



Fifth Session — Thirty-First Legislature
of the
Legislative Assembly of Manitoba

**DEBATES
and
PROCEEDINGS**

30 Elizabeth II

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Speaker*



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MANITOBA LEGISLATIVE ASSEMBLY
Thirty - First Legislature

Members, Constituencies and Political Affiliation

Name	Constituency	Party
ADAM, A. R. (Pete)	Ste. Rose	NDP
ANDERSON, Bob	Springfield	PC
BANMAN, Hon. Robert (Bob)	La Verendrye	PC
BARROW, Tom	Flin Flon	NDP
BLAKE, David	Minnedosa	PC
BOSTROM, Harvey	Rupertsland	NDP
BOYCE, J. R. (Bud)	Winnipeg Centre	NDP
BROWN, Arnold	Rhineland	PC
CHERNIACK, Q.C., Saul	St. Johns	NDP
CORRIN, Brian	Wellington	NDP
COSENS, Hon. Keith A.	Gimli	PC
COWAN, Jay	Churchill	NDP
CRAIK, Hon. Donald W.	Riel	PC
DESJARDINS, Laurent L.	St. Boniface	NDP
DOERN, Russell	Elmwood	NDP
DOMINO, Len	St. Matthews	PC
DOWNEY, Hon. Jim	Arthur	PC
DRIEDGER, Albert	Emerson	PC
EINARSON, Henry J.	Rock Lake	PC
ENNS, Hon. Harry J.	Lakeside	PC
EVANS, Leonard S.	Brandon East	NDP
FERGUSON, James R.	Gladstone	PC
FILMON, Hon. Gary	River Heights	PC
FOX, Peter	Kildonan	NDP
GALBRAITH, Jim	Dauphin	PC
GOURLAY, Hon. Doug	Swan River	PC
GRAHAM, Hon. Harry E.	Birtle-Russell	PC
GREEN, Q.C., Sidney	Inkster	Ind
HANUSCHAK, Ben	Burrows	NDP
HYDE, Lloyd G.	Portage la Prairie	PC
JENKINS, William	Logan	NDP
JOHNSTON, Hon. J. Frank	Sturgeon Creek	PC
JORGENSEN, Hon. Warner H.	Morris	PC
KOVNATS, Abe	Radisson	PC
LYON, Hon. Sterling R.	Charleswood	PC
MacMASTER, Hon. Ken	Thompson	PC
MALINOWSKI, Donald	Point Douglas	NDP
McBRYDE, Ronald	The Pas	NDP
McGILL, Hon. Edward	Brandon West	PC
McGREGOR, Morris	Virden	PC
McKENZIE, J. Wally	Roblin	PC
MERCIER, Q.C., Hon. Gerald W. J.	Osborne	PC
MILLER, Saul A.	Seven Oaks	NDP
MINAKER, Hon. George	St. James	PC
ORCHARD, Hon. Donald	Pembina	PC
PARASIUK, Wilson	Transcona	NDP
PAWLEY, Q.C., Howard	Selkirk	NDP
PRICE, Hon. Norma	Assiniboia	PC
RANSOM, Hon. Brian	Souris-Killarney	PC
SCHROEDER, Vic	Rossmere	NDP
SHERMAN, Hon. L. R. (Bud)	Fort Garry	PC
STEEN, Warren	Crescentwood	PC
URUSKI, Billie	St. George	NDP
USKIW, Samuel	Lac du Bonnet	NDP
WALDING, D. James	St. Vital	NDP
WESTBURY, June	Fort Rouge	Lib
WILSON, Robert G.	Wolseley	Ind

LEGISLATIVE ASSEMBLY OF MANITOBA
Monday, 16 February, 1981

Time — 8:00 p.m.

MR. SPEAKER, Hon. Harry E. Graham (Birtle-Russell): On Thursday last, during the question period, the Honourable Leader of the Opposition in several questions asked this question and I read in part, "My question to the Minister is can he ask his department for a recommendation?" And in his subsequent question, again I read in part, "We must therefore ask the Minister if he intends to ask his department to bring forth to him recommendations so that he can act upon" and so on. At that particular time I ruled the question repetitive. On close examination I find out they are two separate questions. I apologize to the Opposition for that error and I hope that message is conveyed to the Leader of the Opposition.

The Honourable Member for Seven Oaks.

MR. SAUL A. MILLER: Mr. Speaker, I want to thank you on behalf of the Opposition for the comments you've made. I appreciate that once you have made a ruling it is not debatable and therefore what you said this evening comes to me personally, I know that the members of the caucus, our respect for you is enhanced greatly.

MR. SPEAKER: The Honourable Minister without Portfolio.

HON. EDWARD MCGILL (Brandon West): Mr. Speaker, I move, seconded by the Honourable Minister of Highways and Transportation that Mr. Speaker do now leave the Chair and the House resolve itself into Committees to consider of the Supply to be granted to Her Majesty.

MOTION presented and carried, and the House resolved itself into a Committee of Supply with the Honourable Member for Radisson in the Chair for Highways and Transportation; and the Honourable Member for Virden in the Chair for Fitness, Recreation and Sport.

CONCURRENT COMMITTEES OF SUPPLY
SUPPLY - FITNESS, RECREATION AND
SPORT

MR. CHAIRMAN, Morris McGregor (Virden).

MR. DEPUTY CHAIRMAN, J. Wally McKenzie (Roblin): The Honourable Member for St. Boniface.

MR. LAURENT L. DESJARDINS: Mr. Chairman, I wonder if the Minister would care to say a few words on the different things and introduce it and then we will try to stay on that. Also he can give us an idea what it is we might . . .

MR. DEPUTY CHAIRMAN: The Honourable Minister.

HON. ROBERT (BOB) BANMAN (La Verendrye): This particular department is one in which we are doing planning, organization,

leadership, and really is effectively controlling the operations of the division. It provides for three permanent positions which include the Director of Fitness and Recreation; an Administrative Assistant; and a secretary; and the increase is largely due to the GSI provisions of the particular staff employed there.

MR. DESJARDINS: That's under 2.(a)?

MR. DEPUTY CHAIRMAN: 2.(a)(1).

MR. DESJARDINS: Under 2.(a)(1). Mr. Chairman, I was under the impression that the staff on Fitness would be under (e), isn't that Administration?

MR. DEPUTY CHAIRMAN: Fitness, Recreation and Sport, the Resolution is 68.

MR. DESJARDINS: We are talking about 2.(a), and the Minister said that was the staff under Fitness.

MR. DEPUTY CHAIRMAN: 2(a)(1) Salaries.

MR. DESJARDINS: It is staff on Fitness?

MR. BANMAN: No, this has to do with the Director of the Fitness and Recreation side.

MR. DESJARDINS: Who is that?

MR. BANMAN: Mr. Maurice.

MR. DESJARDINS: Of the whole . . .

MR. BANMAN: That's right.

MR. DESJARDINS: Syd Glenesk comes under the . . . Well, okay.

MR. DEPUTY CHAIRMAN: Pass; (a)(2) Other Expenditures, \$17,200 pass. The Member for St. Boniface.

MR. DESJARDINS: My colleague here is asking me if we got the information we were supposed to get. Is it all in this that you sent me the next day? The different lists are in there, for instance, I think my colleague wanted under (f) when we come to (f) Sport Development (3) Grant Assistance, is that in here at all? I haven't found it yet, or is it that combined chart that you have everything in there?

Mr. Chairman, if I may. At the end of that I have Schedule 4 that deals with associations, but it deals with all kinds of different columns. Grant Assistance would be under the second column, Sports Development? Is that all of it, or what?

MR. BANMAN: Yes, as it deals with the particular groups it amounts to 274 and I think this year we have 290 in there; 290 in the budget this year.

MR. DESJARDINS: Oh, this is last year.

MR. BANMAN: This is last year's annual.

MR. DESJARDINS: That's the equivalent of that, I see here . . .

MR. DEPUTY CHAIRMAN: (a)(2) pass; the Honourable Member for St. Boniface.

MR. DESJARDINS: What is that? I am having some problem here between Regional Recreation Development and Recreation Resource Development. What is the difference here?

MR. BANMAN: This particular group is the director who is in charge of the Fitness, Recreation and Sport, of the particular branch. The Regional Services, which is I believe the next item, is the group that is included in some part of it, I think, in the Northlands Agreement and others, are the different offices throughout the region.

MR. DESJARDINS: For that branch, Fitness, Recreation and Sport; that's mostly the Minister's staff, the staff of the sub department, if you want to call it that, of Fitness, Recreation and Sport.

MR. BANMAN: The section that we are dealing with now, yes.

MR. DESJARDINS: (b) I'm talking about. So the amounts, Mr. Chairman, that's for the 19 staff in the department, right?

MR. DEPUTY CHAIRMAN: (a)(2) pass. Now (b) Regional Recreation Development, Salaries, \$367,300.00.

MR. DESJARDINS: That again, Mr. Chairman, . . . is internal. In other words that's to take care of the staff in the department. There are no grants or anything like that in there to different regions.

MR. BANMAN: We have eight regions throughout the province, and this would include the staffing of those regions and their expenses that they use to run their offices.

MR. DESJARDINS: That's the staff of the departments. That's not grants to somebody else to run something . . . under (d).

MR. BANMAN: That's right. This is to carry out the programming and expenses related to the different offices.

MR. DEPUTY CHAIRMAN: The Member for Kildonan.

MR. PETER FOX: The increase, Mr. Chairman, is about 20 percent. Does that mean that there is more staff man years there or is it just normal increment for wage increases that would happen?

MR. BANMAN: It's the same staff component with a GSI for last year and this year included and the salary adjustments are what we are talking about.

MR. FOX: Twenty percent is what is going to take place?

MR. BANMAN: This is what is happening this year. The exact amounts that the two-year settlement has brought on us, really means that we are including two years salary increases here and that comes to about 21 percent.

MR. DEPUTY CHAIRMAN: (b)(1) pass; (b)(2) pass; (c) Canada-Manitoba Northern Development Agreement, (1) Salaries, \$139,500.00. The Honourable Minister.

MR. BANMAN: This is the section which deals with the offices that we run in Northern Manitoba, also some of the programming that we do in that area. It comes under the Northlands Agreement which means that it is funded 60 percent by the Federal Government and I think that has been in practice now for the last five years.

MR. DESJARDINS: And the rest by Northern Affairs, the funding?

MR. BANMAN: We recover it from Northern Affairs.

MR. DESJARDINS: That's what I mean. It doesn't add a single penny to your estimates here.

MR. DEPUTY CHAIRMAN: (c)(1) pass; (c)(2) pass. yhe Honourable Member for St. Boniface.

