasn't already done it, I hope he'll give me a couple of boxes of those reports and I'll be more than pleased to take them out to some of the people that are causing me my anxieties and concerns with that school division, and I'm sure that the Minister knows some of the serious problems there.

Now, may I ask the Minister . . . in the next question, the study has been done, it's completed, you've got all the statistics that you're satisfied with that were

SUPPLY - EDUCATION

(MR. McKENZIE cont'd) needed to go in and check the area, what are you going to do? You've got the document here before you, you've done the study, now can you tell me what you're going to do for Duck Mountain School Division?

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: You know, Mr. Chairman, this morning the Honourable Member for Roblin attempted to impress upon the House, or this Committee, what close contact he keeps with his constituents, and I'm rather surprised that in the keeping of such close contact with them, that he did not become aware of the fact that this report was in fact distributed in Duck Mountain School Division.

MR. McKENZIE: I never got a copy of it.

MR. HANUSCHAK: . . . and this report went out. Now he also tells me that he has, you know, very - and I will admit that he agreed to the point that he made - that he read that report rather quickly. But Page 1 of the report, and I will assist him if he requires assistance. Page 1, that is the third sheet of paper even though it's numbered Page 1. It's the third sheet of paper and there's a one at the top of it.

Duck Mountain School Division. This gives a breakdown of the number of completed questionnaires, the number of schools. On Page 2 it shows the number of parent replies community by community: Camperville, Ethelbert, Fork River, Pine River, Rorketon, Winnipegosis; the number of non-parent community replies - because I agree with the Honourable Member for Roblin that education is a matter of interest not only to the parent but also to the non-parent. After all we're all taxpayers and we are and certainly should be interested in education. Therefore the survey was done interviewing not only parents, but also non-parents and it shows the number of them who were interviewed. So that information is there.

Now the honourable member says that he wishes that he would have had the report earlier. This went out to the participants in this survey. There will be a further broader distribution of the data from this. In fact even at the present time the honourable member did offer to take a couple of boxes of the report out to Duck Mountain School Division. Well I thank him for his offer but the boxes of the report are already there in the superintendent's office and available for anyone who wishes to obtain a copy of the report. So they're there and in fact it's been advertised and publicized locally that the report is there so that the people will know that it is available. Again, I thank him for his offer but perhaps at some future time he'll be in a position to make me another offer which I'll accept. On this one I thank him but that has already been done.

Then the honourable member poses this broad question: "What am I going to do about it?" Well if the honourable member will read the report carefully, and I would highly recommend this as this weekend's reading for him, there's some very very interesting data in it and he will find that the report points toward a number of things.

Number one, it gives an indication of the attitudes of the teaching staff, of the parents and other residents of the community toward various issues related to education. It also points out or points to certain needs, needs which could be met, which could be best met by action at the local level. Others perhaps may be of such a nature to which we in government ought to address ourselves to. It also gives an evaluation or an indication of the public's general or students' teachers' general acceptance of various programs that are going on within the school division.

To answer the honourable member even more specifically, even more specifically what is being done, and I will mention this to him now even though he hadn't asked me because I think that he would, and if he wouldn't he should, the cost of this report which is not something in five figures but \$5,079.49 was the actual cost of this report which is slightly more than one-half of \$10,000. I would say - well it's 51.5-odd percent, 50.79 percent. There we are.

What have we done? The basic preparatory work has commenced for the preparation of a language arts program in Grades 4 to 6, a mathematics program in Grades 4 to 6 and I'm sure the Honourable Member for Roblin is very interested in seeing to it that the basic skill standards are maintained at the highest level and that that program is taught in a manner meaningful and relevant to the children in the Duck Mountain School Division.

(MR. HANUSCHAK cont'd)

Also revision upgrading of the overall program from kindergarten to Grade 3 - in revising and improving the program we're looking at a number of issues, not just text-book content but the training of teachers for the various grades, various subject areas, grade levels. We're also taking a close look - that is in Duck Mountain School Division - at the concept of continuous progress, the utilization of teacher aides, the value of in-service training sessions, the value of the existing in-service training sessions and if it is found that they could be improved upon in some fashion, in what way? Identifying the major weaknesses in teaching and by the same token identifying the major strengths in teaching to make certain that we do in fact capitalize on all the resources that we have, human and other. So in brief, Mr. Chairman, that is what at the present is being done with this report as a follow-up to it.

MR. McKENZIE: Mr. Chairman, I thank the Honourable Minister very sincerely for his comments and his reply. First of all he questions my figures on the cost of the study and let him and the department refer back to the Wednesday, November 26th issue of the Dauphin Herald where it's printed in that newspaper - if he wants to quarrel with the figures. It says \$10,000 and the Minister can challenge me on that. I just ask him to go back. There's a news release apparently that was given to the Dauphin Herald and it came through certain channels in that area, likely the board, that the study was going to cost \$10,000 and I'll not dwell on that point any more than that . . .

MR. ENNS: Let him challenge the editorial in the Dauphin Herald.

MR. McKENZIE: Let the Minister go back and tell the school division -- (Interjection) -- Well, if the initial cost was estimated at \$10,000 and it only cost \$5,000 I have no quarrel with that. Because on the Tory bench we thank those who did that study, it saved the taxpayers of this province a few dollars here and there. If the study only cost 5,079 then we're most grateful. But maybe in fact the Minister should have spent the whole \$10,000 because if this is the kind of information that he's going to try and sell me and the taxpayers and the people of Duck Mountain School Division - why I only represent half of it, the Minister of Highways represents the other half - then the \$10,000 or the 5,000 was wasted, it was absolutely wasted tax dollars. And I'll give the Minister again: how many copies do you say is in the box of the Superintendent's office of the School Division? They may be sitting there, or did the Minister send a directive out, or the Deputy Minister sent a directive to the Superintendent to circulate those copies amongst the people that reside in that School Division who have serious problems. They are fine sitting in the Superintendent's office but they're meaningless unless they're out in the hands of the people that reside. Now he says there are certain copies sitting, and I wonder how many, or I offer him a better alternative, give them to me and I'll guarantee that they'll be circulated right out into the hands of the taxpayers and the people that are concerned about Duck Mountain School Division.

Now the next question: I asked him and I ask him again, what is he going to do about it? He's got the study, it's here, the report's here, what's he going to do about it? He never gave me any answers at all. The next question: If you're not going to do anything, why did you do the study? Why spend the money in the first place if you're not prepared, as a Minister of the government, to do something about that problem? And you never answered that question. And I said . . . you know, the Minister says he's looking, he's looking for I don't know what. He's still looking, he's got this thing in his hands, the money has been spent, the study has been done, he's still looking. With the tremendous staff that he's got in his department, plus the budget, he's asking us to spend of taxpayers' dollars, and he's still looking at the problems of Duck Mountain School Division. He knew them before the study was done; the Deputy Minister and the staff of the department knew them before it was done; and this Minister, Mr. Chairman and members of the committee, again comes back with nothing, absolutely nothing, no answers, no solutions, no definite suggestions that he as the Minister and this government are going to solve the problem. And all I'm asking for is some semblance of order, equal education in Duck Mountain School Division with some of the other school divisions in this province. He's done the study, we've got the money here, and surely, surely this Minister and this government who are asking us to expend these kind of

SUPPLY - EDUCATION

(MR. McKENZIE cont'd)taxpayers' dollars, can in their eight years of office do what they promised; they told the people, they've got all these experts, they've got educators over there by the dozens. The Member for Radisson, maybe he should be the Minister of Education. Maybe the Member for Radisson should be the Minister of Education because this Minister has failed the people of Duck Mountain School Division miserably Mr. Chairman. And I'm very unhappy. . . We've spent another \$10,000, the taxpayers' dollars, there's nothing in that report, it's strictly students and teachers having a question period back and forth, and I thought there would be a summary in it - nothing. And the Minister stands up and he tells me this afternoon, Mr. Chairman, and Members of the committee, he's still looking at the problem. He knew it when he took office, he knew it the day he took office, he's had meetings, he's had studies, and what's he going to do? Mr. Chairman, it's a tragedy that I have to go back to the people in my constituency, Duck Mountain School Division, and tell them this Minister, this government, spending all these dollars, another study, another report, they have not got the answers, they don't know how to deal with the problem and they're not going to do anything about it. It makes me very unhappy, Mr. Chairman.

MR. CHAIRMAN: The Honourable Minister.

MR. HANUSCHAK: Well, Mr. Chairman, I do indeed regret the Honourable Member for Roblin is so unhappy. In response to his first question my answer simply is: The Honourable Member is most welcome. Now, if I may continue. . . The Honourable Member for Roblin appears to have an extremely puzzled look on his face. Now, you see, Mr. Chairman, the honourable member did forget what the first question was. His first comment was: He made reference to the cost of this particular study and he referred to his gospel, namely the Dauphin Herald -- (Interjection) -- Which he just admits is his gospel. Now I have told him what this report costs - I have no quarrel with the Editor of the Dauphin Herald, if he wishes to pursue this, I'm not all that concerned what the Editor of the Dauphin Herald says. If it's a matter of concern to him, well Dauphin is on his way to his constituency, he can take that matter up with the editor of that paper.

Now to explain my response to the comment which he had made and appears to have forgotten. He did say now if there was \$10,000 budgeted for this study but if in fact we spent less than \$10,000, then we should be - he would thank us for being so prudent in our expenditures and saving the taxpayers' money. So I say to the honourable member he is welcome because that in fact is what has happened. There was \$10,000 budgeted but only \$5,000 spent, so I do appreciate his thanks and compliments.

Now the further work that is being done may cost an additional \$5,000 of our involvement with the school division. The honourable member says that there is absolutely nothing in this report and in this study. Well, Mr. Chairman, I don't know in what other manner I could more effectively articulate to him what some of the follow-up work which has emanated from it, and I have no intention of repeating myself because I know that you will rule me out of order, and so you should. So if the honourable member still feels that there were no benefits flowing from this study, then I would suggest to the honourable member that he wait until Hansard is published reporting this afternoon's debate, and re-read my response to the question that he originally put to me, what are we going to do about this report, and contained therein he will find the answer. And in fact, he having been so kind to me and complimented us on saving money, I will do him a favour, I will not take up the time of your Committee, Mr. Chairman, but on my own time I will sit down with him and re-explain, if I must, what I said originally as to what emanated from this study.

MR. McKENZIE: Well, Mr. Chairman, I'm most grateful for the Minister's comments and I do apologize that I only have had this report in my hands a matter of five or ten minutes but I'd like the Minister now to tell me where in this report he says that there is benefits contained therein, and he has finally solved the problems of Duck Mountain School Division. I wish he'd tell me the page and where this information is contained therein because I'd love to take it back, in fact, I'd phone it this afternoon if the Minister would give me some indication of what page and what line - he said now he has finally come up with some of the . . . at least a few of the answers to the problems at Duck Mountain.

SUPPLY - EDUCATION

MR. HANUSCHAK: I'm sorry, Mr. Chairman, I did hear the introductory comments of the honourable member but I did miss his question which was the last sentence, as I was checking through my notes. I would appreciate it if the honourable member would repeat the question.

MR. McKENZIE: Well, Mr. Chairman, I just said the Minister some few minutes ago said that the study has been done, the benefits are mentioned, and the solutions to the problems are contained in this report. So I just asked if he would be kind enough to tell me the page, the line, where this information is contained, and I'd be pleased to phone it back to my constituency this afternoon, if he could possibly help me on this particular point. I've tried to search through it and I don't find it.

MR. HANUSCHAK: Neither did I say what the Honourable Member for Roblin said.

MR. McKENZIE: Mr. Chairman, you heard the Minister, I heard the Minister a few minutes ago criticize me because I hadn't read the report. He said if you'll read the report, the benefits for Duck Mountain School Division are in this report and the solutions are contained therein. And I just ask him again: Name me the page, the line and the verse where it is contained in this study.

MR. HANUSCHAK: Mr. Chairman, if I must explain myself, I said that the findings of the study do point towards a course of action that ought to be pursued, and then in further response to his question, I did indicate to him what has been and is being done.

MR. McKENZIE: Well again, Mr. Chairman, I just ask the Minister, where is the finding of the study? Name the page, the line, or the verse. I'd love it very much to take it back to my constituency.

MR. HANUSCHAK: Mr. Chairman, if the honourable member were to commence with Page 3 and continue through the report he will find that there are findings on every page.

MR. CHAIRMAN: Resolution 47(a). The Honourable Member for Brandon West.

MR. McGILL: Mr. Chairman, I may have missed something when I was out of the room during the discussion of this internal and external evaluation of the Duck Mountain School Division, but I would like to ask the Minister where in the report - I think the phrase used earlier on by the Minister in connection with evaluation of students was "learner outcome evaluation" - was that it? Did I get it down correctly? Now I can't find any learner outcome evaluation in this evaluation of the Duck Mountain School Division. It would seem to me that the object of the whole exercise would be to find out at what level of training, or at what level of education, or what standards have been achieved by the Duck Mountain students, and if we might then compare them with the level of achievement by students at a similar grade say in Winnipeg Division No. 1 or Brandon Division No. 40. But, Mr. Chairman, how can it be a really complete evaluation of a school division unless we are able to evaluate the product and is there any product evaluation contained herein, or is there likely to be any product evaluation of this school division?

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: Yes, Mr. Chairman, the way to obtain the answer to the question put by the Honourable Member for Brandon West is with the use of basic skills tests which are in the process of being used now from grades 3 to 8, and when the results are complete, will provide the answer to the honourable member's question.

MR. McGILL: Mr. Chairman, I understand then the department has really no way of comparing the product of this school division with the product of any other division in Manitoba.

MR. HANUSCHAK: I indicated to the honourable member that a form of measurement is being used. Now when the honourable member asks me whether we have a way of comparing the outcome of students in Duck Mountain School Division with those elsewhere, in administering the Canadian Test of Basic Skills - which I think I have mentioned earlier and if I had not it was an oversight on my part - will enable the honourable member to obtain that type of a comparison. And it's our hope to do even more than that in the process of evaluating the learner outcome and that is that it is our

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd). . . .hope that that whole process will be of some diagnostic value to the teachers, because simply administering a test and learning that a student's reading ability at whatever level, or his computational ability is at a certain level, but not pointing out to where the weaknesses are, that type of exercise isn't really of all that much assistance to a teacher, so we would have the two objectives in mind. But to sum up again, the Canadian Test of Basic Skills will provide the answer to the concern expressed by the Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, I'd like to ask the Minister: Was the Canadian Test of Basic Skills used and applied during the evaluation, internal and external, in the Duck Mountain School Division?

MR. HANUSCHAK: Well, not for the purpose of this evaluation because I think if the honourable member would read through this study, this evaluation, he will find that the questions are addressed to a different set of issues, and the process of measuring basic skills is a process unto itself. So, of course, the parents nor other members of the community did not write the Canadian Test of Basic Skills nor did the teachers or students participating in this, but in terms of measuring learning outcomes, the test is being administered.

MR. CHAIRMAN: Resolution 47(a). The Honourable Member for Brandon West.

MR. MCGILL: Well I don't know of any other more important evaluation that could be done other than what is actually being produced by the schools. I notice in here that there's some attention given to faulty furnaces in schools and other major items of that type, but nothing is said about the level of achievement of the students.

Mr. Chairman, I'd like to refer the Minister to some remarks he made in this debate a year ago. We were discussing the need for some measuring of achievement levels in the various schools in the province and I would like to quote the Minister's comments. This was on April 17th, on Page 1004 in Hansard, and the Minister is saying on the value of these tests: "To review the achievement of the students in the light of the goals for education programs that the school division may have for itself, but the need for the development of an evaluation instrument is still there and this is being worked on." This was April 17th, 1975. Is it still being worked on or have you got it in operation?

MR. HANUSCHAK: Well, Mr. Chairman, the development of an evaluation instrument of any kind is not something that could be cranked out overnight nor could it be cranked out over a period of days or weeks or months. In fact, it may take several years to develop one and make it as valid as a test possibly could be because there is no measuring instrument that has absolute, you know, perfect maximum validity. That is impossible. So this still is being worked on and it's being worked on in conjunction with the Manitoba Teachers' Society and the Manitoba Association of Trustees, as well as other forms of evaluation of an education program of student performance, achievement, and so forth. Now, in terms of a start, as a model, as an experiment, this is one in Duck Mountain that we've discussed at fair length today, but while this is going on, I want to inform the committee, Mr. Chairman, that preparatory work is also under way with the Association of School Trustees and the Teachers' Society for a plan for assessment of Manitoba schools. At this point in time the reaction or the attitude of the Manitoba Teachers' Society is on the negative side toward engaging in such an activity, or toward the merits of . . . perhaps not toward engaging such an activity, but negative insofar as their view of the benefits and the merits that may accrue from such a program.

The Manitoba Association of School Trustees really does not have any firm policy on a province-wide evaluation scheme at this point in time, but nevertheless the Association of School Trustees is prepared to put its membership to work to study the merits of a provincial plan for the assessment of the performance of students, and this is being undertaken this year with our assistance.

MR. MCGILL: Mr. Chairman, then I understand that what the Minister said he was working on a year ago is still being worked on. Now let me remind the Minister of the words of reassurance he gave me on this point last year, on April 17th in Hansard when he said he didn't have an instrument of evaluating the level of achievement in the schools, he said, "Now the honourable member may wonder well what is happening in the

SUPPLY - EDUCATION

(MR. MCGILL cont'd) meantime. What assurance do we have if there is teaching and learning going on in the schools while some meaningful and acceptable evaluation instrument is in the process of being devised. Well, I would like to remind the honourable member that we still have our staff of field officers, which are the representatives of the Department of Education, who do visit the school divisions in the Province of Manitoba, and in a varied capacity it is their responsibility to report back to me, to government, on the state of affairs in our school system today and also to act in an advisory and consultative capacity to the school superintendent, principals and teachers." Well that was the reassurance we had from the Minister last year that pending the formation and the establishment of a reliable evaluation instrument in the province, he had to rely on his field officers because they would keep track of the levels of achievement. So what does he do in the meantime, Mr. Chairman? He discharges all his field officers and leaves his department without any means of evaluating or maintaining a level of achievement on the students. --(Interjection)--

MR. CHAIRMAN: The Honourable Minister of Education on a matter of privilege. Order please.

MR. HANUSCHAK: Mr. Chairman, there has not been one field officer discharged from employment.

MR. MCGILL: Then let me correct my reference to the field officers and say that they have been transferred from their duties as field officers and that department has effectively been dismantled without the Minister having any means of replacing it in terms of the duty which it is performing in maintaining levels of achievement in the province. Now can he tell me what kind of assurance he can give me now that there will be any check on the levels of achievements in the schools on . . .

MR. HANUSCHAK: Yes. Last year, what I said in response to the honourable member that was correct, in the light of the existing structure as it was then. Now, in the meantime the internal-external evaluation model, Mr. Chairman, was something which had commenced last year with three school divisions, and this evaluation model will be further refined, this is as I indicated to you a moment ago, a system, a procedure for evaluation for assessment, for measurement, is not something that can be developed overnight and it does have to be tested and retested and used and re-used and corrected, changed and varied, until you come up with one that does do the job, as effectively as it possibly can, that is there to be done, and the same is true, Mr. Chairman, of all tests. The measuring instruments which have been used over the years to measure whatever in the school system, you know, isn't something that a group of reading or mathematics experts or psychologists sat down and wrote up overnight, or over a period of a week or two, they too took years and years to develop, and in fact the process of development and refinement really never ends because it does have to continue and a need for upgrading continuously exists.

The honourable member will recall that earlier in the day, this morning, I did mention that the department is working in close co-operation and offering assistance to school divisions in developing and establishing their own evaluation techniques in developing expertise in this area, so with that happening, that in turn at the local level will provide the checks and balances that the public wants to assure itself that there is in fact teaching and learning going on in the school system, and that those who functioned formerly in the capacity as field officers and who may have been assigned to other duties, but the fact of the matter is that their function may have changed in the sense that they are not inspectors as such according to the common usage of the term, but in whatever capacity they're operating they perform a consultant and advisory function to the Department of Education, to a school division, to a group of school divisions largely in doing the type of thing that the Honourable Member for Brandon West is concerned about, and that is measurement and evaluation and assessment of the education program.

MR. CHAIRMAN: The Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, I ask the Minister: Why did he dismantle the one means of measuring achievement levels before he had anything else to replace it? Why did he do that before he had developed a proper instrument of evaluation and checking

SUPPLY - EDUCATION

(MR. MCGILL cont'd) the levels of achievements of the children in our schools in Manitoba?

MR. HANUSCHAK: Well, Mr. Chairman, you know I would --(Interjection)--

MR. CHAIRMAN: Order please. Now would the Attorney-General and the Member for St. Johns and the Member for Fort Rouge, if they wish to have a caucus meeting go somewhere else and hold it. I've asked you once and I'm not going to ask you again. The Honourable Minister of Education.

MR. HANUSCHAK: Mr. Chairman, but the real facts are . . . You know, the honourable member attempts to make it appear that there is just absolutely no way left at the present time for the measurement, for the evaluation of the student achievement in the school system, but the fact of the matter is, Mr. Chairman, that there always was and there always is now, and I have every confidence that there will continue to be, and we'll work toward the development of more effective means of measurement and evaluation of the performance and the value of our school program. But I must repeat again, that with the establishment of our school divisions, as the previous government did recognize when unitary divisions came into being, the complement of school inspectors reduced very drastically at that time because the need for them decreased. Over the years, as the school divisions are developing and enhancing their expertise in the measurement and evaluation of their performance, there becomes less need for a school inspector in the traditional capacity - yes, in the traditional sense, in the traditional capacity, and rather, Mr. Chairman, it will be of far greater benefit and advantage to utilize the expertise of those who formerly served as school inspectors in assisting school divisions in the development of their own systems for the maintenance of proper checks and balances in the operation of their education program.

MR. MCGILL: Mr. Chairman, I asked him why he had done it at this time before he had any effective alternative to that method of checking on achievement levels, and he still hasn't told me that. I got the assurance from the Minister last year that this was the one thing that we could hang our hat on, that we had the Field Service Branch and they would look after things until you had something better to undertake that process of evaluation in the school system. You eliminate the Field Service Branch and you still haven't got any means of evaluating the product of the school system. Now why?

MR. HANUSCHAK: Well, Mr. Chairman, if you wish me to I will go and get my copy of Hansard, or perhaps the Honourable Member of Brandon West will loan me his, and I could read back to him that which he had read to me when he said in this House just a few moments ago that in the evaluation process of our education system there are not only the field officers involved, but also teachers, superintendents and boards. That was true last year, that is still true today. An evaluation system has been in the process of growth and development I suppose ever since Day One, since school divisions came into being. I'm not saying that there wasn't an evaluation system in referring to the programs that we're undertaking now, but it is our intention to design and improve upon the existing one, to develop a more effective one. We're not saying that there's none at all, but we want to have the best evaluation system that we could possibly acquire and hence the utilization of this branch and the former field officers in the evaluation section and the field officers in the manner in which I've prescribed and which has been the subject of debate for the past while.

MR. CHAIRMAN: 247(a) - the Honourable Member for Brandon West.

MR. MCGILL: Mr. Chairman, I understand there was an evaluation of the Fort La Bosse School Division being conducted. Has that evaluation been completed?

MR. HANUSCHAK: No, Mr. Chairman.

MR. MCGILL: Mr. Chairman, to the Minister. Who is carrying out that evaluation in the Fort La Bosse School Division?

MR. HANUSCHAK: My staff, together with the staff of the Fort La Bosse School division.

MR. MCGILL: Is the evaluation process an ongoing one or has it been terminated or interrupted, suspended, or what is the status of the program?

MR. HANUSCHAK: It is continuing.

SUPPLY - EDUCATION

MR. CHAIRMAN: The Honourable Member for Fort Garry.

MR. SHERMAN: Mr. Chairman, I'd like to ask the Minister whether when it comes down to the exercise of evaluation, whether the evaluation is carried out only on those specific assignments or areas that the Minister or his Deputy determine should be evaluated, or is anything else evaluated? Are suggestions and proposals made from outside the department evaluated by this branch at all?

MR. HANUSCHAK: No, Mr. Speaker, the areas of concern for evaluation are agreed to mutually by my department and the school division within which this is done, and that is the internal-external feature of it, but both participate in setting out the terms of reference for the evaluation.

MR. SHERMAN: What would happen on something, Mr. Chairman, like the study of education costs which is prepared annually by the Manitoba Association of School Trustees? Where would that be evaluated, or is anything attention paid to it at all?

MR. HANUSCHAK: It depends upon the quality of it.

MR. SHERMAN: Well, how can you say that it's determined by the quality of it if it's not evaluated? It has to be evaluated for quality presumably, and if the Association of School Trustees or any other body interested and actively involved in education like that is providing input in terms of annual reports or proposals, is there not some assurance for those bodies that the department, that the Minister, or his Deputy, or his staff, is examining and assessing and evaluating the kind of proposals that they're making?

MR. HANUSCHAK: Mr. Chairman, any study or evaluation or research project undertaken by anyone anywhere related to education in Manitoba, certainly we take notice of it and it is critiqued by my staff, which isn't quite the same as being evaluated, so we really do not overlook or ignore any studies, and then the extent to which it is used, you know, as I said earlier, depends upon the quality of it. If that is valid and the conclusions are valid, then of course it's given consideration.

MR. CHAIRMAN: Resolution 47(a)--pass. The Honourable Member for Fort Rouge.

MR. AXWORTHY: Mr. Chairman, I'd like to ask some questions of the Minister concerning the demonstration projects that the department has been involved in inside the core area of Winnipeg. We've been involved I guess in a numerous number of debates in this House about that particular area for good reason because it's an area that carries within it some of the most serious problems in the province, and the Minister did spend some time in his introduction outlining the nature of the department involvement. I believe that that involvement has now been going on for a period of two or three years, and has included a program to undertake teacher training aides and other forms of instructional work, and I guess I'd really like to know now in specific terms, so that we can find out in a precise way, how many people are involved in these inner city core projects; how much money of the allocation of the planning research division in terms of staff and otherwise goes into the inner city; what kind of programs do they in fact pay for; and really what kind of resources are being allocated by the department for these demonstrations; and finally to give us some indication of what the results have been as a result of these demonstration projects, that by this time I would assume there would be some assessment made as to the efficacy of these programs or effectiveness in meeting the problems, so I would welcome an explanation by the Minister of what the end results or the results to date have been in the core area.

MR. CHAIRMAN: The Honourable Minister of Education.

MR. HANUSCHAK: Mr. Chairman, within this appropriation there is \$50,000 for the Schools for Urban Neighbourhoods Program and \$5,000 for its evaluation. The Schools for Urban Neighbourhoods is at three locations, Norquay, Dufferin and David Livingstone School. David Livingstone, not Winnipeg David Livingstone, but Brandon David Livingstone. Now these three programs, and as I have indicated there is \$5,000 for their evaluation: The Norquay School program was initiated in October of '75, Dufferin in January of this year, and David Livingstone in Brandon in February of this year, so therefore we will not be in a position to do any sort of an evaluation of them for . . . well at least allow them to run for a calendar year or close to it, before we would be in a position of evaluating them.

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd)

But nevertheless in the meantime if honourable members wish I can express some comment, some of the observations that we have made up to this point in time. The Nutrition grants \$180,000, and there's also \$20,000 for an evaluation of it, which is being done by a nutritionist of national and perhaps international renown, Dr. Sabri. The Immigrants Program \$48,000; Migrants Program \$17,000; Urban Education \$56,000.00. Now this is for the pilot projects that we have undertaken with the Winnipeg School Division and with Brandon in these particular areas. But I also want to merely remind the honourable members at this point in time, we ought not debate it now because it appears under the subsequent appropriation Financial Support, but I want to remind honourable members that in recognition of the general additional expenditures facing a school division such as Winnipeg, and this is common to any other urban community of similar size which has immigrant, migrant problems, which are common only to it and which are not found to be in such . . . well even proportionally to be as great in smaller communities, so we recognize the fact that the Winnipeg School Division does have these additional expenditures dealing with some of the problems that the Honourable Member for Fort Rouge had made reference to yesterday, the turnover of school population and so forth. So there was an additional grant made to the Winnipeg School Division of \$700,000, and I will stop there. I was very much tempted to continue but I realize, Mr. Chairman, that that really should come under Financial Support, but I wanted to remind the honourable members of that because of its close relationship to the programs that we're discussing here.

Now insofar as the Schools for Urban Neighbourhood Programs are concerned, even after the matter of a few months of life that they've enjoyed - at most six months which is the oldest, the one at Norquay - that I could indicate to honourable members that a Resident Committee has been established for the co-ordination, maintenance and development of programming, and the participation, we're quite pleased with it over the short period of time, a 100 school children, 80 adults, 20 pre-schoolers and 10 teenagers, as well as the school personnel. And it must be remembered, Mr. Chairman, that these programs designed to promote participation in the development, the maintenance of an educational system in communities such as these, and to develop an awareness of what the school system is doing, and to enable the school system to better meet the needs of the local community, that we are dealing with a population that is highly transient, it's quite a migrant population. We're dealing with areas where the immigrant population may be quite high, where our system of education may be quite strange and unknown to them, and so there's a real job to be done, and it's the type of job that must be done there that you can't . . . we're practically on a one to one basis, somebody has to get out and talk to these people family by family and explain to them what the Schools for Urban Neighbourhoods Program is all about and develop an interest within them and get their involvement, and just simply pouring the bucks into a community in itself, the dollars by themselves will not attract the community to it, it requires a tremendous amount of leg work as it were. Some of the projects that they've undertaken or are planning to undertake - most of these are in the planning stage because I want to remind you again that the oldest of these is only six months old - and at Norquay School some of the anticipated programming includes drug education for primary children, tutoring for high school students, community newsletter, drop-in centre and activities for retired people, and all of these needs, you know, are very real and quite predominant in communities of this kind. You have a migrant population, you have a student, perhaps a high school student whose family moves in the middle of the year, whose instruction, whose education may have been interrupted for several days or perhaps even weeks, and the need for make-up work, not to mention, you know, the adjustment process that we may have to go through having come perhaps from a community, from an environment quite different from that that he may settle in in Winnipeg.