MR. DESJARDINS: Can you tell us a little more about this? I understand what the Northern Development . . . could you tell us what you intend to do this year for instance in that? What are the criteria for . . . ?

MR. BANMAN: The people involved in this particular group are based in the The Pas and in Thompson. We have two different offices in the north. The group this year will be once again handling some of the programs that are dealing with northern remote communities. We have a program — I think there is a few extra dollars in that program this year, for equipment for remote communities. They administrate that. They also look after the other programming which is coming out from the province namely, The Recreation '81 Facilities Program and are dealing with . . .

MR. DESJARDINS: Just in that area.

MR. BANMAN: That's right, and are dealing with the remote communities right throughout the north as far as conferences and other things in Northern Manitoba.

MR. DEPUTY CHAIRMAN: (c)(2) pass — the Member for St. Boniface.

MR. DESJARDINS: These communities are also offered the same service as much as possible as you offer the rest of the province.

MR. BANMAN: As a matter of fact I think if you would look at per capita, we have one office in the The Pas and one office in Thompson, of course, because of the large travelling area it becomes a little more difficult, but I would say that their per capita — they are serviced very well on a percentage of our expenditure in the north — is actually quite heavy compared to what the per capita expenditures down south.

MR. DESJARDINS: But the programs farther south, Mr. Chairman, are offered there also. It costs more

to deliver these programs because of the distance and so on, but the programs are the same. They get the same programs also.

MR. BANMAN: They get the same programs that we have here plus a couple of extra ones dealing with remote equipment grants and that type of thing. So there are a few extra programs that we don't provide down south which are being provided up north.

MR. DEPUTY CHAIRMAN: (c)(2) pass; (c) pass; (c)(3) pass; Less: Recoverable from Northern Affairs. (d) Recreation Resources Development, (d)(1) Salaries \$170,200 pass; Other Expenditures \$70,500 pass; Grant Assistance \$254,900 (d)(3) pass.

The Member for St. Boniface.

MR. DESJARDINS: Mr. Chairman, on those, are there any new ones? And maybe you could explain that grant, what the criteria is, how they apply and how you base the actual grant.

MR. BANMAN: The program deals with municipalities and school divisions who wish to establish a recreation district. What has happened at present is that this has been a fairly popular program and as a result has grown in the last number of years because there have been other school divisions and municipalities that have got together and formed a joint recreation district. The maximum grant is \$11,000 and I think the grants range anywhere from \$8,000 to \$11,000 based on participation and population formula.

MR. DESJARDINS: Excuse me, is that for district or per town?

MR. BANMAN: No, that's per district.

MR. DESJARDINS: It doesn't matter how many . . . in the municipality or a school division as long as it's a district. The maximum is . . .

MR. DEPUTY CHAIRMAN: The Member for Kildonan.

MR. FOX: Is that for plant as well or just for mining and development?

MR. BANMAN: No this particular program is to hire a full-time recreation director. One of the problems we have in the rural areas is that very often some municipalities cannot afford the type of recreation facility and the type of recreation programming that they would like to see. However if they get together with a school division and two or three other municipalities, they can pool their resources and try to get joint use of facilities and the joint use of particular recreation director, and this has been, I think, a pretty good program in trying to bring the municipalities together and trying to get them to work together on a co-operative type basis.

MR. DESJARDINS: Mr. Chairman, and they could spend the money that they want also. There is no limit that they could spend.

MR. BANMAN: This particular program has to go towards the hiring of staff. In other words, a

recreation director. Now if they get together and levy a certain mill rate in each municipality and use that for the district, that's up to them. We have found that what has happened now, for instance, with some of the grants on the capital side of things that we have been providing, sometimes the municipalities will go together and have it all go towards one facility that they need badly and then they joint use that facility. And I think to that extent that's been good.

MR. DESJARDINS: Then the recreational director, Mr. Chairman, the district, the units forming that district, can spend any money if they want to enrich the program or if they want to pay the recreational director because they hire the recreation and they could pay him whatever they want. That hasn't caused any problem, has it, in the past between different districts, some districts that might not be able to afford it?

MR. BANMAN: I would say that, like in many other programs, there are requests for additional funding from time to time. Some of the municipalities that have been in the program for several years would like to see some more money flow into it but I think that the program, the way it has been set up, has by the nature of it, I guess by the nature of more municipalities drawing into it has expanded to the extent where we have not increased the maximum level of 11,000 but that does not prohibit them from paying 15,000 to a rec director if they so wish. That means they would have to levy on their own municipalities then.

MR. DESJARDINS: There is no criticism, because this is not a new program anyway. I don't think it was ever intended to pay the full cost anyway. It was to encourage them and if . . .

MR. BANMAN: It's an incentive.

MR. DESJARDINS: Yes, and if some wanted to be serviced a little better I guess they would form maybe two districts within a present district if they had the money. In other words, that they would be able to call on that director more often.

MR. DEPUTY CHAIRMAN: (d)(3) pass.

MR. DESJARDINS: Excuse me, the Minister was going to tell us if there is any new one this year.

MR. BANMAN: This year, like in the year '80-'81, we had seven new districts formed, this current year. Next year we're anticipating another four being formed.

MR. DEPUTY CHAIRMAN: (d)(3) pass; (e) Fitness Development. (e)(1) Salaries \$70,100 pass — the Honourable Member for Elmwood.

MR. RUSSELL DOERN: Mr. Chairman, I want to go over the question with the Minister of the track and field complex that was planned on the old St. Paul's College site and the Steen Committee which was established by the Minister. I know there has been some discussion on this, but I would like to review a number of points with the Minister. I'm not sure if he could first of all indicate to me what is the correct name of this project again.

MR. BANMAN: Well the Committee that was established to look at it was called a Field House Committee.

MR. DOERN: Mr. Chairman, I think that this whole project has not been handled very well. I want to say first of all to the Minister that the original concept of building a field house or a gymnasium or whatever you want to call it for track and field is a good one and I want to first of all talk about that and then I would like to explore the terms of reference of the Steen Committee and what has happened since then, because I think that is nothing short of a disaster.

In the first place I would agree that there is a need for a track and field facility indoors in Manitoba and in Winnipeg in particular. I might also add that there is a need for a lot of other things in recreation and I would underline to the Minister two things that particularly come to mind. One is indoor public tennis and I might ask him if he could possibly make some remarks on that particular point. I have raised this question before. It's quite clear that there is a burgeoning growth of racket sports. There has been a tremendous growth in terms of racketball and squash and other games of that type. And they obviously are also commercially successful. I mean it seems that if one wants to make a good investment these days, one gets together a little group and builds something with 20 squash courts, racketball courts and you can make a lot of money. There's been a lot of this lately. I'm not pleading for public racketball, squash facilities, but I am saying that I think there is a need and a gap for indoor tennis and I have seen in the past few years indoor public tennis courts in other cities in the United States and I think there's a long overdue need for something like this in Manitoba. There is of course the club on Taylor Avenue. There is a club in North Kildonan and there may be others as well. The traditional indoor tennis facility is usually some other facility with some painted lines on it and presumably people who don't know anything about tennis think that is a suitable thing for tennis. Namely that you take some sort of an old curling rink and paint lines and then ask people to play the sport indoors. But anybody who knows the game knows that is third rate to begin with and not very much fun. I simply say to the Minister since tennis has grown by leaps and bounds in the last ten years just like a lot of other fitness activities, they've become fads, as much as fitness programs, but there has been a terrific growth in the sport of tennis and in terms of public facilities, we're still basically looking at some outdoor facilities like Sargent Park and so on, and given a very short summer so that anybody from Manitoba who's a good tennis player is going against the tide, because there is no way somebody who can play for a couple of months outdoors can compete with somebody from Vancouver or maybe somebody from Toronto, etcetera, who has indoor facilities to play all year around, plus coaching, plus competition, it's almost impossible to compete. I am saying given our long winter and our short summer and high interest in this sport, has the Minister considered, or has there been any discussion in the department to build or support the construction of a public indoor tennis facility, in particular in the City of Winnipeg and possibly elsewhere in the province?

MR. DEPUTY CHAIRMAN: (e)(1) pass — the Honourable Minister.

MR. BANMAN: First of all, I think, and the member will appreciate that we went over some of this ground before, but I think it should be pointed out that the province has never, and I hope won't get involved in the building of facilities and the operating of facilities. I think that responsibility lies with the municipal authority, whether it be the City of Winnipeg or the City of Thompson, or the town of Steinbach, or whatever. I think the recreation facilities should be run by the municipal level. I don't think another level of government should get involved in that.

We do, however, through a number of programs that are funded by lotteries and sometimes are funded from general revenue provide grants to the construction and the building of these facilities. The particular question as it applies to racquet sports is one which is of concern to, I think, everybody who would like to see some of these, especially racquet ball facilities which aren't as expensive to operate, built throughout the province. However one has to realize that many of the areas you just don't have the population to warrant the establishment of a structure like that. Some of the areas have tried it. Thompson, for instance, has built, I think it's three racquet ball courts with some of moneys that they got from the Sports Facilities '80 Program and it's turned out to be very popular. They're apparently quite busy.

One of the areas that could be included in the development of a Field House program is that the inside of the track in many of the facilities has been used and what has happened is that they have constructed in such a fashion that they can be used for tennis on the infield of the track. I understand after having looked at some of the plans at the U of M and the construction of their particular complex, that's precisely what's going to happen out there, that they are going to install, I think, I believe, it's three tennis courts that you can get on the infield if you have a 200 metre track.

My department has not been involved in the construction of any. There are no funds in the estimates for the operation or construction of it, but one of the areas which we have been looking at and the Steen Committee looked at is the field house which would hopefully accommodate some of those concerns.

MR. DEPUTY CHAIRMAN: (e)(1) pass — the Honourable Member for Elmwood.

MR. DOERN: Mr. Chairman, this is one of the things that I caution the Minister about, that an attempt to have a facility that accommodates all sports, I think can often lead to a fiasco. When you try to meet the needs of too many sports or too many groups you're going to run into that problem. That's one of the problems confronting you at the field house where you have a bunch of conflicting organizations.

Mr. Chairman, I'm trying to speak and there are members across the way which are obviously not interested in the department and I would ask if we could have some order on the Committee so I could at least hear myself when I'm speaking.

MR. DEPUTY CHAIRMAN: Order. Order. Proceed, sir.