At Dufferin School, which was initiated four months ago, liaison established with all social service agencies in the community to form an advisory committee, and there too meetings have been organized, meetings of a semi-social nature to attract the people into the schools, to acquaint the people with what the school has to offer, sewing classes operating for mothers and daughters in the evenings.

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd)

At David Livingstone, which is of more recent vintage, initiated only three months ago or within the past three months, in February - now there was an advisory committee set up and they've now reached the point where the responsibility for the conduct of the program is in the process of being transferred from the Advisory Committee to a Resident Committee that will take charge for the operation of the program. And even within the three months, here again it's managed to attract an involvement of 75 adults and 20 teenagers and 18 pre-schoolers, 185 children, and some of the activities that they . . . the SUN program that David Livingstone at Brandon was able to get going immediately, or practically immediately and as these are programs under way now: a teen activity night for the teenagers; programming for mothers with pre-schoolers; programming for senior citizens and a weekly activity afternoon for students using the human resources in the community, sharing their experiences, some of the senior citizens who had settled there years ago, the pioneers of Canada who may have worked elsewhere, who may have travelled elsewhere, and this sort of thing. And it should be pointed out that in Brandon at the David Livingstone School, the SUN program, there's a very close liaison in its operations with that of the Neighbourhood Improvement Program, the NIP Program.

MR. AXWORTHY: Mr. Chairman, the Minister gave some explanation of these programs. I don't think that he pinpointed though to my satisfaction the exact objectives under each of these demonstrations and the particular method or technique that's being tested to presumably then provide for a wider application throughout the school system. It seems to me from what he's describing in the Urban Neighbourhood Program is a form of community organizing, and I see here that he mentioned that there was \$50,000 being applied to three schools, which breaks down to about \$17,000 - \$18,000 per neighbourhood, I guess, if it's broken down evenly. Now could he tell me, is that being done, are you hiring a community organizer to work these programs out in each of the schools, and are the sewing classes and the dances and so on designed for what purpose? Simply to provide those kind of services that aren't available, or is there some end objective in mind that we're trying to achieve at some stage? Is the school going to be run by the community itself? Is it going to become a community controlled school? What is the purpose in the Urban Neighbourhood Program?

Now the Nutrition Program I think we have discussed in the past and I think I'm well acquainted with that. I would be interested in knowing however in terms of what the particular details of the program are at the present stage, how many children are being served? How many schools are under the program? How many volunteers are available in each of these programs, and what kind of staff do they have on each of them?

He talked about an Immigrant Program I believe for \$18,000, was it? Is that the sum that's given? Whatever, I think that's the sum I have. I assume that that's some form of --(Interjection)-- \$48,000. Well now is that . . . the Minister used two phrases, he said immigrant and migrant, sometimes that denotes two different kinds of problems. I would hope he would be able to describe exactly what's happening here. Is it language instruction? What is the money in each of these demonstrations being used for, and what are we trying to demonstrate in effect, what again would be the end result?

And there was a thing called the Urban Education Program which I would be interested in knowing what again is being conducted in that program.

And I guess really, Mr. Chairman, in each of these demonstrations, the demonstration is designed I assume to show something that can then have an application in the wider school system or in the wider core area, and I'd like to know from the Minister what is the basic objective in each of these programs in terms of what they are attempting to test out, and then how would he see that having an application to the scope of problems that are being faced in the inner city areas so that we would then get some indication that we have been asking, what the future holds for education in the province?

MR. HANUSCHAK: Mr. Chairman, in response to the honourable member's first question: What is the objective of the Schools for Urban Neighbourhoods Program? That program, Mr. Chairman, is designed to enhance, and I believe that I did mention this earlier, but I will restate the objective of it, it's designed to enhance the role of the local

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd) elementary school as a point of contact between the community and the educational system, and to promote participation in developing and maintaining an educational system that is responsive to local needs.

Now to achieve this objective, Mr. Chairman, a number of things have to be done. The community has to be attracted to the school; the school program has to be interpreted to the people in the community; the community has to realize - and we're talking about the entire community, not just talking about . . . I've used the expression community and I underline it because we're not merely talking about parents of children, we're talking about the entire community within the area served by a particular school in these demonstration projects, be it Norquay, Dufferin or David Livingstone in Brandon. And to develop this awareness that the school can be a focal point designed and capable to meet a variety of social needs of the community and that it is not just a place which is open from the hours of nine in the morning until four in the afternoon to serve a certain age group, an elementary school goes from kindergarten to Grade 6, or up to whatever grade instruction may be offered in that school and to serve those and no more, but to serve the entire community.

Now I did intend to continue earlier and deal with the Nutrition Program in our schools. I'm looking to see if I have all the data that the honourable member asked for. I will ask my staff to get it; I do not appear to have the number of children participating in this. So while my staff is getting together the information, I'll answer some of the other questions posed to me by the Honourable Member for Fort Rouge.

The program is operating in 20 schools, using both food supplements and the educational component because the Nutrition Program is more, it's much more than just what they call a School Lunch Program where it comes a certain hour of the day and the children are served a meal or a snack, breakfast, lunch or mid-morning or mid-afternoon snack, there is a very important educational component as part of it, and later in my remarks I will want to share with the members of the Committee some of the responses that we've had from people in the community and teachers and students to the Nutrition Program, which does indicate the parents' and the pupils' awareness of the educational component of it and their appreciation of it.

Now in the 20 schools, and there are approximately 5,600 children who are participating in the program - and I should also, before I forget, I should also point out that of the 180,000 for the Nutrition Program, 10,000 is for the education component of it - so about 5,600 students, involving about 500 teachers in the classroom through their work with the educational component and the food supplement, and these teachers and their schools have had support from a provincial home economist in assisting them with the program; the food co-ordinators in each school are responsible for contacting the community through the school. There are an average of 30 volunteers involved in the preparation and serving of the food supplements, and some of these volunteers also sit on Advisory Committees formed in the schools, and as I mentioned earlier, Dr. Sabri has been chairing the Evaluation Committee as well as overseeing the evaluation of the data, the snacks, those schools - and this is a decision that's made locally by each school committee whether they choose to serve a snack or a breakfast, and this varies from school to school, which I will point out in a moment. The snacks include fruit, juice, carrots, muffins, fortified cookies, eggnog, peanuts, puddings, turnips, peanut butter, cheese, eggs, milk. And breakfast also, an attempt is made to provide as balanced a diet as possible with a combination of juice, bread, and then there would be cereal, eggs, pudding, sausages, cheese, milk. And the lunch supplements are from the following: cream soups, fruit and juice, eggs, cheese, milk, vegetables and puddings. And as I've indicated earlier, each school decides what it wishes to serve, because this varies, it will vary from community to community and in some there might be a preponderance of families, either single parent families or where both the mother and the father leave at an hour of the day for work which might be too early to serve the children a half decent breakfast and in those communities a breakfast may be served in the school; in others it may be found that there's no problem as far as the children obtaining a proper breakfast but there's a problem at noon, as far as children going home for noon, so there would be a lunch supplement that's served them,

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd) and so forth. And the schools are: Champlain, Clifton, David Livingstone, Dufferin, Earl Grey, Fort Rouge, Greenway, John M. King, King Edward, Lord Roberts, Lord Selkirk, Machray, Margaret Scott, Norquay, Pinkham, Shaughnessy Park, Strathcona, Victoria Albert, Wellington, William Whyte, in the area bounded on the north by Mountain or thereabouts, south extending into Fort Rouge and west of . . . well Clifton School, I guess . . . well practically to the boundaries of the Winnipeg School Division on the west, I would think, because I notice that Clifton is included here which is some distance out to the west.

And you know, pending the scientific evaluation that Dr. Sabri will do, some of the comments that have been received from teachers, from parents, from the children the sum total of them indicate that the education benefits are extremely obvious, very obvious, and that through a variety of imaginative classroom projects students are becoming aware of foods that make a nutritional diet. And this is one of the spin-off benefits from the educational component of the program, that it's not . . . As I said earlier it's not just a matter of setting a plate of food before the child but integrating this with the health program, with the science program and so forth, the child becomes aware of the nutritional benefits of the food that he eats and also tied in with the teaching of . . . well you can tie it in with the teaching of science, geography, just to mention a few, the source of many of the foods that we eat and so forth. So there are those educational benefits, not to mention one of the most outstanding benefits, and that is that the teachers have found that the performance of the students is much much better with seeing to it that there's a meal provided or a snack provided consisting of a proper balance of nutritional foods provided at the proper time, and one could speak to many a teacher who's taught in this area, who would tell you that come 10:00 - 10:30 in the morning and the children are falling asleep for lack of having had a proper breakfast. And also it's been found that there is much less consumption of the so-called junk foods and, well for perhaps two reasons: one for the very fact that at the time that the child is hungry that there is nutritional food available, that's reason number one; and reason number two: again as a spin-off benefit of the educational component of it, having developed an awareness of the fact that it's better and healthier for him to consume that nutritional food rather than fill his stomach with a junk food. Well some of the comments from Fort Rouge School for example, from the staff, - "Using actual food seems to have a great impact on their learning. This group of children has a great understanding of basic nutritional values." The teacher goes on to say, "I also believe that the food itself is making a contribution to the overall intake of some children."

At David Livingstone School, "The Nutrition Program has a decided calming effect on the behaviour of the children in my nursery kindergarten class. The snack is given at the strategic moment. They don't get so painfully hungry and irritable. There's a definite positive effect on the children's behaviour in the classroom, an effect on their attention span, an effect on their learning ability during a larger portion of the day."

The immigrant: Well in fact, I think, Mr. Chairman, this bears making reference to. I have a letter, a copy of a letter addressed to the Director, Dr. Latinecz, the Director of the School Nutrition Program from the Principal of Norquay School in which he says as follows: "That it is our considered opinion that the School Nutrition Program which was instituted in April of last year, is one of the best things that ever happened to the youngsters in the Norquay School area, and this opinion is shared by the youngsters themselves, the teaching staff, our Native aide, the Public Health Nurse and the parents in the community. As a matter of fact since its inception approximately six months ago, there has not been a single dissenting comment from any member of the community regarding the Nutrition Program. The children are really enthusiastic about the snack program, they keep petering the nutrition co-ordinator, asking her what they are going to get the next day. For some of them this is the first time they have ever had the opportunity to taste such a variety of nutritious foods. And because of the Nutrition Program we have been able to limit the amount of junk food brought to school by the youngsters. They also find the educational component of the program fascinating. Health was part of the curriculum before but it has never meant as much as when you can talk about the nutritious

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd) value of food as you are eating it and feel the effects after. Parental involvement in the Nutrition Program is no problem. We can get as many parent volunteers as we need. We also have a Nutrition Program Advisory Committee consisting of parents, nutrition co-ordinator, public health nurse, our Native aide and teacher representation."

Now I must press on, Mr. Chairman. The honourable member was also concerned or asked about our Immigrant Program. The purpose of it and the objective of it is to provide community and professional input in the development of concrete and comprehensive educational programs for immigrant children and adults, to facilitate the smooth reception into and progression of the immigrant student through the school system. There are four components to it: (a) The Cross-Cultural Curriculum Program; (b) The Immigrant Learning Centre; (c) The Basic English Classes; and (d) Immigrant Teacher Aides. It's operated in a number of divisions, namely, Winnipeg, Brandon, River East, St. Boniface. At the present there are three groups of immigrants involved, Portuguese, Chileans and the Filipinos. Now the information and knowledge that's gained through this work is disseminated to all the teachers involved in the teaching in these schools. Immigrant community members serve in a consulting capacity and they also work in very close liaison with the teachers.

I believe that the Honourable Member for Fort Rouge wanted to know what the difference is between the Migrant Pilot Program and the Immigrant Program. The Immigrant Program as the title indicates is for the benefit of those immigrating into our country, our province. The Migrant Program is to serve families that migrate between . . . northern Manitoba and come into Winnipeg, they might come from rural Manitoba into Winnipeg, and so forth. And the project provides resources in the educational setting in co-operation with other agencies to assist migrant people in adjusting to inner city urban life, and to see to it that there's a school record transfer system because this . . . Well speaking from my own experience as a teacher, this frequently is a problem. Children may come from one area into another and may bring with them very little if any documentation, and in fact on occasions may even be somewhat difficult to determine just exactly where one ought to turn to to obtain the information, the documentation that one may want on the children to assist the receiving school in properly placing him or her in his or her class, so, assistance with this; and this requires someone to work with these people who can communicate with them effectively, who can articulate to them effectively to explain to them what it is that the school wants, to find out from the migrant family where one ought to turn to to get the information or the material that the school wants, and so forth, teacher assistance, that is resource material, aides, release time, adjustment of curriculum to make it continuous, involvement of parents, home visitors, community school committees, orientation classes.

So that, Mr. Chairman, I would hope answers some of the questions put to me by the Honourable Member for Fort Rouge and explains the programs that he was concerned about.

MR. AXWORTHY: Well, Mr. Chairman, I'm somewhat intimidated in going further but I think that the program is important enough to try and get a somewhat better analysis; the Minister has now described the programs. Let me just bring these issues to bear because I think that if I added up the figures properly, including the Nutrition Program, there's probably some, Oh, I guess it includes salaries of about \$250,000 being spent now in the core area programming. My figures may be - I tried to do some rough adding - if it includes the \$50,000 for Urban Neighbourhoods, 180 for nutrition, 48 for immigrants, 17,000 the Migrant Program, and I think it was . . . how much for Urban Education?

MR. HANUSCHAK: \$56,000, for a total of 376,000.

MR. AXWORTHY: \$376,000 then in these programs. Mr. Chairman, the reason I raise the question is that there is about 15,000 children in that particular core area, I think some 27, 30 schools in that area; probably more children than that because I notice that many of the schools involved were outside the normal definition of the core area, but let's just say for 15,000 school children, which means we're probably spending a little bit more than \$20.00 per child then really in these programs.

SUPPLY - EDUCATION

(MR. AXWORTHY cont'd) . . .