MR. DOERN: Mr. Chairman, there were groups that appeared before the Steen Committee and I

attended one of their sessions at the Norquay Building. They had all kinds of demands for that facility. Some fellow got up, and I think there were two athletes in Manitoba that are into the newest sport, which is skiing and shooting. Apparently you have a rifle on your back and a pair of skis and you go skiing around. You get to a point and you shoot at a target, then you ski on and hit the next one. I'd never heard of this sport before but they wanted — pardon? —(Interjection)— It's the newest Olympic sport, other than boycotting the Olympics, and they wanted a couple of hundred yards laid out beside the facility on acres of property so that they could have some practice area. I must say I wasn't overly sympathetic to their request. I understand it but it struck me that for a couple of people you have to weigh that against certain other priorities.

But I'm just saying to the Minister that throwing in some tennis courts in the middle of a track may sound like a solution, but I suspect that it is in fact, not. It reminds me of when, you buy some of these gimmicks from a downtown department store, they tell you there's 101 uses, and some guy sits down and thinks up all kinds of uses for a hanger or something or for a door stop and they can come up with all sorts of silly uses but in the end it's really a one or two purpose item and can't be stretched.

Mr. Chairman, I want to ask the Minister, he says that the Province won't fund capital facilities, but I ask him about Sargent Park and so on. I guess in that instance, you have a municipal government which operates a facility and then I suppose perhaps maybe eligible for provincial funding. So is that possibly the route that if somebody wanted a public indoor tennis facility, it would have to come from a municipal government and then the question is, would there be provincial funds available for that purpose?

MR. DEPUTY CHAIRMAN: (e)(1) pass — the Honourable Minister.

MR. BANMAN: I don't know if the member misunderstood me — the province funds capital we're not operating. In the instance of an indoor tennis facility is something that we, at the present time don't have programming for. As far as the city is concerned right now it doesn't fit into any granting category that we presently have. One of the more urgent requirements of the city, and if you look at the field house task force committee's report, what they indicate in that report is that one of the really sort of glaring omissions in the providing of sports facilities in Winnipeg is the lack of an indoor running facility for amateur athletes to practice and train on.

Given that lack of facility, and also, after having seen the facility out in Saskatoon where there has been a joint facility built between the University of Saskatoon and the City of Saskatoon, with the senior level of government providing some grant money, or some capital money for the structure, we asked the committee to have a look at that particular proposal. It appears at the present time that the joint-use concept is not one which will fly, if I can use that term, and therefore I have asked to meet with the Mayor and some city officials as soon as he gets back from his trip abroad, and hopefully at that time we'll be able to discuss a few more aspects of it.

But I would point out to the member, I've looked

at a few facilities, now when you're talking about some additional uses, and I agree with him, you can't support archery, it's not a catchall for everybody, but one of the things that impressed me in some of the facilities that I've looked at is the way they have utilized the infield for sports like team handball which really don't have any facilities right now, and tennis. The proper netting around the infield makes those sports quite feasible in a complex like this. But I know what the member is saying, you can't accommodate all the groups that would like to have a certain facility. But I would say to him that I believe the one at Harvard has three tennis courts in the middle, along with some of the handball and some other sports that can be played. So there are a couple of uses that can be made of the facility, but I agree with the member that you can't provide the facility for everybody's uses.

MR. DEPUTY CHAIRMAN: The Honourable Member for Kildonan.

MR. FOX: Yes, under Fitness, Mr. Chairman, I note in this information that was handed out that some of the sports people were allocated certain funds. Could the Minister tell us on what criteria and how these various athletes received their funds. Did they have to make the application or did the sport group, their discipline, make the application on their behalf? Maybe it's not in this particular area. I could take it up later under the Minister's Salary but I just wondered about these various grants that were given, the individual athletes.

MR. BANMAN: Can we just leave that right to the next item, Sport Development.

MR. DEPUTY CHAIRMAN: The Honourable Member for Elmwood.

MR. DOERN: Mr. Chairman, again on the field house, etc., I would agree with the Minister that there is a need for an indoor track and field facility so I give him credit for recognizing that and for attempting to do something in that direction. This is, I think in evidence by thousands and thousands of joggers who are running around this very night outdoor and in all the indoor tracks that there are in Winnipeg. I'm told by people who inhabit some of them that they can't even get on, that it's sort of worth your life to go on the track and it's hard to get on. There's been such a growth in this area. Similarly I saw part of the recent track meet at the Convention Centre where there were, I think, some 4,000 high school students competing in track and field, and I want to ask the Minister about the unfortunate collapse of the one big annual track and field meet that we've had in the City of Winnipeg for at least the last ten years. It started out, I can't remember who originally sponsored it, I think the Shriners, — (Interjection)— No, before that. The Legion certainly was the one, they were the originals, I think. Then it went to the Knights of Columbus, and the Knights of Columbus ran it for a few years, and then the Tribune picked it up. They kept running it and we had, first of all an opportunity for thousands of high school students from all over Manitoba to compete and I might add that some of the most exciting races were high school races. They were not necessarily

the international stars. They were the high school students, plus we saw international olympic athletes competing and I remember in the last Tribune games that some of the people who won gold medals in the Olympics were present. One of them was Yifter from Ethiopia who won a couple of golds. One was Filbert Bayi, I think, who won something. I don't what he picked up but he's one of the greatest athletes of all time, and others who were here, some of the hurdlers and so on. We had these kind of people here.

Now all of a sudden it's dead. And one of the problems when you have a meet and you miss a year and then you start up and then you go a couple of years and then you miss a year, is you kill your audience. You have to build up an audience. So I simply ask the Minister, you know, I'm not going to start speaking to the Minister of Agriculture who should go back into the House where he belongs. — (Interjection)— No, that's only for Premiers, if you want to be Premier. Walter Weir once said any Premier of Manitoba must be able to kick manure off tractor wheels, but if the Minister of Agriculture does that he'll never become Premier, he'll just get sprayed.

Mr. Chairman, the problem with holding these track meets is that you hold them a couple of years and then you drop a year and you go back and so on, then you always have startup problems. You know, you have like a clientele and so I simply ask the Minister what kind of support the province gave. I think we did support those meets financially to an extent. I wonder if he could indicate what sort of support was given and whether any thought was given to running it for a year because now it's been dropped and they have to look for another sponsor.

MR. BANMAN: Well, Mr. Chairman, it's unfortunate with the event of the Trib closing that the Manitoba Amateur Track and Field Association lost a terrific sponsor because they were doing a lot to try and develop the sport as well as create some public interest in it. This year the Manitoba Track and Field Association, the Board of Directors, were very anxious to continue it and what happened is that they approached the department and the department paid for half of the rent at the Convention Centre. I understand that there was something like 4,500 athletes from across Manitoba that participated in the event and I was there on a Saturday night, I believe, before the finals and I can attest to the member's statement that some of the local high school races are most exciting. I would say especially the relay races. When you've got 4x1's or I think there was even an 8x1 which really got exciting because you had a lot of enthusiasm of the kids cheering their own teams on to running a little faster.

So the Manitoba Track and Field Association have all the directors and all the people involved have worked really hard to keep this particular event going. There haven't been any name athletes like the member was referring to because obviously the funds just weren't available. But hopefully we'll be able to access the impact of the games both financially and otherwise but I understand at the present time that they were a real success and that hopefully we'll be able to work out another arrangement next year that they can continue.

MR. DEPUTY CHAIRMAN: (e)(1) pass — the Member for Elmwood.

MR. DOERN: Mr. Chairman, I wanted to go over the government proposal to build this field house and I think the Minister and I both agree that one shouldn't attempt too much.

MR. DEPUTY CHAIRMAN: I suggest that you bring that under the next item Sport Development. Would that be in order? — (Interjection)— Proceed.

MR. DOERN: Mr. Chairman, the hearings I think brought out a lot of groups. As I say I only attended the Norquay Building one, so I don't know. Was that the only one? I can't remember. Was that the main one?

MR. BANMAN: No there were several others also.

MR. DOERN: Well, at any rate, that seemed to be a pretty good cross section. There are a lot of groups there and the University of Winnipeg was also present and I just wanted to say to the Minister that the concept was supported with great enthusiasm, but I think there were demands made that really were unrealistic in that to accommodate everybody you'd have to have a field house with 101 or 1,001 uses and that just wouldn't be possible. I think that you would have to limit the thrust of that particular facility.

Now the problem was that having indicated a desire by the Provincial Government to provide this kind of facility, I think they were trying to kill two birds with one stone. Namely, they were trying to meet the needs of the track and field community and they were trying to meet the needs of the University of Winnipeg. And that's where the thing broke apart. Too much was attempted by the government and the government also set up terms of reference which were I think completely phony. Instead of saying to the committee find a place that would accommodate; say the needs of the track and field community, they said you must build a facility that will meet these needs and the needs of the University of Winnipeg, and it must be of such and such a size and so many hundred yards or so many blocks away from the University of Winnipeg and this, that and the other.

Mr. Chairman, if you're going to set up conditions along those lines then it seems to me that you are wasting your time in asking the committee to set up alternate sites or to examine the problem. I mean there was no question whatsoever that the Minister was saying to the committee, propose a complex on the St. Paul's College site and everything else was really a charade because when you looked at the terms of reference, and you looked at the detail, there was only one site that qualified. That was the St. Paul's College site, and I couldn't visualize any other area in the City of Winnipeg that could meet those criteria. And so I say to the Minister, to that extent it was a closed book. He really shouldn't have even bothered. He should have said to the Steen Committee, the site is the following: St. Paul's College and we want you to hold some hearings for I don't know what purpose and then to perhaps — and I underline perhaps — have proceeded with the project.

Now what happened was that at the hearings a very interesting speech was made by the Athletic Director of the University of Winnipeg. I forget the gentleman's name; Mr. Anderson. Is it Jim

Anderson? Dave Anderson. He was quite annoyed at those proceedings because people were taking shots at the University of Winnipeg. Because of the Minister's decision to accommodate what might be conflicting needs and requirements, people were talking as if the University of Winnipeg was a villain and they were going to dominate the control of the facility. One fellow came, I remember he made an impassioned plea for wrestling. He was a coach. He coached young boys in Greco Roman wrestling and he said that he knew what was going to happen because it had happened before; that they were going to get free time at 10 or 11 o'clock at night, and then the next thing you know, these kids would be wrestling late at night and their parents would say, okay, that's it, you're coming home at 12 o'clock or 1 o'clock and you are in Grade 9 or whatever and there is no way I am going to allow you to jeopardize your school work. So people started bitching and complaining about the University of Winnipeg. They said these people are going to hog the facility. They are going to take the choice hours and they are not going to allow other groups to properly utilize the facility. Finally after about two or three hours of this, Dave Anderson got up and said look, I am getting tired of listening to this. We didn't ask for this location. This facility doesn't meet our requirements. We aren't doing this and we're not doing that.

I give the man credit for speaking his mind. I am sure it was painful for him to do. I am sure there is a problem for the administration of the University of Winnipeg. They don't want to get into a public fight with the Minister and the government. They want their own athletic facility. They have argued already that their requirements are not the requirements as outlined in this facility; that they want certain types of facilities for basketball and I think racquet ball and things like that, and that they do not have a particular track program.

I think maybe what the Minister is doing is that he is unfortunately trying to satisfy two requirements which may or may not be compatible, and he probably really needs, and this is the problem — he probably really needs two facilities; one somewhere in the perimeter of the City of Winnipeg, within the perimeter, of a track and field complex, which I think is overdue, and can be substantiated, and funds for a field house for the University of Winnipeg, which maybe should come from the Minister of Education.

Then there was another backlash that erupted which was even more interesting. The YMCA and YWCA and maybe the YMHA, I think they were involved too, the three of them said we don't want this facility here. This facility will draw from our clientele, and the next thing you'll know, they'll be losing business and people will be jogging in this field house and they will be losing members. Then I think the business community, last and not least, maybe the City of Winnipeg, somebody, some organization, one or more, made the comment that they don't think this is the kind of facility that should be located on that site. These are people who expressed the view that there's a dire need for industrial commercial type — not industrial, sorry, commercial development north of Portage. Anybody, Mr. Chairman, who looks at what's happening to Portage Avenue, can see in a split second that our famous strip from Portage and Main up to the Bay is starting

to take on some of the characteristics of Main Street in the sense of its starting to decline, because of suburban shopping centres, etcetera. I will save that speech for Urban Affairs, but I want to point out that in terms of the St. Paul's site, some business organizations or the City of Winnipeg, I can't just recall, one or more, said that site should not be used for a field house but it should have some kind of a commercial business type of orientation. The original, the most recent suggestion for the site was the CBC. I would like to have seen that proceed. Or I would like to have seen the Bestlands Corporation proceed. Bestlands had planned an apartment complex and a commercial complex for that site. That was in the mid-seventies but that fell apart.

Now the Minister — I want to ask the Minister again here, in terms of the proposal, where is that project right now? The Minister knows that there are needs that are not being met by the U of W, by track and field, but he's had opposition, I think, footdragging or opposition by the U of W. He's had suggestions from the business sector or the council saying this is not the right location, and he's had outright opposition by the YMCA, the YWCA, and the YMHA, and I ask him, what is the status of that project today?

MR. DEPUTY CHAIRMAN: (e)(1) pass. The Honourable Minister.

MR. BANMAN: As I mentioned the other day, Mr. Chairman, the whole idea of having a committee look at it was to see precisely what the reaction to a facility of this nature would be, and I think we've learned that or received that reaction and now will have to sit down and weigh it. One of the things that prompted it is precisely the joint-use facility that was developed in Saskatoon and I think in looking at the whole problem that we faced with regards to the requirements of — or the lack of a running facility here as well as the requirements of the University of Winnipeg, what they are looking at, I think we wouldn't have been doing anybody a favour if we hadn't looked at it, and I'm glad we've done that, because we have now got precisely the feedback that the member is talking about.

As I mentioned before, I'm going to be sitting and talking to city officials to see exactly what they have in mind, what their parks and recreation people are going to say, what the Manitoba amateur sport community is looking at, and hopefully we can arrive at some consensus. But the unfortunate part of it is, I guess, that we cannot determine a joint-use facility which the U of W as well as the citizens at large could use. Having reached, more or less that decision, we are going to have to look at other alternatives, but I think it seems to have been one which Saskatoon grappled with and has constructed, and I think was something that we definitely should look at.

MR. DOERN: Mr. Chairman, one final point on this particular issue. Apparently the Member for St. Matthews made a plea to the Minister to locate this facility in his constituency. I don't want the Minister to get involved in that because the Member for St. James might ask for it to be located there. Then you will have to decide which member you will back in that particular fight. You have to be careful as to

where you place that facility in the event that you are considered to be backing a particular candidate, but I think if the Minister is going to reopen the issue, then I want to make a pitch to him to consider my constituency. I want to say to the Minister that the Reh-Fit Centre, our government decided to build the Reh-Fit Centre there and we had an excellent site. It was between the Mennonite Brethren Collegiate Institute and Elmwood High School —(Interjection)— no, this is on Stadacona near Talbot and that was close beside the MBCI. (Interjection)— Oh, no, we did tell a lot of people it was your government that pulled it on to Taylor Avenue, remember that? —(Interjection)— Mr. Chairman, I simply see that there was a decision to build the Reh-Fit Centre in Elmwood and that was pulled back into Taylor Avenue. I am sorry, Mr. Chairman, I want to make a correction there. The location was the old hospital, the Concordia. I'm confusing that with a proposal to build an arena on the site that I mentioned. But those locations are only a few blocks apart, you know, but those locations would have been accessed and could have been accessed by the two major high schools in the area, MBCI and Elmwood High.

So I want to say to the Minister that the Reh-Fit Centre was in fact planned for the old Concordia, and our government was going to put up some 350,000 towards that particular project and the logic which I want to underline to the Minister was that that was a riding and that was an area where you have a lot of working people who, I think, would have benefitted. Elmwood is sort of part of the core or adjacent to the core area of Winnipeg, and I think that the basic logic was that you should build public facilities where it's most beneficial to the surrounding area. So I say to the Minister, if he's going to reopen the issue, if he's going to get away from being locked in to the U. of W., then I would urge him to look again at the entire city area to find a feasible location.

MR. DEPUTY CHAIRMAN: The Member for St. Boniface.

MR. DESJARDINS: Yes, Mr. Chairman, I would like to make a few comments on this. First of all I don't fault the Minister for setting up this committee to look at all the possibilities. I would fault the Minister if this is going to be a reason now to prolong this and to wait, and to find all kinds of reasons not to proceed. The Minister has mentioned the University of Winnipeg, has mentioned the city, but at no time that I can remember were the Track and Field Association mentioned. It seems to me that —(Interjection)— with the sports group, okay; if the Minister met the Manitoba Sports Federation, and of course, the Track and Field Association, I think that they should be consulted.

Mr. Chairman, I also feel that it is practically impossible to satisfy everybody. I think that in most cities anywhere in North America, that the University has certain facilities for the University and at times, other people in the community could use them, but, as was mentioned here earlier, that might be at certain hours when it is not used. But it's not going to answer the needs of the community. And I think this is another example. I mentioned last week, where an interdepartment committee would come in pretty handy. I see that the Minister is talking about

discussing with the city. I don't know what he's going to discuss with the city, because the city has nothing to do with the University of Winnipeg. Now I would think that the University of Winnipeg and I think that they've collected some funds for this. I think that should now, with the blessing of this Minister, who is responsible for recreation and also fitness, but I think that has to go back to the Department of Education and the Grants Commission. And I think that they have to stand on their own feet and that has to be decided if that's going to be within the complex of the University.

Having said that, I think there should be a priority here. The Minister has said, well you know, we don't build facilities. And that's true, but in the past, the Minister for instance, has a program that they are continuing which has been going on for a number of years now where different municipalities and so on will make an application and have this help under this capital grant, under lottery.

Now I wonder if the Minister could tell us if the people from the city will qualify for that and how does it work. At one time each community committee qualified and then they could get together if they wanted to. At other times besides that, the government through lottery funds had made quite a large grant to the city, and let the city decide where it should be, providing it was in sports. One of the results of that was the swimming pool and the facilities they have at Sargent Park.

Now, my friend was pushing tennis because that's his favourite sport and I don't blame him at all, and I think this is how we're getting some action by all the different groups, the sports bodies, pushing for their sports. With some of those, though, you have to look at priorities and at the facilities they would need to occupy maybe 12 people at the same time. That has to be a consideration. Then of course, there are some private clubs and that's done in other cities also, where the people will have to have a membership. I'm not saying that this will satisfy all the needs, but at least there is something. But this province for a long time now, has been behind when it comes to track and field. If you look for facilities where private enterprise will build track and field, you won't see that. As the Minister himself was saying, he is looking for a field house with just a small space for spectators, mostly a place where they will be participating more than a spectator sport. If you're going to have a large meet, where you're going to have the best in the world, which I think would be terrific, that of course, is a spectator sport and it will have to stand on its own two feet. In other words, there will have to be a need, and if they can't make a go of it, it will fold. Now mind you, if there is some interest — and interest can come in different ways — interest can come in when there are some programs in schools and so on, the future generation will have more interest. But I am looking back, as I'm sure the Minister also represents the province at different Canada Games and you kind of feel bad when you see Manitoba pulling behind with the athletes we have. I think at times we should do a little better.

My suggestion is that we forget — I'm not saying I'm against the University of Winnipeg, I think they should have — that is something that the Grants Commission should deal with in the Department of

Education with the encouragement of this Minister, who after all, is charged with the fitness of everybody in the province. But I think that surely, with all the schools we have here and maybe that's what the Minister should discuss with the mayor and maybe the School Division and the Minister of Education again. We should have a facility, mostly a field house to take care of track and field.

That is not something that the YMCA and the YMHA should criticize. You know, they were afraid of the sports of the . . . The Reh-Fit Centre would hurt them also. I think that there is more need, the more you have of those the more need there is and that is going to continue. But I'm talking about something a little different, a field house now where we would have actual track and field. The only way we're going to do that is that there be a grant, a large grant from the Province, maybe the Minister, of course, should invite the city to participate but mostly the school divisions. I think that is the, with all the schools that we have, you know the University want those facilities, well certainly with all the schools that we have I don't think it would be asking too much that they have a field house for the school divisions here, where it would be mostly for track and field and you can accommodate some other sports. Well probably just track and field because the infield of track and field is used for, you know, the inside of the track is used for other discipline in track and field and I would suggest that the Minister might approach it that way. It doesn't have to be something elaborate. Like he says, I don't think you should have a facility for 10,000 spectators. I think it's mostly for people to use it. But it would be good training for these games. It would be something that the school divisions could run with certain grants and maybe the city also, in the Department of Parks and Recreation. So if you get those people involved. But I think that this is something that should be discussed with track and field. After all we've helped in the building of swimming pools, but swimming pools I can see the city being more interested, and that's why the Minister's got to push this track and field because there'll be less interest because that's not going to pay. The swimming pool, the pool that we have in the City of Winnipeg, they derive some revenue from that, and other facilities too, but I can't see track and field deriving any revenue at all. But I can see it probably being No. 1 to look after the fitness of the kids in schools, and going back to sports helping in the Canada Games and other games that we might have. regional games and also the Western Canada Games, and who knows develop some athletes for the Pan Am Games, the Commonwealth and Olympic Games. So that is my suggestion to the Minister that he should look into that, maybe discuss with the body that should be charged with this, the Track and Field and the Sports Federation, and then maybe discuss with the school division and the City.