And I'll tell you the reason I raise the issue, is that I had access to a report that was done on the American War on Poverty Programs in the United States in the 60s which had a number of programs similar in nature and some quite different, which at that time was spending an average of \$150 per child to try and provide some remedial work and the evaluation, which was pretty extensive, said that if you were really going to achieve success, in other words, being able to take a child who was severely disadvantaged, very strong problems in learning, that it would probably cost somewhere between \$600 to \$700 per child, and yet the average that we're spending on these children is about \$20.00 per child, and I know that those are kind of rough figures but I don't have any better ones to work on. I guess what I'm really then saying to the Minister is that in developing demonstration programs, does the government have some forecast or expectation about what it's prepared to invest in the core area of Winnipeg to deal with the problems that the Minister alluded to, ultimately as a way of providing for an educational system that has that equality of opportunity and access that they say is one of their basic goals in the educational system. I think it's important to know what kind of goals we're talking about because I think those kind of dollars have to be compared against the kind of dollars that are being spent in other programs in the core area, which are also being described or designated as being remedial, or for the improvement. So I'm simply trying to first determine the priority that we give in the education in that area to get some indication of what kind of dollars we may be expecting to have to spend once the demonstrations show that they are worthwhile continuing on a broader base; and does the government have any indication of what it intends to do further in these areas once the demonstrations, I guess after the completion of this year, perhaps 1976, what they'll be going into next?

Is there a second stage in this program that can be expected to correlate and collate some of this information and evaluation so that we can begin developing a better strategy for the core area as far as education is concerned and have that strategy tie in with the things that are being done in the way of housing and the other forms of interventions that are being tried at the present moment, so that we can get at some point a very clear commitment as to what exactly are we trying to do in the core area, what kind of resources is it going to cost, how many people is it going to affect, and how long is it going to take so that there can be some very demonstrable change in the level of achievement of the students in the classroom and the general improvement of the community overall as far as education is concerned.

MR. HANUSCHAK: Yes, Mr. Chairman. The Honourable Member from Fort Rouge took the figure of \$376,000 and divided it by the estimated enrolment for that area, which he estimates to be in the order of 15,000 students, and he's probably correct, I think it's a pretty close estimate. But I also want to remind the honourable member that I did make reference to it, but I hasten to point out that it could more probably be debated because it's out of there that the grant was paid and the financial support, the \$700,000 special grant that we paid to the City of Winnipeg, which is for a very much related purpose. Now, it's true that the \$700,000 perhaps is not - and I'm really trying desperately how I could answer the honourable member's question and not have you rule me out of order, Mr. Chairman - but the \$700,000 is a grant to the Winnipeg School Division recognizing and accepting the fact that there are additional costs to a school division in operating classes for immigrant and migrant children, the obvious costs that there are in teaching English as a second language, your classes are similar, you need more teachers at the elementary in Grades 1, 2, 3. During the adjustment process as the child develops a fluency in English, a child does require more time, more attention of the teacher, which increases the work load, which in turn may increase the workload upon the teachers, which in turn necessitates an increase in teaching staff, and hence increases the costs. Well, one could go on and on. I'm sure that the Honourable Member for Fort Rouge is just as aware as I am of all the factors that enter, that could contribute toward an increase in costs and it's in recognition of that the \$700,000 was paid.

Now, making a comparison between, you know, comparing what is spent elsewhere on similar programs in Canada or beyond Canadian boundaries, well in the City of Toronto

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd) what is spent in strictly out of the pockets of the Toronto taxpayers because my information is that there is no provincial assistance for programs of a similar kind over there, whereas there are here. Now, if we were to make a comparison between what we're doing and what is done in similar communities in the United States of America, and there are similar programs, but there again, the difference is that many similar programs in the United States receive federal assistance for which we receive none in Manitoba. In fact, Mr. Chairman, I think that this point should be mentioned at this time, that we do not receive any assistance for those who we believe, or for whom we believe the Federal Government should assume responsibility, the status native people who move into Winnipeg, and there are many of them here, but we do not receive any federal assistance for them; nor do we receive any federal assistance for those who add to the numbers of our students and who perhaps during their early years of education in our system add to the cost of our education program as a result of actions of the Federal Government. The immigration program by and large is guided and directed by the Federal Government, and I'm in no way critical. A decision may be made at any time admitting whomever from whatever country or whatever groups of people for whatever purpose into our country if there is a need for them, or if we feel that it's our moral responsibility to provide them shelter within our land. But, you know, if that is going to be a decision of the Federal Government, I think the Federal Government ought to also keep in mind that that does increase the costs to the province and to the school divisions. But there is no federal cost-sharing on programs of this kind and so as a consequence the province had to undertake the responsibility for these unusual costs on its own as well as assist and participate in the development of the programs for them.

Now, as far as the future is concerned, I believe that the honourable member is attempting to project present expenditures into the future. Well, having said what I have about the demonstration projects under way and the government's recognition of the fact that communities wherein there is a significant migrant and immigrant population, then I would think that that would give the honourable member some indication of the extent to which the province would be willing to commit itself to offering assistance to school divisions.

In listening to the Honourable Member for Fort Rouge, I suppose he feels that what is presently being done is sort of a drop in the bucket, and there is, Mr. Chairman, a common assumption made by people and by those who may not have been involved in the inner core area of the city, that all that one needs to solve the problems of the core area is to pour enough money into it, as I've mentioned earlier, and that presumably there exists a magically all-encompassing, magical all-encompassing box that examines all alternatives and automatically churns out solutions that only need more funds to be implemented, but as I have indicated earlier, it's not quite as simple as that, because the reality is that there is no magic box, no magic machine that'll crank out programs that will deal with these problems.

Needs must be assessed, alternatives explored, community involvement must become fact, not just something that one talks about, not just a token phrase, but actual real meaningful involvement of people within the community. Community people must not only recognize their own needs, but must also commit their time and energy to solving their problems, and only then can we expect change to occur. At that point we know that increased funding will be required to implement the programming needs which have been identified by community and school personnel working co-operatively, and these needs, they have to be identified in every community. One cannot look at one community, one cannot say, well here's a similar program in Toronto, or a similar program in Vancouver, and those were the needs that were identified in the core city area, so let's take those as givens, let's assume that those are the needs in Winnipeg, and let's duplicate whatever Toronto or Vancouver or some other community or some city in the United States may be doing, because the needs of communities do vary and they do differ from one community to the other, and even now discussions are under way with school division representatives concerning alternative funding mechanisms. I mentioned the supplementary grant for the Winnipeg School Division of \$700,000 earlier, and I did make mention of the fact,

SUPPLY - EDUCATION

(MR. HANUSCHAK cont'd) Mr. Chairman, that that is a recognition of the development which has occurred in the inner city planning, the inner city planning to cope with, to deal with human problems, human problems related to education.

MR. CHAIRMAN: Resolution 47(a) - the Honourable Member for Fort Rouge.

MR. AXWORTHY: Mr. Chairman, there are again still many issues that should be raised, and there are only three minutes to do it in and I don't think the item should pass. If we'd like to continue in those three minutes I'm prepared, if not we can come back when we resume sitting on Monday,

Let me however, Mr. Chairman, perhaps raise just one issue where the Minister can perhaps prepare himself and get another text in preparation, and that would be the issue of the young youths in the core area. In other programs that he enumerated the four demonstrations that he talked about seem to be zeroing in on the problem of particularly unemployed young males between the age of 14 and 18 who represent the major source of delinquency in the area, the major problems dealing with truancy in the schools, major problems dealing with unemployment, I believe the unemployment rate of that group in the core areas is around 15 or 20 percent, and it seems to me that none of the programs in the school area with the exception of R. B. Russell, which has been around for awhile, are testing out any alternative or experimental demonstration projects to focus in on that very serious critical problem. I would only say that while I think that I've done enough work in the core area to realize that there aren't any magical answers, perhaps even more than the Minister has, that I still think there is an awful lot more that could be done in the way of trying to find out what is going on and assessing whether the methods that are presently being used are effective or not. I guess that really is the gist of what I'm trying to suggest, is that it may be what is usually put forward as ways of solving the problems and where money is now being spent is having virtually little or no impact upon the real problems, and that is the kind of evaluation that I would be looking for in terms of these kind of demonstrations or others to really find out if we are getting any worthwhile expenditure of the many thousands and millions of dollars that we put in the different departments, and particularly in the area of education and in training, so perhaps we can come back to that, Mr. Chairman, when we resume on Monday.

MR. HANUSCHAK: Mr. Chairman, I will respond to the questions put to me by the Honourable Member from Fort Rouge when this Committee next sits, but before the Committee rises, I would like to provide the Honourable for Brandon West, who is still in the Chamber, with a response to the question put to him about the Fort La Bosse evaluation project. There was an interim report presented to the board. There are five elementary schools that still remain to be reviewed, and these are to be completed by early June, and the staff involvement and the development and the conduct of this evaluation included the former inspectors who are experts in evaluation and a former elementary school principal.

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

Mr. Speaker, your Committee of Supply has considered certain resolutions, reports progress and asks leave to sit again.

COMMITTEE OF SUPPLY - DEPARTMENT OF HIGHWAYS

CHAIRMAN: Mr. James Walding.

MR. CHAIRMAN: There being a quorum, the Committee will come to order. I would refer honourable members to Page 34 in their Estimates Books. Department of Highways - Resolution 67(a) Maintenance Programs. The Honourable Member for Pembina

MR. HENDERSON: Mr. Chairman, when we quit for dinner we were talking about the maintenance of these provincial roads and I think we've had a pretty good explanation about them. The point that we were wanting to make is that we don't feel the Highways Department is getting a fair share of the budget. I have worked out a comparison here, which we only had a 5.1 percent increase in the Highways spending and government spending in general went up in the neighbourhood of 16 to 18 percent. It appears to me as if the highway budget isn't increasing like the others. I know you can say that maybe some things like a road, when it gets paved, it lasts quite a while but then there's other areas which have to be redone and other highways have to be built. There was one section here even further back where you're down, a decrease even of 9 percent. When you take the rate of inflation that we have and then to think that there's even less being spent on some departments, this is what's concerning us. We hate to advocate spending more money and we usually don't do it.

But we do feel that when you spend money on highways, you're really investing money in a very good way because you won't be having the same trouble with your trucks, or your cars and if you pave a road you won't be having all that trouble that you get from gravel breaking windshields and headlights. When there's a good road there you can always get out and do what you want to do. I'm sure what we're trying to say is that we'd like to see the Highways Department get a bigger share of the Provincial Budget. I just wish there was more of the Cabinet here so we wouldn't be talking to the same, as I say, because I think it's those other Cabinet Ministers that need to be convinced of this.

Another thing on your maintenance. I know that different areas of the highways they have hedges planted along them. Now the way they're constructing the highways they more or less slope them more and they seem to blow clear fairly well. What's the policy of the highways in connection with these hedges at the present time?

MR. BURTNIAK: Wherever this was done, at the present time if that road is reconstructed or whatever then the hedges are taken down.

MR. HENDERSON: I'm not talking so much about even reconstruction, I'm just talking about, we see certain areas where the farmer is having the hedge taken out of his field. I'm wondering if he's doing this at his own expense now or does the government do it.

MR. BURTNIAK: It appears that he is doing this at his own expense.

MR. HENDERSON: At the farmer's own expense?

MR. BURTNIAK: As far as I understand.

MR. HENDERSON: Well in most cases did he not just allow the Highways Department to come on there and put the trees in. Wasn't it a service to the Highways Department in the first place? I don't think the property was bought.

MR. BURTNIAK: No, I don't think the property was bought because in most cases you can see the land is still agricultural land used for growing grain that he worked around these hedges. Yes, what you're saying is true.

MR. HENDERSON: You say that if the farmer wants that hedge removed now he has to do it at his own expense.

MR. BURTNIAK: That is the information I have, yes.

MR. HENDERSON: It seems to me I thought I saw some of those yellow outfits out there working along the hedges.

MR. BURTNIAK: I would think that if the Department feels that the hedges have to come down for whatever reason, then of course the Highways Department moves in and takes them down. But I suppose if the owner of the land and the Highways agree that the hedge can come down, for whatever reason he wants **it to come down and we gave him** permission to take it down, I guess it comes at his own expenditure, at his own expense.

MR. CHAIRMAN: Resolution 67(a) - The Honourable Member of Birtle-Russell.

SUPPLY - HIGHWAYS

MR. GRAHAM: Thank you, Mr. Chairman. Before we quit for lunch I believe the Minister of Highways made a statement that probably was inadvertent. I think he may want to correct it. He stated that because we were building and paving more roads, more asphalt surface that the costs of maintenance would be less. Now I would hope that the Minister didn't mean that once the road was paved that the government was through with it and there would be no more maintenance. I think if the Minister takes a second look at his cost of maintenance he'll find that even the maintenance of an asphalt road is almost as high as that of a gravel road. I just wanted to make sure that there wasn't some oversight there on the part of the Minister and a wrong impression left with people.

MR. BURTNIAK: Mr. Chairman, no. If the honourable member interpreted it that way, I'm sorry, but that is not what I meant at all. Certainly once the highway is constructed and paved doesn't mean that it's left there to let happen to it whatever will happen, but there is certain maintenance that has to be made, of course. But what I was indicating is that once the highway is paved then for a period of time there is not the kind of maintenance that you would find on a non-paved highway. That's the point I'm trying to make. At least for a few years.

MR. GRAHAM: Well again, Mr. Chairman, I want to bring to the Minister's attention the fact that maintenance of highways and highway property - and here I refer to the ditches, and that - is an ever ongoing process and quite frankly it doesn't matter whether the road is paved or whether it's gravel or whatever surface is on the road, there is still considerable maintenance to be done. There are weeds that grow in the ditches that should be moved; if they're not, it should be done. There are bottles that careless drivers throw in the ditch that should be picked up. There are many other things such as maintenance of culverts in a proper manner so that the water should run through them, whether it does or not. All these things should be done. So I just want to make sure that the Minister is fully aware that there are many maintenance factors other than just the surface of the road.

MR. BURTNIAK: Now, Mr. Chairman, I want to assure the Honourable Member for Birtle-Russell that the Minister of Highways is very much aware of the maintenance programs that have to be carried out in the highways, including the picking up of debris such as bottles and glass, we've been doing that over the last few years and we're continuing to do that as well as moving and the likes, wherever we can. So I appreciate the fact, and I hope the Honourable Member for Birtle-Russell does also, that there is all types of maintenance; but I want to make my point clear again, that when you take a look at the overall picture, when you talk about highway maintenance per se, when you deal with the paved road as compared to a non-paved road, especially when that road is paved for the first few years, then your maintenance in that respect naturally has got to be less. That's the point I want to leave with the honourable member.