MR. BANMAN: First of all, let me say that some of the concerns expressed by the member are precisely the same concerns that have been expressed to me by some of the amateur sport groups, mainly the Track and Field Association. They recognize the need for the facility and are anxious that it be constructed and that the report just doesn't become something that collects a lot of dust on the shelf. They have indicated that to me and have even gone along and

started developing buttons. I don't know if the members have seen it "Yes, A Field House Now" and so the amateur sports groups are very concerned about, this is the Manitoba Track and Field Association. So they are involved and have expressed their concerns with regards to that to me.

The other point that the member touches on, the needs of the University of Winnipeg. If we build a separate field house, of course, they will then have to go after the University Grants Commission through the Department of Education and look after that particular project there.

As far as the grant goes, I have said before that there isn't any particular program that's involved, but the member mentioned a couple of projects that have been funded on a sort of needs basis. The Reh-Fit Centre; the Sargent Park Pool; during the games, The Pan Am Pool; things like that.

One of the things that I want to watch very carefully and maybe because I went through it a couple of years ago when a certain Federal Minister breezed into town and announced that they were going to give the Winnipeg Arena Expansion a whole bunch of money without her ever sitting down and talking to the City or talking to the Province, and then it turned out that the hook on the whole thing was that we had to match dollar for dollar what they were doing. What happened at that time was that it left all the different communities, not only Winnipeg and the Province of Manitoba, but some of the other communities out on a limb without being able to plan properly with regards to that money. What I want to avoid in this particular situation is to say, "Okay, we're going to put up so and so much money and not have an opportunity to sit down and discuss it with the City." I think that one of the concerns of any group that undertakes the operation of the facility will be operating costs.

Capital is one thing but we've got to look at the operating of it. The operating costs of an indoor track are not as much as a pool, because you don't require the lifeguards, you don't require all the chlorine, and you don't require other things, but you require the heating and the cleaning which will be involved.

So I want to sit down with the city. The city has expressed interest in the facility, realizes that that is one of the sort of facilities that is really needed in the city and therefore I think that it is my first course of action to deal with them. To that extent I will meeting with them hopefully towards the end of this month.

MR. DEPUTY CHAIRMAN: The Member from Elmwood.

MR. DOERN: Mr. Chairman, I wanted to ask a few questions about a couple of community clubs in my area, in the sense of use them as examples of a need for greater support, I think, by the Province. As an example in my riding I have Chalmers Community Club and Kelvin Community Club and Kelvin is having some problems. We see in Winnipeg time and time again a need for more volunteers and threats of closure. I mean this goes on all the time. Sometimes it appears to be an idle threat, sometimes it appears to be a dire necessity. The thing that I want to ask the Minister about is this: A lot of these community clubs have a reasonably good facility in the sense of

it's been built up over a period of time. I'm sure almost all of them could use some more paint and some more equipment, but you have a fair number of facilities spread around in various parts of the city. I don't think I've heard of any new ones being built, but I suppose maybe in some of the new suburban areas there are new facilities opening up but there is always danger of other ones closing. What I find particularly maddening, and I don't know if the Minister can help in this regard. And let me give this as an illustration: Kelvin Community Club on Henderson Highways — they have a club with a lot of teams. They have two full-sized rinks and they have a couple of smaller rinks for the young children. They had a little addition built on or built adjacent to the main club house and I guess that club opened about 1949. I remember seeing a picture, I think it was Mayor Garnet Coulter opened the club about that time. Here is the problem, on an average weekday, Kelvin Community Club is not open after 4 o'clock, until around 6 or 7 o'clock. There's a caretaker there I guess who probably works from 8 to 4 or 9 to 4 or whatever — I don't know what the function of that person is — and then at 4 o'clock, presumably when children would come out of school and go skating, the club is closed. Now when I was a child, the club I went to was always open after 4, because I used to go skating there practically every day from Grade One on. Now we're running into community clubs who have the facilities, but they don't have the volunteer staff and the paid staff that they have, which presumably is the City of Winnipeg Parks and Recreation, tends to work up until 4 o'clock. Well, this is just ridiculous. You know, how many children are going to be skating between 9 and 4? How many are going to be skating at noon hour, compared to after 4 and in the evening? For young children, most of them are presumably on their way home at 7 or 8 o'clock to go to bed — I'm talking about elementary school, etc. And then on Sundays, this particular club is often closed, and yet there are hundreds and hundreds of people around there, hundreds of children and so on. So I simply put this as a problem to the Minister. Are there any provincial grants that support staff, and has the Minister considered looking into this with his own staff with a view to keeping these facilities open? I mean, we have the same problem in Cultural Affairs — we have multi-million dollar facilities that are not open in the evenings. So I say, does the department offer any assistance to the city in terms of providing staff and keeping these facilities open?

MR. BANMAN: Mr. Chairman, as I mentioned before, the delivery system with regard to recreation facilities is left up to the municipal authorities. I would say to the member however, that this is one of the dilemmas we face — I don't know if it's that unique to some of the community clubs in Winnipeg, or some of the rural areas. Very often the success or downfall of the community club or whatever, depends largely on the type of volunteers and the amount of work the volunteers are ready to put into that particular facility. I would suggest to the member that the province, if they should get into this type of programming, we're talking about hundreds and thousands of dollars, and I have always held the firm belief that there is no way we can start paying or compensating the type of volunteer effort that

goes into the whole field of sport and sport development or the operations of some of these facilities. The key in the whole thing is to make sure that we maintain the volunteer effort in the whole thing.

I can remember going to the skating rink and putting on my skates outside and having to shovel the snow before we could play hockey. That's part of it and I would say to the member that when you hear people complaining that they have to play on an outdoor rink and that there aren't enough indoor arenas, that's how a lot of us grew up and how a lot of good hockey players were developed throughout the system. So I would have to say that while I sympathize with the problem with kids wanting to at least change in some warm surroundings before they go out onto the ice, I think there is a certain amount of responsibility in the community to make sure that these things are operated, either by the parents or whoever they can get to volunteer to work those certain hours. I think that if we're going to start paying for all these things, first of all we're going to lose a lot of the original intent of the whole system and also, I don't know how we're ever going to pay for all the volunteer help that goes into the whole field of recreation and sport.

MR. DOERN: Mr. Chairman, as I said, part of the problem is that there are paid employees who are working peculiar hours namely, presumably from 9 to 4 or 8 to 4. I just wonder if the Minister could clarify then, for a typical facility throughout Manitoba, in particular the City of Winnipeg, does the province provide capital assistance, and secondly does it provide operating assistance in paying a portion of the salaries of those people who are paid to clean and/or supervise that facility?

MR. BANMAN: The only program we have in place right now is on the power demand billing side of things. That's the only we've ever got involved in any small way in the operation of a facility. We don't pay for any maintenance or employment of people to run the facilities and we are only dealing with municipal authorities. In other words, in rural Manitoba, we've never got involved with a particular recreation facility as such. We deal on the capital side when we have a program such as the Capital Facilities Program. In that, we deal strictly with the municipalities who determine what their needs and wishes are within their local community, and don't deal with any particular community groups or any particular halls in rural Manitoba.

MR. CHAIRMAN, Morris McGregor (Virden): The Member for St. Matthews.

MR. LEN DOMINO: Mr. Chairman, thank you. I just wanted to add a little bit to the discussion and I think I might be able to help the Member for Elmwood. I understand why this may not have come to the attention of the Minister of Sport, but the Provincial Government does help in at least some small way directly with staffing.

The caretaker about whom the Member for Elmwood was concerned about is ours, might be one of the caretakers hired under a job retraining and make-work program actually, not under this Minister's department at all. Some of the clubs in my

area, the Orioles Community Club particularly — I've worked with them on this program and I think it's partly cost-shared by the city and partly by the Provincial Government. It's for long term social assistance people who are having trouble finding jobs. I think there are 32 or maybe 36 community clubs in the city which are provided with an employee who comes from this type of family, usually it's a head of household who hasn't been able to find a job for a long period of time and the Provincial Government assists. It's more of a job retraining, I guess, than it is recreational oriented, but the effect of it is that clubs like Orioles in my community and probably Chalmers in your community do receive the services free of charge of a full time indoor caretaker during the day.

Community clubs in the West End are presumably suffering the same problems as community clubs in Elmwood. We have four clubs, three of them are active still, two are very active, but the main problem seems to be that people don't have as many children nowadays and that the family units are not as strong as they used to be and there are a lot more single parent families. The single parent after working all day and coming home, doesn't have a whole lot of energy left usually, after taking care of family matters, to donate to a community club and it's hurt all the clubs. I don't think the answer is for the government to supply paid staff to any greater extent than it already is. As I mentioned, the very caretaker to whom you were referring is probably receiving at least half of his salary from the Provincial Government and I think that's a job creation program and it's aimed at a very specific target group, but it's also an assistance to many of Winnipeg's community clubs.

MR. CHAIRMAN: The Member for Kildonan.

MR. FOX: Mr. Chairman, I'd like to get involved in this discussion as well. One of the things I find is that even though we have a lot of volunteers at the Community level unfortunately we do not have sufficient facilities especially when it comes to organized work. You find that some of our teams, like in the Kildonan Area, are having to practice at 6:00 in the morning to get ice time, all the way till midnight at night and I just wonder whether the Minister was looking into this area to see whether there shouldn't be further assistance to develop opportunities for fitness. Not just with respect to ice time but also in respect to swimming and some other facilities. Here we have advertising on T.V. and Radio about Participation, I know it's federal, but there is probably some involvement at the provincial level as well. But we find that the people who aren't in organized sports usually can't get into an area to participate and just maybe skate. Everything is on an organized basis and you have a lot of volunteers participating but the people who just want to do some free skating or free swimming have very limited time compared to that which is organized and if we're going to have our youth and our population better developed physically through fitness participation, then do we not need to look at this particular aspect, and see whether we can't develop other vehicles and means than just the community clubs for developing the opportunity for people. The municipalities only have so much money with which

to help and assist the community clubs and I'm sure the Minister has a formula by which he will only offer so much assistance as well. So therefore we have to look at other ways and means if we are going to have greater participation by our schools on a planned program as well as by the public, those who don't want to be involved in organized activity. Could you comment on that?

MR. CHAIRMAN: The Honourable Minister.