MR. GRAHAM: Well, again, Mr. Chairman, I'm now convinced that the Minister is aware of it, I would hope that in the due course of process that members of his department are also aware of it. I raise this issue because I feel that quite often when you get into big government we get a tendency to departmentalize ourselves and there are those that work for the highways department that are only concerned with construction, and then there are others that are only concerned with maintenance. Then we get others that are only concerned with signs, and others that are only concerned with engineering, and, Mr. Chairman, the point I'm trying to make is that there are times when all these groups should work together. And quite frankly, Mr. Chairman, I couldn't care less whether it is the Minister of Highways, the Deputy Minister of Highways, whether it is an engineer, or a signman or a road patrol operator, but if there's a dead skunk lying on the highway, I don't think it should lie there until the certain man who is designated to remove dead skunks comes along to take it off the road. I couldn't care less who it is, Mr. Chairman. We're rapidly approaching the tourist season in our province when we'll have many visitors here, and any one of this committee, and in fact any member of the populace of Manitoba can drive down the road today and there are dead skunks, there are rabbits, there are birds and that, lying on the road, some of them have been lying there for three and four days. And it's not that much work for any member of the highways department to just stop and pick it up and put it in a safe repository.

SUPPLY - HIGHWAYS

(MR. GRAHAM cont'd)

I bring this forward at this time, Mr. Chairman, in all sincerity because I think we want to take pride in this province in having a good highway system, a well maintained system that is clean and pleasant to the travelling public. So I just bring it up at this time, Mr. Chairman, because I'm sure the Minister will want to do something about it. It doesn't matter to me whether it's a porcupine or a rabbit or a skunk, but it is not a nice thing to be left lying on the road, I know in my own area, on numerous occasions I have brought it to the attention of the Highways Department, and in most cases, once it is brought to their attention, it is quickly removed. But I don't think it should be necessary that someone has to phone the Highways Department every time to get a skunk or a porcupine removed from the road. I don't think it should be necessary that the Minister should designate one person in his department, or in each office, who will do nothing more than pick up dead skunks and porcupines. I think it should be the responsibility of every member of the department.

MR. CHAIRMAN: Resolution 67(a) The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I'm not sure if it's under this item that we can ask, what about the storage and the maintenance equipment? Is that the item?

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Mr. Chairman, yes, you can talk about the storage and equipment.

MR. PATRICK: I think that's the item, it says . . .

MR. BURTNIAK: It will be under item 67(3). Resolution 67, Equipment and Tools.

MR. PATRICK: Well that will be under this item. Perhaps I can ask, can the Minister indicate to the members how many places that you have maintenance and equipment and garages throughout the provinces. Is it based on regions or maybe there's some duplication if you have too many garages and too much equipment in too many places? How do you store your equipment and when you have to get your maintenance on the highways, how far do they have to go? Can he indicate the stations, how many there is, 25 or less, or give us some idea?

MR. BURTNIAK: Mr. Chairman, I'll be able to give you that information I think when we get to that item.

MR. PATRICK: Okay. Mr. Chairman, I would just, out of interest, like to point out to the members of the Committee that I have just received a copy of the magazine, "Manitoba Highway News", which is a monthly publication, and the Roads and Transportation Association of Canada, known as RTAC, which I had the pleasure of being the President of two years ago. This organization, RTAC, have taken a survey of all the provinces of Canada, from coast to coast dealing with the expenditures in the highways programs in the various provinces, and I would think that the members would be interested to hear, at least one or two items that they have been able to discover.

They say that the overall provincial road spending, that's overall across Canada, is expected to dip four percent in 1966-67, (That's based on the various province's budgets that they had looked at) while provincial budgets for other modes of transport may rise an average of 11 percent. They say here that survey figures show that road expenditures during the next fiscal year will be lower in four provinces. They don't say which provinces they are, but they indicate there are four provinces where the spending is going to be lower this next fiscal year than the previous. It will be higher in four jurisdictions and about the same in the others. So we are a bit higher, we are not in that category which is lower. But there are four provinces, they do not indicate which ones they are, they don't indicate any province at all except the overall picture seems that there will be four provinces which will have a lower budget this fiscal year, as was in the past. I think it's a kind of trend that's taking place because of the constraints and so on. I guess all the provincial governments are looking at cutting costs somewhere, expenditures somewhere, and highways is one of them, as is indicated by this survey made by RTAC very recently.

MR. CHAIRMAN: The Honourable Member for Brandon West.

SUPPLY - HIGHWAYS

MR. MCGILL: Thank you, Mr. Chairman. I have been unable to be in on most of the debate here and I had one specific item that I wanted to bring to the attention of the Minister. I believe he had a letter from the Rural Municipality of Whitehead in connection with Provincial Road No. 250. I think there have been discussions in previous years about the condition of the surface of this road and some work was done on it within the past few years south of the intersection of Provincial Road No. 349, north and south of 250, I believe there was a cold application there of hard surface. But there is still an area which has no hard surfacing from 349 north to the Trans-Canada Highway. This is Provincial Road No. 250 and from 349 north to the Trans-Canada Highway. Now south of 349, there was, I think it was a cold application of hardtop, and I'm wondering why this northern section which has traditionally had a tough time maintaining a reasonable travelling surface, why this has not been included in plans for providing a similar surface to the section south of 349. Has the Minister any comment on that?

MR. BURTNIAK: Mr. Chairman, like I said earlier, we get requests from all over the province, of course, which is expected, about people's concerns about certain roads, and there is only so much work that can be done within the year and, of course, the major part of the thing is the dollars and so priorities have to be set, and unfortunately we can't set all priorities to suit everybody in the same year, or in two years perhaps. So now that the member has brought this to our attention, well I'm sure that we will be looking at that particular road to see what kind of improvements can be made, and we'll have to judge ourselves accordingly as far as the budgets are concerned in the future, but that's the only answer I can give the honourable member at this time.

MR. MCGILL: Mr. Chairman, I thank the Minister for his sympathy in the matter and his intention to deal with this in future estimates. I think it's a road that we have brought to his attention, at least in the last several years, because there has been many complaints about the nature of the surface which seems to have quite a bit of north-south traffic between the Rivers area and the Souris area. I have been over it a number of times just to see whether or not the complaints that I had heard were really justified and there is a problem there in maintaining a reasonably acceptable kind of a road surface.

The other matter I think that relates to that particular area again was brought to the attention of the Minister by the council of the R.M. of Whitehead, and they have a problem in the Village of Alexander with the ingress and egress from Trans-Canada No. 1, and they wanted to provide a fairly constant quality of road in from the highway and out again, which would include a portion of Second Avenue in the village, and they point out to the Minister that this has been done in a number of instances where villages are along the highway where there has been a road in and out provided. I wonder if the Minister has had that brought to his attention, or whether there's been any decision about that?

MR. BURTNIAK: Mr. Chairman, I wonder if the honourable member can repeat the name of the village, I'm sorry I missed it.

MR. MCGILL: It was the Village of Alexander, west of Brandon, and it's not far from this Highway 250 because it's in the same rural municipality.

MR. BURTNIAK: I would think that the honourable member is referring to the access road into the village. I guess that's what it would be, eh?

MR. MCGILL: Yes, well they're talking about access for traffic in and then again out, and connecting the ingoing and outgoing traffic with part of their main street which would provide this complete circuit in and out, for the highway traffic.

MR. BURTNIAK: Well, you know, Mr. Chairman, usually the policy has been, for quite some time, that really only one access is provided. However, we'll have to look at the various circumstances in a given area and perhaps the department make note of it, but the policy, I repeat, usually has been that there's only one access to a particular village off a PTH. That has been the policy of the department for a good many years, and I think it's been a good policy, because I believe if you don't stick to some sort of policy, then it tends to get away on you, and the first thing you know every village that has a PR or PTH close by will demand an access from that particular road, so that is why the department has retained that policy of one access. But, anyway, we will take the member's comments under consideration and we'll look into it.

SUPPLY - HIGHWAYS

MR. MCGILL: Yes, Mr. Chairman. Well the council is apparently of the opinion that in many instances where there is a village along the highway that there has been a circuit provided where there's an access to the village and then another road which would allow the traffic to proceed back out to the highway, and what they're doing here is suggesting that this circuit be completed so that traffic would come in and have a constant quality of road surface in and out. There's one at the west end of the town and one just about midway in the town, so that this would provide a loop for traffic, and they point out that this has been the case, or has been provided in other similar circumstances so they feel their request is not a unique one in that sense.

MR. BURTNIAK: Just to follow it up a little further, the access road policy too, for the benefit of all the members of the committee, has been that it is from the road to the last place of business within the town, so that has to be looked at also from that point of view.

MR. CHAIRMAN: Resolution 67(a). The Honourable Member for Birtle-Russell.

MR. HARRY E. GRAHAM (Birtle-Russell): Well, Mr. Chairman, I hesitate to get in at the present time because we know the Member for Brandon West has a problem, he has another committee that he has some fair responsibility in. But, Mr. Chairman, dealing with maintenance on our roads, the Minister has given us dollar figures, but I think if he took the time to convert dollar figures to units of work, you would find that our maintenance in this province has been steadily declining, that the cost of maintenance has been escalating far faster than the amount of money that has been allocated for maintenance, so when you talk about the units of work per mile that has been put into maintenance in the province, I think you'll find that it is a steadily declining figure. I have to say to you, Mr. Chairman, and through you to the Minister and to his department, that to me it is a matter of grave concern when we have established a network of roads which is probably one of the single most, important factors in the development of our country, to see it slowly declining through lack of maintenance. So I would urge the Minister, in his discussions with his colleagues in Cabinet, to bring this point forward, that the network of roads that have been built both by his government and previous governments be not allowed to fall into disarray and disuse through lack of proper service and maintenance. We must maintain that network, not for ourselves today but for future generations as well, because each and every one of us knows that the very future of our province, and indeed western Canada, depends not on our agricultural base but on the very fact that we must maintain a good transportation system, and that is vital to the success of this province and other provinces in western Canada. So I would urge the Minister to bring this to the attention of his colleagues in Cabinet and please provide us with adequate maintenance of our transportation system.

The demands that are going to be placed on that system, both today and in future years with the push that is being placed on rail line abandonment, will necessitate a further input into the proper maintenance and repair of a good road system. So at this time I would urge the Minister to do everything in his power to ensure that we maintain a proper maintenance program for our highway system.

MR. CHAIRMAN: Resolution 67(a)--pass; Resolution 67(b) Mechanical Division (1) Salaries and Wages--pass; (2) Other Expenditures. The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, because that's such a large sum, I'd like a little bit of a further explanation on that - Other Expenditures.

MR. BURTNIAK: Mr. Chairman, we're trying to locate the proper figures and the likes, but just for the increase, I know the honourable member is asking for explanation or breakdown of Other Expenditures for the whole amount, we're trying to look that up. But in the meantime, I could tell the honourable members that the increase from the previous year was due to a general rising in cost of parts, cost of fuel and services. I know that does not answer the question that the honourable member asked fully, but at least that provides part of the answer and perhaps in a few moments, we can supply the members with the further information.

MR. HENDERSON: Mr. Chairman, while you're looking for that possibly I could

(MR. HENDERSON cont'd) make a comment on (3) if you want to, and then go back. I believe these highway storage yards you're putting up in different areas, I think they're really helping an awful lot to service the different departments of the highway, I think they're a very good thing, because in a lot of cases the highway people can do some of their own work and get it done when they want it rather than depend on somebody else. I think that part is working out very good. I'm just wondering though about these Other Expenditures when you already have space for tools and for storage and for buildings, I'm wondering why such a big figure as \$5 million.

MR. BURTONIAK: Mr. Chairman, if the honourable member wishes, it's covered here what the whole thing totals up to and there's about 22 different items. If the member wants me to read them through I would be glad to do so. I could give you some of the larger ones perhaps

MR. HENDERSON: Some of the larger ones, yes.

MR. BURTONIAK: All right. Parts for example, \$1,588,000, parts for all the equipment that is required to overhaul or whatever. All right, depreciation for example is another one, \$1,050,000.

MR. HENDERSON: Oh, I see.

MR. BURTONIAK: Another one million here is fuels and lubricants, and the likes, and the rest are a whole bunch of things here which are smaller things like anti-freeze, printing and postage and all that kind of thing, that stuff, so that comes out to \$5 million. And then as I pointed out earlier, the increase from last year to this year is because of again the increase in price of parts and fuels and other services.

MR. CHAIRMAN: Resolution 67(b)(2)--pass; (b)(3) Equipment and Tools -- pass. The Honourable Member for Assiniboia.

MR. PATRICK: Is the Minister going to give us a breakdown or locations of storage, what is stored?

MR. CHAIRMAN: That's the next item. Resolution 67(b)(4) Highway Buildings and Storage Yards. The Honourable Minister.

MR. BURTONIAK: Well, Mr. Chairman, we don't happen to have all the information right handy, but as far as the various highways garages are concerned, they are located in different places: Winnipeg, for example, there's one at Beausejour, there's one at Brandon; there's one at The Pas; there's one at Thompson - I notice my Deputy Minister missed out Dauphin but we also have a Provincial Highways Garage at Dauphin - I don't know whether it was deliberate or not. And then, of course, Mr. Chairman, we have other areas which we refer to as the different beats in the area, I don't have the exact locations with me, but as I say, aside from the various provincial garages, there's various yards located in the various parts of the province, in the various districts. Specifically, I think we can get that information, so if the honourable member wishes to get that information, as he's asked, we'll be glad to provide it for him, but I don't think we can do it right now. If it's agreeable to the honourable member, perhaps I can send it to him.

MR. PATRICK: That's fine.

MR. CHAIRMAN: Resolution 67(b)(4)--pass; (b)(5). The Honourable Member for Birtle-Russell.

MR. GRAHAM: Mr. Chairman, we have here roughly \$7,849,000 in the Mechanical Division all of which has been charged back to various departments with the exception of \$109,000.00. Can the Minister explain to us what various departments those charge-backs arrive or are charged to, and if in fact there's not a duplication here. When we look at salaries, etc. is there not a duplication occurring in the other sections that this is charged back to?

MR. BURTONIAK: I would doubt very much that there is a duplication.

MR. GRAHAM: Well, Mr. Chairman, maybe I can go further and say, we have 3,200,000 for district offices, none of the \$2,685,300 for salaries and wages here, none of that is included in district office operation. Is that correct?

MR. BURTONIAK: It is not included in the district office operation, no. As far as the equipment rental, recoverable from other appropriations, the equipment rental, that's it, so there is the 7,700,000

SUPPLY - HIGHWAYS

MR. GRAHAM: Charged under appropriations?

MR. BURTNIAK: Charged under appropriations, yes.

MR. GRAHAM: None of that is charged back to general administration, is that correct? None of it is charged back to management services and engineering? None of it is charged back to planning and design? None of it is charged back to assistance programs?

MR. BURTNIAK: Yes, if it so happens. It could be that if it so happens that we may be working for some municipality, the rental of equipment should have been charged in that appropriation here, under the assistance program and the likes. --(Interjection)-- It's recoverable, that's right.

MR. GRAHAM: Well, Mr. Chairman, we have \$2,685,000, roughly, of salaries and wages that will be charged back. I assume, well you can subtract \$109,000 from that if you want and take it all out of salaries and wages, I would like to know just to what department it is charged back.

MR. BURTNIAK: Mr. Chairman, I guess the simplest way of explaining that is to say that I believe about 90 percent of that is a round figure, the rental use is part of the \$24,800,000; that we pay for the rental of that equipment.

MR. GRAHAM: Most of it then is charged back to maintenance, is it - 90 percent is charged back?

MR. BURTNIAK: Parts and labour and all that, yes.

MR. GRAHAM: Well, would the same then apply to the \$5 million in other expenses?

MR. BURTNIAK: Well, I think I gave the honourable members the makeup of the \$5 million just a while ago, which as I said there are a number of items, the three or four that I mentioned were the big ones, so I don't see any point in repeating that again because I've already given that information to the Member for Pembina.

I'm going to attempt here to explain to the honourable member, perhaps we're having a little bit of misunderstanding here, but I think if you look at the figure of \$24,809,000, that and then all the other figures below that, where you talked about salaries and other expenditures and all that down the line, less the 7.740 and less the 3.250, that will give you actually the figure we're talking about at the top here. It's just a breakdown of the figure on Resolution 67, which is \$25,097,600, so that's just kind of a breakdown of that top figure.

MR. GRAHAM: Well, Mr. Chairman, I'll accept that as a legitimate explanation. Then I'll ask what the 109,000 is for? Do the two figures balance? I would never have asked the question.

MR. BURTNIAK: Where it says Mechanical Division, \$109,000, it's the items 3 and 4, Equipment and Tools, \$34,000; Highway Buildings and Storage are \$75,000; when you add those two figures, it gives you \$109,000.

MR. GRAHAM: Thank you, Mr. Chairman.

MR. CHAIRMAN: The Honourable Member for Pembina.

MR. HENDERSON: I don't think I have anything just now, thank you.

MR. CHAIRMAN: Resolution 67(b)(5)--pass; resolution 67(b)--pass; resolution 67(c) Warehouse Stores, (1) Salaries and Wages--pass; (c)(2) Other Expenditures--pass; (c)(3). The Honourable Member for Birtle-Russell.

MR. GRAHAM: Mr. Chairman, we have roughly three quarters of a million dollars increase here, is this just the increased cost of materials? We'll be roughly purchasing the same amount of materials, but it will just be the increased cost? It refers to salt and oil and whatnot.

MR. BURTNIAK: Perhaps I should indicate here that it is mostly an increase in the prices paid for supplies that are purchased. I think, in essence, that is the estimation for this amount. As the honourable member knows, and maybe all the members are aware of the fact that there has been a tremendous, sudden increase in things in the last couple of years. As a matter of fact, I think that in most cases, not only in this province but in other provinces dealing with the Department of Highways, that no one really predicted. There was some consideration given to sort of a guesstimate as to what the

SUPPLY - HIGHWAYS

(MR. BURTNIAK cont'd) increase, the percentage of price increase might be for certain items, but it was discovered later that, of course, we were way out, not only here in Manitoba but in other provinces as well. So there were great escalated costs involved under this particular item.

MR. GRAHAM: Well, Mr. Chairman, may I ask the Minister then, we know there's been a tremendous increase in the cost of diesel fuels and gasoline and motor oil, has there been the same increase in costs in bituminous oils, like MC3 etc.? Are the costs, the increase there, the same as it is for the lighter oils?

MR. BURTNIAK: I would say perhaps even higher than the others. It seems about 50 percent of an increase.

MR. GRAHAM: About 50 percent increase. So then while we're facing an increase of three quarters of a million dollars here, actually we're not purchasing any more supplies than we have in previous years, in fact, we may even be purchasing less.

MR. BURTNIAK: It's possible.

MR. CHAIRMAN: Resolution 67(c)(3)--pass; 67(c)(4)--pass; (c)--pass. Resolution 67; Resolved that there be granted to Her Majesty a sum not exceeding \$25,097,600 for highways--pass.

Resolution 68, Assistance Programs, (a). The Honourable Member for Pembina.

MR. HENDERSON: Is this where we get the assistance in towns when we have to put in new sidewalks to hospitals - I didn't mean sidewalks I meant roads. And in an area like Carman where they had, I think it was Nelson's Construction in this year, would they be in doing the work on a contract basis in every case, a bid on a contract basis, the people that did these jobs.

MR. BURTNIAK: You're referring to granting aids.

MR. HENDERSON: Yes.

MR. BURTNIAK: Well it's possible that that could happen, if there is a contractor within an area, that it is possible he may do that. But in these cases, you must keep in mind that these grants are given to towns and villages based on the streets first qualifying for this particular grant, and the local town or local village have to get the funds first, in most cases they should have the funds. We are guided by the amount of funds that they get, and we match that amount - that is a 50 - 50 input, 50 percent by the local community or town, 50 percent by us. But as to the actual work, I think that's what you're referring to, are concerned, I would think that that could be the case. If there is a contractor in the area doing something else, and if certain streets are approved for the grant, then that is a possibility.

MR. HENDERSON: Well, Mr. Chairman, the particular case I am thinking of is at Carman where there was quite a bit of repair work done due to damage resulting from the floods and things like that. As I went through there, time after time, I saw so many outfits standing around and, you know it's so hard for them to keep working, I guess, with the bad weather. But I was just wondering, was that job under contract, that whole total job, or was it on a cost-plus basis, or were they getting paid by the hour? This is what I'd like to know, on that job.

MR. BURTNIAK: I really cannot answer exactly what the case could have been, it could be anything. It probably would be under the jurisdiction of that particular town anyhow.

MR. HENDERSON: Well I think the work was all done by the Highway Department, contracted out and done by the Highway Department, I believe. It was Nelson's Construction.

MR. BURTNIAK: Well you say Nelson's Construction is a contractor. So when it's done by the Highways Department, there are certain jobs that are done by the Highway's Department own equipment, own personnel, not that much because we don't have that much equipment or very little equipment to do anything like paving and so on. But when you mention a contractor, that was probably, not probably but definitely was under bids, so therefore that was probably under the jurisdiction of the town itself.

MR. HENDERSON: Mr. Chairman, I realize it is difficult for you to answer on one particular case, but in this particular case, could I have mailed to me or prepared

SUPPLY - HIGHWAYS

(MR. HENDERSON cont'd) for me as to how that was handled in that area, and whether it was under a bid or whether it was by the hour and that. Because I did notice from time to time there was so many machines sitting around, and I just wondered well were they all getting paid on an hourly basis, because a lot of the time there didn't seem to be many of them working, and I'm just wondering how that worked out.

MR. BURTNIAK: If the honourable member is requesting that we give him that information, I will try to get whatever information we can on this particular item or subject. I hope the honourable member realizes that we can't do it right now, it might take some time.

MR. HENDERSON: I'd like to know if it was done by bid, and if it was done by the hour, and if it was a bid plus or how it was, and just how it was shared, too, in that particular case, and how much grant?

MR. CHAIRMAN: Resolution 68(a). The Honourable Member for Birtle-Russell.

MR. GRAHAM: Thank you, Mr. Chairman. Here we're dealing with seventeen and a quarter million dollars in Assistance Programs for the coming fiscal year. Can the Minister indicate if that is the entire Assistance Program for the Province of Manitoba for the coming year or will there be some work carried out in addition to this that will be covered under Capital Supply Bill?

MR. BURTNIAK: There will be more than what we see here in the current. There will be also included in here a \$5 million regional streets construction program as well.

MR. GRAHAM: Mr. Chairman, that would be under capital, 5 million, that is for Metropolitan Winnipeg?

MR. BURTNIAK: Yes.

MR. GRAHAM: Mr. Chairman, does that 5 million for streets in the urban area, does that include anything for bridges, under capital?

MR. BURTNIAK: Yes, it could, it could include bridges.

MR. GRAHAM: That has not been decided yet?

MR. CHAIRMAN: The honourable member would be better to bring that up when the capital bill is discussed in the House.

MR. GRAHAM: Well, Mr. Chairman, I raised some issue on Supplementary Capital Supply sometime before and I was told I should be dealing with Estimates.

MR. CHAIRMAN: There is no appropriation before us for that \$5 million. The Honourable Member for Crescentwood.

MR. WARREN STEEN (Crescentwood): Mr. Chairman, can the Minister tell me, of the 16 million how much is going to the City of Winnipeg?

MR. BURTNIAK: Of this total, there are 13.4 million for the City of Winnipeg.

MR. STEEN: Would the Minister like to highlight them for me, or would he prefer me to ask him . . .

MR. BURTNIAK: For Transit Operation 5,700,000; bus purchases 285,000; innovative grants 1,375,000; regional street maintenance 2,040,000; and regional street construction 4,000,000, for a total of 13,004,000.

MR. STEEN: Mr. Chairman, on the bus purchases, does the Provincial Government have any say on who the bus purchases are bought from, or is that matter left up to the City of Winnipeg?

MR. BURTNIAK: Well, Mr. Chairman, in this instance, this particular section, when we deal with the assistance to the City of Winnipeg, I think I explained this earlier in the House, or tried to explain at least, that this is shown in the Estimates of the Department of Highways, but everything is dealt through the Department of Urban Affairs, so whatever decisions are made as far as the purchase of buses and all that, that is done through the Urban Affairs Department, not through the Department of Highways, but the appropriation is in the Department of Highways.

MR. STEEN: What about the grant for the per miles of approved streets in the City of Winnipeg? Does the City of Winnipeg submit certain streets to the Provincial Government, is it the Urban Affairs Department that says yes, Osborne Street is going to qualify for a grant and we'll go along with the City of Winnipeg, or is it you as Highways Minister?

SUPPLY - HIGHWAYS

MR. BURTNIAK: They come to us, the Department of Highways because of the fact that it says Highways, and Urban Affairs is pretty well in charge of these things, so both departments review these requests and a decision is made.

MR. STEEN: What is the per mile grant, is it done on a lane basis?

MR. BURTNIAK: That's right.

MR. STEEN: Can you tell me what the figure is?

MR. BURTNIAK: Yes, a few years ago, three years ago, I guess, the per lane mile was, no it was before that, it was \$1,750 per lane mile, about two years ago I believe that was increased to \$2,400 per lane mile; there has been a further increase just recently to \$4,000 per lane mile.

MR. STEEN: How many miles are we talking about, how many miles of road in the City of Winnipeg qualify?

MR. BURTNIAK: 840 miles, roughly, lane miles.

MR. STEEN: What about, Mr. Minister, the proposed bridge between St. Vital and Fort Garry, do you have moneys in your budget at least for the design?

MR. BURTNIAK: For the design, yes, it's in the capital supply.

MR. CHAIRMAN: Resolution 68(a), the Honourable Member for Birtle-Russell.

MR. GRAHAM: Mr. Chairman, I'd like to ask the Minister, we have \$17 $\frac{1}{4}$ million here for assistance programs, we have also had the assurance from the Minister there will be an additional 5 million on capital, can the Minister indicate to me and to the committee what constitutes a capital program and what constitutes current Estimates, I've always been worried about this. Some years a lot of our construction seems to be in capital, other years most of it seems to be in current, and is there any criteria used to differentiate which roads qualify for capital and amortization over a long period of time and what comes under current?

MR. BURTNIAK: Mr. Chairman, that is a policy that the government decides on, I noticed that, for example, in - although maybe I shouldn't bring it in, but just for the sake of trying to explain this - one province in western Canada has decided to use mostly capital for their roads construction rather than current, very little in current. The difference, for the benefit of the honourable member, as I say, really it's policy which is decided by Cabinet; but your current, of course, is your current capital which, when it is not used, or is not used goes back to general revenue, whereas capital, of course, money - it could be borrowed and what have you and amortized over a period of years. So, if that's the information that the honourable member is seeking, that's how I can explain it.

MR. GRAHAM: Well then, Mr. Chairman, it would not be incorrect of me to then assume that the figures given for the Estimates of the Department of Highways could vary greatly in any given year depending on how much the government wanted to transfer to capital supply rather than put in current Estimates. Is that correct?

MR. BURTNIAK: Sorry, would you like to repeat that again, please?

MR. GRAHAM: That the figures that we receive in the current Estimates for the Department of Highways could vary greatly from year to year depending entirely on the whim of government whether they want to build roads under capital supply or whether they want to build them under current Estimates.

MR. BURTNIAK: That's the prerogative of elected governments in every province and within any country.

MR. GRAHAM: So then if government so desires they could reduce the amounts spent in Highways considerably, reduce their current expenditure for the year and bring in a balanced budget and defer all the costs of highway construction to capital, maybe borrow half a billion dollars in capital supply and still have a balanced budget.

MR. BURTNIAK: Mr. Chairman, you are now dealing with financial situations and I would suggest that probably you can discuss that with the Minister of Finance, but I would say that as elected governments depending on what policy they want to follow, they will do that, and this is the governments prerogative to do so. If they want to spend most of their money from capital for road construction or any other type of program or any other department it's up to them to decide if they wish to go that route.

MR. GRAHAM: But there really is no difference between a road built under current Estimates and one built under capital expenditures?

SUPPLY - HIGHWAYS

MR. BURTNIAK: Not as far as the road itself is concerned, after all it's all money.

MR. GRAHAM: Thank you very much, Mr. Chairman.

MR. CHAIRMAN: Resolution 68(a). The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, like on your Estimates each year, how much was left over from last year's Estimates in this department, like that you maybe didn't use up, you can't hit this just exactly right, I was wondering how much would not be used of your Estimates from last year?

MR. BURTNIAK: Mr. Chairman, there is nothing that is unused, I would think that perhaps - now maybe I shouldn't be putting words in the member's mouth - but I would think that what the member is saying, what was the carry-over, perhaps that's what you mean. Nothing unused, there was no funds left that were not used.

MR. HENDERSON: In other words the complete Estimates for the Highways Department was all used up last year, or was there not a carry-over, you wouldn't hit it right on the nose . . . I know certain pieces of road that were supposed to be done that weren't done, they were probably allowed for and so they weren't done, so I thought there should be some money left over.

MR. BURTNIAK: Mr. Chairman, the carry-over from last years programs comes out to something like \$35 million --(Interjection)-- that's right.

A MEMBER: You didn't do much . . .

MR. HENDERSON: \$35 million out of \$60 million carry-over?

MR. CHAIRMAN: Resolution 68(a). The Honourable Member for Pembina.

MR. HENDERSON: Mr. Chairman, I want to be sure I got that clear, because we had an estimate last year, what was it, \$60 million, and you said there was a carry-over of \$35 million. We were talking amounts allocated being small but then if you didn't use it it's worse. Does that go back into general revenue at the end of the year then?