MR. BANMAN: One of the problems we have had in the last little while is precisely the thing the member has mentioned. In an effort to utilize the facilities to a maximum we have done a pretty good job of getting different people interested. You've got Old Timers Hockey, you've got commercial hockey leagues now, and what has happened, know in just my home town in an effort to try and maximize the use of the facility we've got a lot of people interested in skating and even things like broom ball and other things. So what has happened is that some of the facilities are pretty strained now. But when we did a sort of a little survey, the Task Force did, and looked at the facilities in Winnipeg compared to the other major cities in Canada and we find out that if we think we've got problems, we're way ahead. For instance the number of indoor sheets of ice is way ahead of Edmonton or Calgary, which I was surprised to find out. (Interjection)— Skating. We have more swimming pools than Edmonton, Vancouver, or Calgary have and more curling rinks. It went on and on and on. So despite the fact that we do have pressure on ourselves in its total scheme of things, we seem to be doing fairly well.

The cost of operating is what is killing everybody right now. I know from my experience in rural Manitoba, it's one thing going out to the business community, the community at large, service clubs and that, all can ban together and raise money for the capital facility. They raise the money and the facility is built and not enough consideration is given to the ongoing operating of it and before you know it the little village or the community in which it's been built has real problems of operating and I would suspect that's one of the problems in the city right now, is the ongoing operating costs are becoming very expensive and create quite a tax burden on the city.

The other thing is you've got a lot of people who would like ice time. For instance, the figure skating people who, if you've got a good figure skater, for instance, our girl from Minnedosa, Ogibowski, requires a lot of ice time, when she is really basically the only one on a whole big ice surface and that becomes tremendously expensive. So, I haven't got an easy answer for the member but all I can say is that we are pretty good as far as facilities are concerned. But I can appreciate that ice time is pretty tough to come by and that isn't just Winnipeg, it's a lot of the smaller communities also.

MR. CHAIRMAN: The Member from Kildonan.

MR. FOX: I can appreciate the Minister's answer in respect to operating costs and of course the initial capital costs but I was just wondering whether there wasn't any research being done to see if we could have further facilities that don't have to be as

expensive. I recall as a kid, almost every second corner had a rink wherever there were empty two lots and those were utilized and the city was flying them for free, or whoever was involved and we used to get a chance to skate. Now, everything is on an organized basis and there aren't as many facilities even though there are maybe more than in other cities. But they still aren't anywheres near the facilities per capita as there used to be at one time.

And the other thing in respect to some sports like summer sports, swimming and so on, they don't have to have all the facilities of a professional area, as long as people could get in and enjoy themselves. We are at the stage of technology where almost every one is getting a backyard pool. Couldn't the province and the municipalities look at developing some of these cheaper pools for the summer months so that people could get in and participate as well, under supervised areas. And as I said as far as skating goes, the same thing. Corner lots could be flooded more and create the opportunity for people to skate because at the community centres there is just no time for this kind of activity. It's all organized from way early in the morning until way late at night, of course excluding school hours because children still have to go to school. So those are the times when they are not used which is unfortunate, because adults also work at the same time and they can't use them either during those hours. So I agree, there are some times when these facilities aren't being used but I still believe that possibly we could look at creating more facilities but not necessarily the expensive kind. Some of those that would be just make-shift like, you know, in the city they created instant parks that are movable. They are little green oasis in a concrete area of the city. Now why can't we figure out something of the same kind in respect to swimming pools in the summer time, portables of one kind or another and the same thing in respect to skating areas?

MR. CHAIRMAN: The Honourable Minister.

MR. BANMAN: I guess one of the alternatives if we're talking about large amounts of money, the member mentioned the other day when we were talking about the growth of soccer in Manitoba, and really one of the reasons for that is that the facilities are rather easy to maintain. If you've got a good playing surface it doesn't cost a lot to maintain it, plus the other advantage of soccer is that you don't require a lot of equipment and it isn't very expensive to get your child into that program. You get a T-shirt and proper shoes, and shorts and away they go. So, that's one area, and I know that's another reason why cross country skiing have taken off. You go out into the parks and there are a lot of people cross country skiing because you can buy the skis and boots for not too much money. Now I know that some people go out and buy some pretty snazzy outfits, that adds to the cost, I know, I've just been through that myself.

But the other point that I just wanted to touch on is, the city has asked the province to participate in a study which they will be doing to assess the utilization and the facilities required and what they envision what will happen in the next number of years and we are cost sharing a study that the parks and rec people will be doing. I don't think they've

started but I think the amount that we have committed is up to a maximum of \$35,000 to cost share in a study that they will be doing identifying more or less what the member has been talking about and seeing what alternatives they can come up with.

MR. CHAIRMAN: The Member for St. Boniface.

MR. DESJARDINS: I wasn't going to say too much on that but I'd like to take a minute or two and be the devil's advocate in that then. If the city and if the department is going to study the needs maybe, and this might not be popular, that we should look at the hours and the over organization that we have. I'll give you an example of hockey for instance. The equipment cost is out of this world. There are some kids that just can't play because it's too costly, especially if their in Tier One. I've babysat my grandson last year. I didn't put the skates on but I could tell you after the weekend I was beat. He played two games on a Friday, four on a Saturday and three on a Sunday and that, Mr. Chairman, and, Mr. Minister, is a hell of a lot of hockey. They play, I think there is too much, and I think there is too much emphasis on winning, by the parents and on the coach. They are practising during the school days, they're practising early in the morning in Ste. Anne's, Manitoba, or places like that because they can't get enough ice. They play, some of them, the Attorney-General's son, I think he told me that he played three or four games in a row on concessive nights.

And, if there is going to be a study, I don't want to make this a big point but if the Member for Kildonan was suggesting that maybe there wasn't enough time for the figure skater and you know, the free skaters, where it's not organized, when you have a little bit of fun. And by the way, that's how we used to develop stick handlers when somebody had to keep the puck with about thirty people on the rink and I think that maybe we should look at that and discuss this with the Greater Winnipeg Minor Hockey Association and, again I think that the Department of Education would, or should be interested in that. It seems to me by at times some of the people that are getting it, there is over too much emphasis on winning at all cost. And then, I've seen coaches yell at them as if they were professionals. Mind you, there are a lot of kids that want to make the big league. You know when they talk about the salaries that some of these goons are getting, they think they could make it and they wouldn't have to work the rest of their lives. And maybe that's it.

But I think that maybe the true value, because you know, for fitness, and I'm not saying there's anything wrong with a professional hockey player, far from it. But it's not every single youngster that's going to hit the big league and you know, I think that you have to learn to be a good sport. You want to win but at times, it seems to me there's too much emphasis on that. I've seen coaches, paid coaches, thank God not in this city but in tournaments around Toronto where they were sending 10-year-old kids, to hurt, to injure some of the players, to scare them because there was no body contact with the teams coming from Manitoba and there is body contact in Ontario. And you know, these people are not used to it, hit them hard. I don't want to exaggerate this because I'm all

for sports and I think those that know me know that, also, I like professional sports. But I think if we're going to have a discussion on that we could spend some time in looking at the over organization and maybe, just maybe, some of these kids, 10 years old and so on are playing too much hockey during the year.

MR. CHAIRMAN: Honourable Minister

MR. BANMAN: Just along that line, I think there are some people within the system, that are concerned about that. I was at a basketball tournament which was held in one of the schools in Ile des Chenes last Friday, and the object of the basketball tournament, and they had teams from Portage, from Beausejour, from all over the place — is they don't keep score; nobody wins, nobody loses and it's an interesting concept. And I was there for about an hour-and-a-half and I was intrigued at the intensity that even under those conditions the kids were playing. They started, it was kind of interesting. I walked in, I wasn't quite sure what it was but they start the first quarter with a 20-20 score and the second quarter 40-40 and they ended up with an 80-80 tie.

Now some of the kids, of course, do their own little mental arithmetic and see how much they do but the whole idea of the thing is to have fun and get out and participate. And it was an interesting concept and this is the second year running and they say it is gaining momentum. So there are people within the sport governing bodies, I think that realize that and hopefully we'll exert some of that common sense approach to some of your other people in their particular association.

MR. CHAIRMAN: The Member for Kildonan.

MR. FOX: Just along with that, Mr. Chairman, you see I agree with the Honourable Member for St. Boniface that possibly there's an over emphasis on organized sport, but if we're really interested in fitness and in developing good physically sound and healthy people, then we have to provide opportunities for them to do just that, and organized sport is not necessarily the only way to proceed.

I would hope that when the Minister sits down with the city and they outline the parameters within which this study is going to work, that they will consider looking at this aspect of how to develop fitness without having to have people participate in organized sport, that there are other ways of developing fitness. People who skate, people who swim don't necessarily have to be swimming for meets — they can be swimming just for developing their physical being. The same thing for skating. Of course, that goes for basketball or whatever other sport you want to name. Sometimes there should be allowances made so that people can play without having to be competitive in an organized fashion, so that they can get enjoyment out of it and develop their physical being and fitness at the same time

MR. CHAIRMAN: 2.(e)(1) pass; 2.(e)(2) pass; 2.(f)(1) pass; 2.(f)(2) pass — the Member from Kildonan.

MR. FOX: I asked earlier in respect to the allocation to special athletes and I wanted to know what the

parameters were under which they received it, whether they had to apply themselves or whether their sports discipline applied on their behalf. Further I would like to get into the other grant areas and discuss those as well.

MR. BANMAN: I think the member is referring to what we call ManPlan which aids some of the athletes. The criteria for that is that they have to have a fairly high ranking within their particular sport and the names are forwarded by the sports governing body to the province. We look at that to see the type of competitions that the particular individual is involved in, then make the grant to the organization, who then forward it on to the particular individual.

MR. FOX: This is only to further them once they have attained a certain capability, is that it?

MR. BANMAN: That's right. The athlete who is not of the federal calibre that the Federal Government is supporting, and I think the maximum amount the individual can receive is \$1,200, which goes toward travelling and that. One of the biggest problems most athletes have when they reach a certain competitive level is to try and find somebody within the province who they can compete against, and if you've got a black belt judoist in a certain weight class and the only place they can get good competition is maybe down in Minneapolis or in Montreal, it becomes pretty expensive to travel. This amount of money is to try and help offset some of the expenses that athlete is faced with.

MR. FOX: Yes, Mr. Chairman, in respect to the grants that we have here before us which include the Canada Winter Games, the block funding that is taking place this year, would it be similar in amount, or would it be less than the amount that was for the Winter Games and of course the Western Canada Games?

MR. BANMAN: First of all, the Western Canada Games will be held in 1983, so that category, we wouldn't have anything in there this year. As far as the Canada Games are concerned, the Summer Games are going to be held in Thunder Bay and we are allocating to some of the sports certain amounts of money which help them get their teams ready to go down to the Games. It's for things such as uniforms, training and preparations to go to the Games. One of the reasons all the sports don't get it is because there's only seventeen sports that will be competing, because it is the Summer Games so . . .

MR. FOX: As I said, the Winter Games would have a special grant for Winter Games and so on.

MR. BANMAN: That's right.