MR. BURTNIAK: Our construction budget for last year was \$58 million --(Interjection)-- including capital right.

MR. HENDERSON: And you have \$38 million that wasn't spent of that 58, eh?

MR. BURTNIAK: No, Mr. Chairman, this is not, our authority last year was . . . Mr. Chairman, \$58 million of money was spent on highway construction last year. Now there also was what they call a carry-over, but of programs, that's the difference. Now I know it's confusing but . . .

MR. HENDERSON: Carry-over wasn't done.

MR. BURTNIAK: But \$58 million worth of work was done, don't lose sight of that, it's not . . . look at it this way, there was \$58 million of programs, or budget, and we only did very little because we had \$35 million carry-over, that is not correct, we did \$58 million worth of work last year.

MR. HENDERSON: In other words you had an allocation to use \$35 million anyway that you didn't use. Now where does that go back, into general revenue?

MR. BURTNIAK: No, no.

MR. HENDERSON: Next year. Is it in the highway program or is it in general revenue?

MR. BURTNIAK: If you look at your program which was distributed you will find the first part of the program is all projects that were in last year and are in again this year, which were not done last year, they are back in this year, and then the other part of the book, you'll find new programs for this year. That is the part that you look at, and I'm talking about the carry-over program is on the first part of your book.

MR. HENDERSON: In other words you have a way of making it look like as if . . . trying to keep a lot of people happy as if the work is going to be done but then it doesn't get done.

MR. BURTNIAK: Mr. Chairman, I wonder what the honourable members would say if we decided not to publish a program, you know, we're the only province in Canada that does this, so if you think that this is bad, how would you like to not have a program published at all?

SUPPLY - HIGHWAYS

MR. CHAIRMAN: The Honourable Minister of Agriculture.

MR. USKIW: I think it would be worthwhile if the Minister would explain to the Member for Pembina that there is a difference between authority to spend an actual spending, and the authority is always months ahead of the actual work; you cannot commit a tender unless you first have the authority even if you reject the tender or if it has not been completed and paid for.

MR. CHAIRMAN: The Honourable Member for Lakeside.

MR. ENNS: Mr. Chairman, on the same point, I think more succinctly put the definition offered by the Minister of Agriculture, the difference is promises, promises, promises, like \$35 million worth of them.

SUPPLY - HIGHWAYS

MR. CHAIRMAN: The Honourable Member for Crescentwood.

MR. STEEN: Mr. Chairman, the Minister said there was a \$35 million carry-over but they did \$58 million worth of construction. What was the carry-over from the previous year then which would have likely have been done last year, in the same neighbourhood?

MR. BURTONIAK: Almost about the same amount, and then, again, for whatever the various reasons, that even the carry-over from the year previous might have not been done either, because you know, you could be running into right-of-way problems or whatever, so that would reappear.

MR. STEEN: Mr. Chairman, through you to the Minister. Is it a normal year that you get about 50 percent of your construction that has been planned completed, is that considered a normal year?

MR. BURTONIAK: On the average that is the way it's been running.

MR. CHAIRMAN: Resolution 68(a)--pass. The Honourable Member for Birtle-Russell.

MR. GRAHAM: The 25,000 Recoverable from Canada, does that apply to Indian villages, or --(Interjection)-- just to Reserves.

MR. BURTONIAK: Indian Reserves yes - on a 50 - 50 basis.

MR. CHAIRMAN: The Honourable Member for Crescentwood.

MR. STEEN: Mr. Chairman, does the Province of Manitoba get any grants from the Federal Government towards urban transit systems? Is there any recoverable?

MR. BURTONIAK: No, I don't think so. If there are grants they certainly don't come to the Department of Highways, maybe some other . . . Urban Affairs.

MR. STEEN: Okay.

MR. CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, Grants for Urban Transit, Can the Minister indicate to the members how is the formula arrived at, is it based on a per capita basis or how does he determine what grants are given for transit purposes?

MR. BURTONIAK: The provision for grants equal to 50 percent, 50 percent of operating deficits of the next previous fiscal year or 50 percent of the passenger revenue of the previous fiscal year, whichever is the lesser, and Winnipeg, for example, 5,570,000; Brandon received 137,000; Flin Flon 13,000; based on this formula.

MR. PATRICK: What about Grants Relative to a Metropolitan Street System, what formula is used for grants in respect to metropolitan streets?

MR. BURTONIAK: It's based, as we said earlier, on the per lane mile amounts which now is \$4,000.00.

MR. PATRICK: Okay.

MR. CHAIRMAN: Resolution 68(a)--pass. The Honourable Member for Crescentwood.

MR. STEEN: Mr. Chairman, when the City of Winnipeg comes out with new transit ideas such as the dial-a-bus and the downtown shuttle bus that doesn't carry a fare does the Provincial Government share in the cost of operating those two segments of the transit system?

MR. BURTONIAK: To the best of my knowledge, yes, I think they do, Mr. Chairman, under the Innovative Grants.

MR. CHAIRMAN: Resolution 68(a)--pass; Resolution 68(b)(1). The Honourable Member for Birtle-Russell.

MR. GRAHAM: Mr. Chairman, the Recoverable from Other Jurisdictions, can the Minister indicate the jurisdictions that most of it is recoverable from? Is it Northern Affairs?

MR. CHAIRMAN: That would be (b)(2) I take it that you're speaking to.

MR. BURTONIAK: Yes, these are recoverable from Canada, from the Federal Government, and deals with any work that we do for them which they pay for 100 percent. After the work is done we send in the bill and this is the amount that is recoverable from the Federal Government.

MR. GRAHAM: Mr. Chairman, you indicate in there that there's only \$50,000 recoverable from Canada, we're talking about \$3 million.

SUPPLY - HIGHWAYS

MR. BURTNIAK: Gross expenditure. Yes, it's towns, villages and cities and and so on in that figure under (b)(1).

MR. GRAHAM: Those are mainly municipal jurisdictions then?

MR. BURTNIAK: Yes.

MR. GRAHAM: Okay.

MR. CHAIRMAN: The Honourable Member for Crescentwood.

MR. STEEN: Pursuing that same line of thought a little further, is this when the Highways Department does some work for municipalities and then the municipality pays the Highway Department back? Is this what you mean? Can you cite an example that would fit into this 2.2 million?

MR. BURTNIAK: They do it for LGDs, they could do it for a municipality or for any private individual, I think. We have done that too, where we--(Interjection)--unorganized territories.

MR. CHAIRMAN: Resolution 68(b)(1). The Honourable Member for Arthur.

MR. WATT: The Maintenance and Construction and Other Jurisdictions, does this include other departments?

MR. BURTNIAK: Well it could be other departments and we said it could be municipalities, LGDs and so on; it could be other departments as well.

MR. WATT: Well I wonder now if we can talk about water.--(Interjection)--We're talking about highways, maintenance and construction, can we now talk about bridges and culverts? --(Interjection)--No? Was it \$800,000 for other jurisdictions?

MR. BURTNIAK: Mr. Chairman, when the honourable member talks about bridges and culverts, you know, I don't really see any point in discussing it here because as mentioned this morning, the proper department to bring the discussion of culverts and bridges and the likes, drainages in general, is under the Department of Mines and Natural Resources. So I would suggest that rather than discuss it in two different places, perhaps it could be contained to the one department which is the appropriate department to have this type of discussion, I would imagine.

MR. CHAIRMAN: Resolution 68(b)(1). The Honourable Member for Birtle-Russell.

MR. GRAHAM: Mr. Chairman, pursuing that point a little further in talking about other jurisdictions, I think there are times when many people feel that there is a lack of co-operation between the Department of Highways and other jurisdictions of government. I think there is probably a field here that could be cultivated both to the benefit of Highways Department and other jurisdictions of government, where if more co-operation was prevalent that we might in fact afford savings to the province. And I refer again specifically to water conservation in the Department of Mines and Natural Resources. I know I have problems in my constituency where the Highways Department has, for a long period of time, said well this is not a problem of ours, the water happens to be running down our ditch, but it is properly a concern of Water Resources. I would hope that in the future, there is a greater co-operation between the Department of Highways and other departments of government and then the whole province could benefit from joint programs rather than independent programs carried out by departments without consultation and close co-operation.

MR. CHAIRMAN: Resolution 68(b)(1)--pass; (b)(2)--pass; (b)--pass.

Resolution 68: Resolved that there be granted to Her Majesty a sum not exceeding \$17,225,000 for Highways--pass.

Resolution 69, Construction of Provincial Trunk Highways, Provincial Roads and Related Projects. The Honourable Member for Lakeside.

MR. HARRY J. ENNS (Lakeside): Mr. Chairman, I have a few remarks to make at this point. I've made these remarks over the last several years and I want the Honourable Minister to know I make them not directed in a personal way against the Minister but as a general observation about his failure as a Minister of the Crown to secure what many - and I'll tell the Minister - a growing number of people, of Manitobans, believe to be his fair share of the total pie that the Cabinet has to divide among themselves. I believe, Mr. Chairman, that the Department of Highways is being asked to maintain and continue to construct their growing network of roads on less and less dollars.

SUPPLY - HIGHWAYS

(MR. ENNS cont'd)

If, I, for the moment, break the rules, Mr. Chairman, and go down to the total Budget, it can be readily seen that we're dealing with about a four percent increase in this department. It has to be the most conservative department in the whole operations of government. And I say, Mr. Chairman, that that is in fact sliding back. We acknowledge that we live in an inflationary world; we acknowledge that we're dealing with 10, 12 percent increased costs simply in the maintenance of the present levels, and just a little while ago on another item, the Minister indicated to us that on some specific items such as costs of certain fuels and goods in the department, costs have risen 40 and 50 percent and yet the Department of Highways is giving itself a most modest four percent increase in its Budget.--(Interjection)--Well, Mr. Chairman, the Honourable Minister of Agriculture wants to interject and I will tell him quite frankly you know, the Minister of Agriculture had no difficulty in walking into Cabinet and picking up an extra 17, \$18 million because a relatively small handful of cattlemen like - and myself included - thought they were in some difficulty, and he got it. Not only that but he got his government, your government Mr. Minister, to commit themselves to a poker game that involves them into 40 or 50 million dollars for some . . .

MR. USKIW: Seventy-five.

MR. ENNS: Or \$75 million the Minister of Agriculture tells me, because some 1,600 cattlemen are having a little trouble.

But, Mr. Minister, you're charged with the responsibility of providing a reasonable network of transportation and roads and provincial roads throughout this province, and you preside over a department that has seen your allocation of funds go down every year you've been in office, every year you've been in office, and that's at a time where greater pressures, greater demands on the utilization and the networks of a highway system has come upon us, whether or not actual railway line abandonments have taken place or not. But the fact of the matter is farmers, commercial people, industry, has had to lean heavily and more heavily on our road networks every year, and during this six, seven years of office, you have been surely the most conservative Minister - and I want to use that in the non-political sense - in demands on the public purse. But I want to tell you, I'll tell you, Mr. Minister, it's an area of savings that is not being appreciated by most Manitobans because there are investment dollars being lost. Our P.R. road system is failing, our P.R. road standards and maintenance is failing simply because you're only allocating roughly the same dollars every year that you had the last year. Yet you're having to pay your people 10 percent more and you're having to pay for your supplies 12 and 15 percent more because that's the rate of inflation that we have in this country. So, Mr. Chairman, without any implied criticism to the department itself nor even to yourself, Mr. Minister, other than in your failure in being able to fight guys like the Minister of Agriculture for a little bigger share of the pie around the Cabinet table, you're asking your employees, your department, to maintain an ever-growing network of roads with roughly the same dollars. It can't be done, Mr. Chairman, and the people of Manitoba who have to drive over the roads are appreciating that. They're appreciating it, Mr. Chairman. So, Mr. Chairman, it's not a point that I can argue here at any great length other than to simply underline and state that point.

I think that you recognize that while we in the opposition are attempting to do what has to be done in terms of determining where specific moneys are being spent, where some inordinate increases in dollars are there but, Mr. Chairman, we're finding very little. In fact, the item before us, we're looking, would you believe it in this day of inflation, at a \$2 million decrease from last year. Last year this item called for \$30 million; today we're talking about \$28 million. Are you telling me that there are that many less motorists driving on the roads and highways of Manitoba? That there is that much less need for the construction program in Manitoba? Mr. Chairman, that can hardly be said to be the case.

We're opening up new areas. This government's dedication to opening up the network system to the north is by and large appreciated and applauded by all. We're opening up new park areas and we are faced in the agricultural community with upgrading our roads, not simply just maintaining them, upgrading them, because every year

SUPPLY - HIGHWAYS

(MR. ENNS cont'd)we have heavier and heavier traffic on these same roads.

I don't think we can dismiss the fact that this province has had in the last few years and particularly your department, Mr. Minister, has suffered a lot of additional costs in terms of the flood damage done to roads, culverts, many bridges throughout the province. And for you to be able to have maintained your Budget at this even level, you know, I mean this is one of the few occasions where the opposition is saying to a government Minister - my God, you know, spend a few extra dollars, not out of keeping, but certainly let's put it this way, within the Anti-Inflation Board guidelines. I would have supported a budget of a 10 percent increase in your Estimates. What your percentage was, Mr. Minister, is a budget of a four percent increase, which means that too many users of roads, particularly in rural Manitoba, a continuing decline in the level of service and a continuing decline in the maintenance of those roads. It simply cannot be done with the dollars that you're allocating in this department.

Mr. Chairman, I say this not with any sort of rancour against the Honourable Minister who I happen to think happens to be a pretty nice guy, but he's let renegades like the Minister of Agriculture, he's let fellows like the Minister of Mines and Natural Resources who wants to play poker games in mining ventures up north, he's let the Minister of Health, he's let all other Ministers walk over him at the Cabinet table when it came down to allocating a fair share of the funds for the various responsibilities that Ministers of this province have.

So I think I've voiced a general complaint, Mr. Chairman, to the Minister, to this department, that we are asking the Department of Highways to perform the next to impossible, that is to maintain our roads at least at the present level and at the same time respond to the constant requests for additional mileage of roads and to do that all within a static budget, and I say four percent is very close to a static budget. It can't be done, it can't be done, Mr. Chairman, and to this extent, Mr. Chairman, I believe the Minister is not living up to his responsibilities to the people of Manitoba.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Well, Mr. Chairman, I was quite interested to hear the honourable member's comments, however, I must indicate to the honourable member that we are dealing with current Estimates, and I'm sure that the honourable member, as a former minister, knows all about current and capital. We are dealing here in this case on this particular resolution, with just current capital. As I mentioned earlier, there are other provinces or at least one that I know in western Canada that has increased their capital amounts and decreased their current. So I don't know what their figures look like but I can understand the comments that the honourable member would have made if he had seen those figures in that particular province.

But nevertheless, be that as it may, unfortunately we seem to be having a lot of repetition today because again, probably not enough members in the House and people are coming and going, and we're dealing with certain items and we're going over them two and three times because other members are coming in. However that's beside the point, but I would like to mention to the Member for Lakeside that earlier this afternoon, I have to repeat also - so I can't be too critical of others because I've been repetitious too - but I think it's worthwhile to note, Mr. Chairman, that the monthly publication of the Highway News which has some very good articles in it and a page here, and I'm not going to read the whole page except to point out one or two items to the honourable member, which the RTAC people, Roads and Transportation Association of Canada, which I think the honourable member is familiar with, made a survey of provincial budgets throughout Canada as a whole, in all the provinces of Canada, and they have summarized what they found out for this coming fiscal year, and I would just quote from the article: "That the overall provincial road spending is expected to dip by 4 percent in 1976-77 while provincial budgets for other modes of transport may rise an average of 11 percent." Another item, "That the survey shows that road expenditures during the next fiscal year will be lower in four provinces." Now they don't indicate which provinces that they're referring to, but there are four provinces that will have lower budgets than they had last year, there will be four provinces though that have slightly higher than the

SUPPLY - HIGHWAYS

(MR. BURTNIAK cont'd) previous year and the rest will be pretty well the same. So this is nothing new that's happening in Manitoba I think this is the situation all across Canada.

I appreciate the honourable member's remarks but I thought that I would read into the record the comments made by the RTAC people based on the survey made of the budgets of other provinces across Canada.

MR. CHAIRMAN: Resolution 69. The Honourable Member for La Verendrye.

MR. BOB BANMAN (La Verendrye): Thank you, Mr. Chairman. I would just like to at this time ask the Minister several questions with regards to a parochial concern of mine and that is, mainly Highway 52 running between Steinback and La Broquerie. The land acquisition for that particular piece of road was completed about two years ago and the road is in bad need of repair. Last year when the Honourable Minister was unable to be here, the Minister of Agriculture was taking his place and he mentioned that there were some representations made at that time to the Department by people from the La Broquerie area asking for an alternate route and that is why the particular highway wasn't included that year in the construction.

Now, I'd just like to point out to the Minister that most of the farmers that did sell their land along that area, I think, did so with the understanding and were led to believe that that road would be coming very soon and as a result they, I think, settled fairly willingly and without too much trouble. Most of them, because it's a mixed farming area, require fences along their property and they've already moved those fence lines back, they're moved back to what their property holdings are right now. I know the Minister appreciates that he has received a resolution from the R.M. of La Broquerie, passed unanimously, I might add, by that council, asking for this road, and as I mentioned, it is in bad need of repair and I would wonder how much money is going to be spent on that road this year, and what the possibilities are of getting that road included as soon as possible.

I would also note that the Minister has in this year's budget allowed for an intersection at the corner of 52 and I think 303, which is the corner at La Broquerie, where part of this new extension would come in, but I would make a general plea for this particular piece of highway as it is of importance to the area and it is in very bad need of repair.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Well, Mr. Chairman, last year's program indicated that we would be purchasing right-of-way in that area. I believe most, if not all, of the right-of-way has been purchased. I believe I'm correct in saying that, as far as I know, and I would think that from here on in, of course, we'll have to make provisions for the proper designing and what have you before we can proceed with constructing whatever is required.

As I mentioned earlier, Mr. Chairman, the main reason why we have been purchasing perhaps more right-of-way in the last year or two than before is because what we try to do is establish a three year highway program, and usually the biggest stumbling block has been the acquisition of right-of-way and if you have to go into expropriation which most, well maybe not most, but in many of the cases this happens to be the case, then there is a long delay and you cannot proceed that same year. So by doing this we're trying to establish, as I said, a three year road program, but right-of-way has to be purchased first, which as I said in this case, most of it has been acquired, if not all.

MR. CHAIRMAN: The Honourable Member for La Verendrye.

MR. BANMAN: Yes, thank you, Mr. Chairman. I appreciate the Minister's comments. As I said, I was pleading the case for that particular highway. I appreciate the Minister's stand that he has taken with regards to land acquisition because I think that's probably going to be one of the biggest jobs as far as the construction of highways in the near future. Most people I think are bargaining a little tougher than they used to. A lot of the area is built-up area and there's problems. I think that if we can get as much lead time on buying property, you'll need as much as you can get because it can't be done overnight, it's causing a lot of problems.

SUPPLY - HIGHWAYS

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

MR. GRAHAM: Thank you, Mr. Chairman. Mr. Chairman, I would like to be a little parochial and deal with some of the problems in my own constituency and I'd like to, if I may, refer the Minister to his program which we had delivered to us the other day in the House, and to Page 4 of that program, dealing with Highways 41 and 42. I notice in the uncompleted schedule of programs that have previously been programmed we have 5.7 miles of grade and gravel from east of the Assiniboine River to the south junction of PR 568, and we have also 4.7 miles to complete, grade and gravel, on 41 and 42 from King Street to the south junction of PR 568. I think it may be a little bit too much to hope for, but is this going to be a divided highway?

MR. BURTNIAK: I'm sorry, Mr. Chairman, I apologize to the honourable member, I didn't hear all his comments.

MR. GRAHAM: I was wondering if this was going to be a four-lane highway, a divided highway, I see we've got 5.7 miles in one section and 4.7 on another, or is there going to be another route chosen here for the second route?

MR. BURTNIAK: Mr. Chairman, as far as I know, it's not going to be a four-lane divided highway, but the first part, the Highway 41 and 42, the 5.7 miles, that was two years ago in the program, and then, the honourable member knows the situation in that area, took a lot of readings and so on and of course we couldn't proceed for obvious reasons at that time, and then of course, the King Street south to PR 58 was added in last year.

MR. GRAHAM: Well, Mr. Chairman, may I refer the Minister then to Page 17, and this is the new program for this year. We have .8 miles of 41 highway at St. Lazare east of the Assiniboine River to King Street and that is up for grading only. Is that part then going to be a four-lane highway or have we in fact got a duplication here of programs?

MR. BURTNIAK: Well, if the honourable member is referring to .8, that's just grading of .8 of a mile, eight tenths of a mile. That is probably just the street or approach or something.

MR. GRAHAM: The reason I raised the issue, Mr. Chairman, I'm sure the Minister has driven over the road, when you leave the east side of the Assiniboine River and you drive on 41 and 42 Highways to the south junction of PR 568, the entire distance is 5-1/2 miles, but I see we've got 5.7 in one spot, we've got 4.7 in another, and then we have .8 in another, I'm just wondering if we've got duplication of program or whether we are in fact going to have a divided highway.

MR. BURTNIAK: No, Mr. Chairman, really it's the same location. It's not duplication.

MR. GRAHAM: The figures we have on Page 4, one of those should be omitted, is that correct?

MR. BURTNIAK: To answer the honourable member, you know, if you look over the previous program and this year it's taken almost three years. Anyway, the eight-tenth of a mile that you notice on Page 17 where it says East of Assiniboine River - King Street, Grade, if you add that onto 4.7, will give you practically the same thing, 5.7 miles. So that's one and the same.

MR. GRAHAM: Then the first figure there of 41, 42 of 5.7 miles is really a duplication of the 4.7 plus the .8? You're just working on probably different project numbers because of the various years . . . I just didn't want the constituents to get a false impression that there's going to be 10 or 11 miles of road built there when there's only actually going to be 5.

At the same time, Mr. Chairman, I do want to thank the Minister for including in the new program for the year - it is pleasing to see that we are going to get 5.1 miles of road built in Birtle-Russell constituency this year on PR 476 from PR 479 south. That five miles will be certainly appreciated in the constituency. It's been some time since we have had any appreciable construction in the area and we are very grateful for it.

MR. CHAIRMAN: The Honourable Member for Arthur.

SUPPLY - HIGHWAYS

MR. WATT: Mr. Chairman, in the 1970 road program there was 9 miles scheduled for hard surface on 345 from the Saskatchewan boundary through to 21 Highway. Now 9 miles of that was on the program for hard surface. That's six years ago. I wonder if the Minister can indicate to me when that construction or hard surfacing will come in on 345. That's Tilston, Broomhill, Lauder . . .

MR. BURTNIAK: Did the honourable member say six years ago?

MR. WATT: Yes, I think it's six years, 1970.

MR. BURTNIAK: Mr. Chairman, the only thing I have here on 345, and this is a previous program, but I'm not sure whether the member's talking about the same piece of road. This is 7.3 miles PTH 21, east junction of PR 254, for base and asphalt treatment, which was completed.

MR. WATT: I was talking about 345.

MR. BURTNIAK: I'm talking about 345. 7.3 miles from PTH 21 to the east junction of provincial road 254. Base and asphalt surface treatment.

MR. CHAIRMAN: Resoluion 69. Resolved that there be granted to Her Majesty a sum not exceeding \$28,760 million for highways--pass.

RESOLUTION 70, The Motor Vehicle Branch - (a) Management Services
(1) Salaries. The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I believe it's under this item that we have highway safety, driver improvement, driver testing and maintenance of records on drivers, and so on. Perhaps the Minister can indicate, we're still having a high accident ratio, I believe, on our highways, we still have perhaps senseless slaughter and accidents and what are we doing to improve the death and injury from traffic accident on our highways . . .

MR. CHAIRMAN: Order, please. It was indicated to other members that they should bring up similar questions under (c) Safety. Resolution 70(a)(1) - the Honourable Member for Birtle-Russell.

MR. GRAHAM: You go ahead.

MR. CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: Perhaps, Mr. Chairman, I can . . . I believe under Management Services, if I can't bring that under this item, maybe the Chairman can tell me where I can bring this item. I believe it would be under this item.

I have communication from a few people that the Department at the present time is obtaining reports from doctors on their problems or their sicknesses without the consent of drivers. Would that fall under this item, and if it is, I believe . . . this has been brought to my attention by quite a few people, so I wonder would it not be easy for the Department or for this branch to get the consent to receive the doctor's report, whoever it's concerning, instead of getting the doctor's report without drivers or without this doctor's patient's consent. In fact, I've had some communication from the legal people as well. They think it's wrong the way the branch is operating.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTNIAK: Mr. Chairman, I think I might be able to answer the honourable member's question. The reporting by the doctors is, of course, when the doctor comes into knowing an individual may be suffering from some sort of sickness which might be dangerous to his driving, they are required by law to report. And then of course there are other situations where the branch itself might have had some reports about a certain individual and will report to the doctor for his recommendations or his input, his ideas as to whether or not this particular individual should be driving or not. Now what the member is saying, I think that you're questioning whether or not this should be done directly to the individual, am I correct? - rather than to the department, or . . .

MR. PATRICK: I think there should be some consent obtained from the person that the report concerns. I'll just quote, if the Minister would just listen for one second. "The government should obtain reports in the same fashion as every other corporation or citizen, either by submitting a person's written consent or by obtaining an appropriate order from the court." That's a quotation from a doctor, he's concerned

SUPPLY - HIGHWAYS

(MR. PATRICK cont'd)because he said he had to submit quite a few reports about his patients. I'm just questioning is this something that we're going to abuse and a lot of people are going to get offended. I'm sure any person that's driving and if the department or the Motor Vehicle Branch needs information from the medical doctor or medical person, that person will consent, all he'll have to do is sign a little slip just like you do on a life insurance policy when you're obtaining application, says can we check with your medical doctor to obtain this information if the company asks, so you just sign your name that you don't mind the doctor submitting the information. I think if something like that would be implemented perhaps there'd be less abuse and I don't think that we would antagonize a lot of people. Here the doctors are taking the attitude and the people that information's submitted on, they're objecting to it too. But I say if they want to have the driving privileges then they'll have to submit, and then they'll have to sign a note that the doctor can submit this information. It's something that the department can think about. So that's my question.

MR. BURTNIAK: Mr. Chairman, in this respect, the form is sent to the patient, then he takes it with him and signs it when he takes it to the doctor. So therefore I don't know what seems to be the problem if it's done that way. The patient, or the particular individual signs that form that's sent to him, when he takes it to the doctor.

MR. PATRICK: If that's the way it's done, I can't see . . .but I've had communication as recently as this week on this matter. The other point I wish to raise to the Minister, Mr. Chairman, at the present time, through you. That again I haven't checked the legislation, I don't know if I'm correct, but I'm told that under age drivers, under age 18, who have impaired infractions, don't appear before the adult court, and the Motor Vehicle Branch has no information what's happened, a driver that may be under age 18 may have 3 and 4 infractions and his license isn't suspended because the Motor Vehicle Branch has no information. So has the Minister, if my assumption's correct, and again I've had legal people tell me that's correct, and if that's correct, has the Minister given any consideration that as far as juveniles are concerned, should not the juvenile driving infractions be ordered to appear before the adult court.

MR. BURTNIAK: Mr. Chairman, I wouldn't argue with the honourable member that perhaps should be done, but there are certain things you can do and certain things you can't do because this falls under the federal law and the federal jurisdiction, therefore we as a province cannot change it until such time as the federal people make that necessary change. I understand.

MR. CHAIRMAN: Resolutions. The Honourable Member for La Verendrye.

MR. BANMAN: Mr. Chairman, one point further on this particular matter. I think there's another matter as I understand it that when a juvenile is caught over .08 he is also not subject to the, not only to the provisions under the present legislation as far as the age of majority is concerned, but he also doesn't pay the fine that an adult does in court. In other words, an adult will pay up to \$250 and a juvenile is limited to a \$20.00 fine. And I wonder if the Minister has checked into that particular problem.

MR. BURTNIAK: The maximum conviction for a juvenile is \$25.00 I understand; not \$20, it's \$25.00.

MR. CHAIRMAN: Order please. The time for Private Member's Hour having arrived, committee rise.

MR. SPEAKER, your Committee of Supply has considered certain resolutions, reports progress and asks leave to sit again.

IN SESSION

MR. SPEAKER: Order please. The Honourable Member for Logan.

MR. WILLIAM JENKINS (Logan): Mr. Speaker, I beg to move, seconded by the Honourable Member for Point Douglas, that the report of the committee be received. MOTION presented and carried.

MR. SPEAKER: The Honourable Minister of Agriculture.

COMMITTEE ANNOUNCEMENT

MR. USKIW: Mr. Speaker, I want to indicate to the House that for Tuesday at 10 a.m., it's hopeful, and this is an indication, but we'll confirm on Monday, that the Committee on Economic Development will meet in Room 254, I believe. We will confirm that more fully on Monday. It is our intent to do so, we haven't been able to contact one of the Ministers to confirm.

On Thursday, the Committee of Public Utility, at 10 a.m. to consider the report of the Public Automobile Insurance Corporation.

Now, Mr. Speaker, I believe it's the desire of all members to move adjournment at this point in time, so I move, seconded by the Minister of Education, that the House do now adjourn.

MOTION presented and carried and the House adjourned until 2:30 Monday afternoon.