MR. FOX: My question specifically was, the block funding that was given, did it include this, or was this over and above or separate?

MR. BANMAN: This is over and above their regular grants. In other words, when you have special Games on, it's customary to provide the athletes with proper track suits and jackets and that type of thing,

as well as pay for some of the organizational and training expenses to get ready for the Games. So this would be up and above the regular sports development grant.

MR. FOX: Then we have sports special projects. Would the Minister explain what that is and on what basis those are issued, and whether they are part of the block funding or not?

MR. BANMAN: No, this is a program where we fund 50/50, for instance, maybe the purchase of some special equipment. During the last Games in Winnipeg here, the Trib Games, I believe there was a company that had brought in some pole vaulting equipment, the padding where the pole vaulters land on it. The Track & Field Association, as well as some of the other groups, required that particular equipment for the proper training of some of their athletes. The company, instead of shipping it back to Toronto or someplace, put a real good price on it and we purchased that equipment with that money. So it's based on submissions made to the department — we look at it and if it enhances the particular sport or particular project these people are engaged in at the time, we provide some funds for it.

MR. CHAIRMAN: The Member for St. Boniface.

MR. DESJARDINS: Is it only for equipment?

MR. BANMAN: And resource aids, resource material.

MR. FOX: I note that some of these areas have quite a lot of allocation. For instance, badminton they get a \$5,000 for development and special projects is \$4,375, which is almost as much as they get as a grant. Now why would they get that much for equipment, or what would they get it for?

MR. BANMAN: I can get the breakdown, but I guess what I'd have to say to you is that they might get some of that this year, some special project, but that doesn't necessarily mean they get it next year. It's based on submissions made to the . . .

MR. DESJARDINS: Something is available.

MR. BANMAN: That's right. It's based on submissions that they give to us and they might have a special need that particular year, next year they might not get anything.

MR. CHAIRMAN: (2)(f) — the member from Kildonan.

MR. FOX: I'd certainly like to see it because I note there's \$3,000 for broomball and I just wondered what kind of special equipment they would need for that. There's also \$3,000 for the Ladies' Curling Association. Their grant was \$2,100 only, yet the special projects was \$3,000.00. There are a number of large grants for special projects.

MR. FOX: If we could get a breakdown on this — it doesn't have to be tonight, it could be later on — I'd like to look at it.

MR. BANMAN: We'll try to pick a few of them out.

MR. FOX: The larger ones, not the small ones.

MR. CHAIRMAN: 2.(f)(2) pass; 2.(f)(3) pass — the Member from St. Boniface.

MR. DESJARDINS: I have somewhat the same concern as the last member who spoke. I can understand that on that special project that something might be available, but it seems that most of the sports are getting something under this. But my concern is the overall to a sport. I don't know how many people participate in that, but one of the highest that I see, and I don't imagine there are that many in the membership, is Horse Council Inc. or whatever that's supposed to be. It's close to \$21,000, and let me see, the Amateur Hockey Association with the thousands and thousands of kids playing hockey, the total is \$17,000.00. High schools have gone to \$1,900.00. Could the Minister explain that? How do they figure this grant, for instance?

MR. BANMAN: I guess one of the differences is that there are about 13 different disciplines in the horse field. You have the Manitoba Jumping Association, you have the Quarter Horse Association, you have, I think there's a Thoroughbred Association.

MR. DESJARDINS: Yes, but they get funds from Frank here, and you know they . . .

MR. BANMAN: There's the Equestrian Association. There are about 13 different disciplines within this particular organization.

MR. DESJARDINS: Well, Mr. Chairman, that's fine, but you can take any sport. You can take curling. There's the mixed curling, ladies' bonspiel, men's bonspiel, high school, junior, the veteran, the firemen, the policemen - you know there's no end to it. How many members, total membership in this, and what's the specialty? Do you buy their horses or what? There's enough here to buy a couple of horses.

My colleague here talks about the membership. It would be fine if we could have a list to go along with this of membership in these different sports to see how many people are . . . it might be that for some year there might be a new sport and you're going to help them a bit, but it seems a lot of money. I'm not saying it's not justified, but I don't know. That's one that struck me as being quite high and I don't imagine there are that many people, and people that are usually in there have to have a few bucks or they couldn't compete in that sport. My only concern, that's a sport there's not too many people that can compete, because they couldn't afford it.

MR. CHAIRMAN: The Member for Kildonan.

MR. FOX: Just in line with what the Member for St. Boniface is saying, if we could get a comparison of the number of people to each discipline that has been allocated, then we would know how fair it is the amount that they are getting, because at the present time if there is very few people involved in — just off the top of my head we'll say archery and they're getting the same amount as the people are getting in whatever's next on the list and the others have ten

times the amount of participation and people involved, then maybe the allocation of money isn't as fair as it should be.

MR. BANMAN: We have a list of the number of registered athletes with all these particular programs and I can provide those. I understand in this one, for instance, the people that are directly involved, and our guess is about 1,200 people involved in the horse sport, and then plus the assistance that they provide to the different clubs throughout Manitoba.

MR. DESJARDINS: You mean there are 1,200 actually competing? Or is that people cleaning the stables that you're talking about?

MR. BANMAN: No, no. Because you're touching a very large community out there. I think people don't realize how many people are involved in the different aspects as far as horses are concerned.

MR. DESJARDINS: Are they not getting some assistance through the Agriculture? Are there some grants through Agriculture in that?

MR. BANMAN: No.

MR. DESJARDINS: I have another question on this I want to make clear. There's a grant in the list, but that was last year of \$112,000 for the Sports Federation. Now do they get a grant again this year? Or was that before they were partners, or is that grant for something else or what? Because they are one-fourth partner of the Western Canada Manitoba Distributor, and they get approximately, the Minister said, \$720,000.00. Now what is this \$112,000 for? Or was that until they got started, or what?

MR. BANMAN: That's right. What happened here is that they took over, I believe, on the 1st of January and the salary grants for some of the sports or technical directors of the different departments that were funded by the Department originally. It was taken over by them and an equivalent amount, in other words they paid it out.

MR. DESJARDINS: An adjustment.

MR. BANMAN: That's right.

MR. DESJARDINS: Now they have to rely on what their . . .

MR. BANMAN: Now they will be relying on their lottery.

MR. CHAIRMAN: 2.(f)(3) pass.

MR. DESJARDINS: Before we leave the Department I would like to remind the Minister first of all I think it is agreed . . .

MR. CHAIRMAN: . . .go back to the Minister's Salary.

MR. DESJARDINS: To make sure that we understand that we will get a list of the membership of these different sports and also the Minister was going to get me the information that I wanted on different arenas and rinks and so on that I requested last time, that you were going to get a print out.

MR. BANMAN: On that line I am informed by my staff who I discussed this with later on. We can provide you with specific information. In other words, if you want to know if a particular community has this and this facility, we can provide you with that type of facility. There isn't an all encompassing print out that we can pull out of it, I understand.

MR. DESJARDINS: Mr. Chairman, I think that there is a limited value in that then because you can not look. I was referring to the information that we had when I was a Minister responsible that we had all that information that we could tell you how many hockey rinks there were, how many of them were artificial ice because I'm not interested in any section any more than the other. I'm trying to see what we have overall in the province and I'd like to see that the distribution is kind of equal in the different — to meet the needs of the province. So if they haven't got that information, maybe it will take a little more time but it seems to me they should. It's no use spending money on the information that you have if you can't get this type of information.

MR. BANMAN: What I meant to say is that we can, for instance, program the computer to give us and tell us how many arenas we have in the province. We can ask how many swimming pools we have. But I guess what I was saying to you is that it's a data base system where you can get the information out that you want, but it would be difficult to just provide you an all encompassing print out because you'd have to ask it specific questions.

MR. DESJARDINS: Mr. Chairman, through you, let me try to explain. I want to be reasonable. I'm not asking for every little facility, but I would like to have an idea, for instance, where the hockey rinks are, the covered rinks, I'm not talking about open air. For instance, which ones are equipped with the artificial ice. I'd like to know the covered swimming pools. I just want to see if there are any needs for the region, those kind of facilities and maybe curling rinks. I don't imagine that would take too much time. Now if I'm looking for every open air rink and things like that, that would be prohibitive, but that kind of information, to see how we're doing in the province. For instance, it won't be very difficult for you to find the field house. There aren't any so that's going to go fast.

MR. BANMAN: No that's the thing. I just wanted to say that I couldn't . . .

MR. DESJARDINS: I wanted to see if you were awake.

MR. BANMAN: I can't provide you with a total print out all encompassing but I can ask it specific questions because it's a . . .

MR. DESJARDINS: I think I gave you a general idea.

MR. CHAIRMAN: The Member for Kildonan.

MR. FOX: I just want to once more remind the Minister in respect to the parameters that this study between the city and the province that will take

place. has he made any firm commitments as to the parameters within which the study will take place or is he going to consider some of the suggestions I made as to the feasibility of looking at very very reasonable facilities for Participation aside from the organized form of sports that is taking place now at the community centres?

MR. BANMAN: The staff will be meeting within the next short while with the city officials and they have all been sitting through this over here so I know they are going to consider some of the suggestions that have been made here and the final agreement hasn't been worked out yet except that we have agreed in principle to help them out with the study.

MR. FOX: They will look at all the areas of the various, not only, I imagine all of Winnipeg, to see whether the regional areas have the same amount or comparable amounts of recreational areas.

MR. BANMAN: I understand they are going to do the whole Greater Winnipeg Area.

MR. CHAIRMAN: Resolved that there be granted to Her Majesty a sum not exceeding \$1,721,700 for Fitness, Recreation and Sport pass.

MR. DESJARDINS: Does that come before the Minister's Salary or after?

MR. CHAIRMAN: This is the last Resolution, then we'll go back, we will return to the resolution. The Minister's Salary pass.

MR. DESJARDINS: Oh, I thought you approved the Minister's Salary before the . . .

MR. CHAIRMAN: No, we do each bracket first. So then we return to 1.(a) the Minister's Salary. The Member for St. Boniface.

MR. DESJARDINS: Mr. Chairman, I think that we've had good co-operation from both sides. I personally do not have too much to add. I think it was kind of flexible because of the nature of the department and the information that we need that are not covered in this. I think we've had a good discussion. We haven't criticized too much and I don't want to start criticizing at this time but that doesn't mean I wouldn't want the Minister or the government to think that we're satisfied with everything that is being done.

There is no doubt that there has been a reduction in money spent in this area. I'm thinking of a few years back. I think the Minister is probably doing the best he can with the money that he has to spend so as far as I'm concerned I can't speak for other members. I don't want to prolong this. I might suggest that maybe the Minister would want that we look, and I've got very little on it, also I think we had a good go at it last year but we might take Lottery. I understand that the Lottery now is under another department that I'm less interested with I might not be here and I wonder if we could finish the Lottery tonight or at least make an attempt at that. I've got very little to do in the Lottery — if this is acceptable.

MR. BANMAN: Mr. Chairman, I would be happy to discuss it. I think that this particular department is so

tied in with Lotteries, I guess there is no magic formula on where it should have gone but since this department is tied in there I don't mind discussing it.

MR. DESJARDINS: I'll make a suggestion. Maybe it's not proper, maybe we can't pass something on another department at this time. There might be other members that want to ask. So therefore, under the Minister's Salary, could the Minister just tell me a progressive report of the Lottery? That's all I'm interested in and if somebody wants to take it and question him on the actual changes that we made in the Act and so on, that could be made under the other department. But related to this, what is the force in the the expected revenue and so on and the policy? Does the government intend to leave it the way it is now or is it as we go along to turn more of that money to the different groups and keep less for the government share or does the government feel that it needs the same amount of money to run the programs that they are running now?

MR. CHAIRMAN: The Member for Kildonan.

MR. FOX: Then I have one question and that is, Mr. Chairman, in view of the fact that the Minister indicated that the way the money for Lotteries was allocated was on the fact that they were putting so much ahead and therefore actually what was going to come for 1981 was not going to be spent because the allocation had been made in '80 for what was necessary for '81. Is this going to be the practice continually? Because what the Minister indicated, as I understood it, was that he wasn't sure how much was going to come in so therefore, this was the way the bookkeeping was done in order to make certain that there was always sufficient funds to carry on. So would he explain that as well.

MR. BANMAN: Because of some of the payouts on some of the commitments for instance on the new program that was announced I mentioned that the cash flow wouldn't start until next year at this time, when all the applications are processed and the Department of Labour has gone through them. What has happened traditionally and this goes back a number of years is that there has always been a substantial amount of money in on deposit at all times. For instance our, I believe there is close to \$5.5 million which is in trust right now for the department and if the member will look at the March 31st, 1980 Annual Report I think there is an excess of 5 million at that time. So there is usually around that figure. We tried to make sure that, as I mentioned the other day, that we don't spend more than we actually have so we don't get caught in a bind where we would suddenly say the Lotteries aren't bringing any more money in and we're caught with our pants down because we haven't come back to the Legislature to ask for additional funds and I guess we'd have to come in through Supplementary Supply then. So that's sort of been a practice that's been followed over the years and I think it's a good one because that way we don't over extend ourselves and there's always a little money sort of in reserve, if you want to call it, so that should something happen to the cash flow in the Lotteries that we would have enough to cover the essential programming that we've developed over the years.

MR. FOX: Just one question to that. I think the Minister indicated that there was an allocation of one-third for Fitness and Amateur Sport and two-thirds for, is it Cultural Affairs?

MR. BANMAN: The other way around.

MR. FOX: The other way around. So that means the 5 million is actually two-thirds. Is that correct?

MR. BANMAN: That would be our side, this is in our Annual Report which means it's our two-thirds. In other words, Cultural Affairs has their own reserve or their own trust fund which they dropped.

MR. FOX: But the 5 million that the Minister mentioned is our two-thirds for Fitness and Recreation.

MR. CHAIRMAN: The Member from St. Boniface.

MR. DESJARDINS: I'm sorry, I was getting some information, but did I hear the Minister say that the share of the department, the mid share of the Lottery is going to be \$ 5 million?

MR. BANMAN: No, what we were discussing here is that we have a Trust Account which is held by the Department of Finance and over the years there has been a sort of a relatively stable amount of money in this particular annual return; it's around \$ 5 million I think for Lotteries, on the Fitness, Recreation and Sports side and at the end of December this year it was about the same amount, so it's a relatively constant amount.

MR. DESJARDINS: What does the Minister anticipate his share for this year, the two-thirds of the Government share?

MR. BANMAN: Total Revenue to Fitness and Amateur Sports should be about \$2.4 million; \$2.5 million.

MR. DESJARDINS: The total share of the government would be over \$3.5 million then. And what is the anticipated revenue for each partner in the Western Canada Manitoba distributor?

MR. BANMAN: They receive about approximately half of the revenue, so you would be dividing 3.6 by 4 so you're looking at \$900,000 apiece.

MR. DESJARDINS: So, Mr. Chairman, then there is an increase there again. I think last year was around a little better than 700.

MR. BANMAN: 700 and some.

MR. DESJARDINS: And that is just from the revenue, that's not made up from any cushion that the department might have had for the fourth partner? This is actually, roughly \$3.5 million to \$4 million then, that the Corporation made for the . . .

MR. BANMAN: Yes, the total revenue, let's say if you throw everything together, will be this year a little over \$7 million dollars. That is our share and WMLD. will have made. So that if you split it, it's about 7.2 or something like that in total revenue. The

four partners will split half of that and we receive the other half.

MR. DESJARDINS: Mr. Chairman, is there anything new with the Federal Government when the change of Government I think were trying to break the agreement that was made. Are they in the Lottery at all? Are they trying to get in? Are they trying to discuss with you or tried to? Have you accepted any of the responsibility that they had? I think one of the suggestions was that the province fund something in Sports. Now has the Minister anything new on that at all?

MR. BANMAN: The agreement that was agreed to by the, I guess, previous administration, I can say that, at the federal level, was one in which we would pay the Federal Government \$24 million a year for the Super-Loto. That \$24 million, with the agreement Quebec waived any future claims on having the Federal Government fund the overrun on the Olympic debt. This \$24 million has been taken by the now administration for a total . . .

MR. DESJARDINS: For a total, for a period of so many years?

MR. BANMAN: Per annum.

MR. DESJARDINS: Per annum? How long would Quebec be getting some money from that?

MR. BANMAN: Quebec pays the same rate that we do on per ticket sales; on the Super-Loto ticket. In other words, the provinces, by taking over the Super-Loto, are now paying the Federal Government \$24 million a year for that Lottery.

MR. DESJARDINS: I understand that, Mr. Chairman, but I was under the impression that some of that was an obligation, a commitment, by the Federal Government to help Quebec with the deficit that they had on the Olympics. That is no longer the case at all?

MR. BANMAN: Quebec indicated at the time when we were negotiating the deal that they would, if the Federal Government would get out of the Lottery business and stay out, they would take care of their own.

MR. DESJARDINS: And they didn't ask for any special deal?

MR. BANMAN: They have indicated very strongly, though, that if the Federal Government ever tries to get back into the lotteries, they want another \$200 million or \$300 million, I forget how much money it was, but they said if you guys get out now, we will say to you okay, we will take the proceeds from all the lotteries that we sell in our province and we will then look after our own debt.

MR. DESJARDINS: The \$24 million is to pay for certain sports administration in the national level then, is it?

MR. BANMAN: The Federal Government has taken the \$24 million and divided equally between the Culture component and the Sports component; in

other words \$12 million to cultural groups and \$12 million to sport groups and they are using this money. I think, to fund this new fitness testing program that they're going through, as well as a number of other things.

MR. DESJARDINS: What is the share of Manitoba, the yearly share of Manitoba, or is that on a prorated thing?

MR. BANMAN: It will be around 1 million.

MR. DESJARDINS: Does that vary or will it be pretty well the same?

MR. BANMAN: If we should really start selling a lot of Super-Loto tickets, then it would make a difference, it would go up a little more.

MR. DESJARDINS: If the other provinces go down, because your \$24 million will remain the same.

MR. BANMAN: It was anticipated, since our population is one-twenty-fourth of the total federal system that our costs would be about a million dollars. At the present time, I think, the sales are going up and it looks like we'll be making out okay on that, but, of course, the side benefit, and the member knows, he's been through it, is that we don't have one jurisdiction competing with another and all kinds of proliferation of lotteries.

MR. DESJARDINS: Mr. Chairman, is that \$24 million, is that providing you make money? Is there a possibility that either the whole country, the provinces or one province would end up losing money on that deal, is that possible?

MR. BANMAN: I imagine it would be. I guess the biggest problem would be is if Ontario or Quebec, where the majority of the tickets are sold, would suddenly switch over and sell another ticket. However, the agreement is handled by the Inter-Provincial Lotteries Corporation, which also sells the \$5.00 ticket and there has to be co-operation between all the ten provinces and I would say that because everybody felt the Federal Government should get out and there was a good move to try to bring some harmony in the whole lotteries' field, there has been a good working relationship established and I guess, if the whole lottery system collapsed maybe we would just have to say to Federal Government you can have your lottery back.

MR. DESJARDINS: What if the \$10 one collapsed, or should you pay from the Express, for instance, to the Federal Government if you're not making money on \$10 ticket? Are you in a position, because I've always took the stand that there is no way that the people of the Province of Manitoba will subsidize any lottery, and I would hate like hell to see us paying the Federal Government for that lottery if we're losing money on it. To pay for a federal program, I think that would be stretching things a little too far.

MR. BANMAN: The way it's set up is that each region is billed through the Inter-Provincial for the amount of tickets sold within their area on the Super-Loto.

MR. DESJARDINS: There's just so much on a ticket.

MR. BANMAN: And then Manitoba is assessed X-number of dollars, so I guess if you want to technically, if we wouldn't sell any Super-Loto tickets, it would still cost us some money and the reason for doing that is that you don't want to have one province by not selling the tickets evade the responsibility of paying its fair share, so it's based on an overall lotteries approach, so that we don't run into a marketing problem where one province is selling one ticket over another one.

MR. DESJARDINS: I understand that, Mr. Chairman, but you might find yourself some day to wake up that it wasn't such a good deal after all, that you relieved the Federal Government, because things weren't going to go on the way they were, they were losing money. The Federal Government was losing money on this or certainly it was subsidized in the days of Chretien, because he was stubborn on that and he was subsidizing that, but it could not go on like this. I think there should be some kind of a clause that you can re-negotiate that \$24 million if you're not making money on that.

MR. BANMAN: The last information that was provided on the last year, full-year operation of the Super-Loto, the Federal Government indicated that they had made \$76 million on that particular ticket, and those figures, I haven't got the statement here, but they are in an annual statement of the Federal . . . and that was net. I should point out to the member that one of the things that, I guess when the Western Lottery was established, one of the things that the Minister who was then in charge insisted on is that all the prize money that was set aside was given to the ticket holders; in other words through bonus draws or whatever. The Federal Government, however, took the attitude that if the prize wasn't claimed it became part of the profit, so that added after they wound up the corporation for that year, I think, they something like 14 or 15 million in a pot that hadn't been given away, so we have now followed the system of making sure that if the prize money is earmarked for prize money, it's then given back and you don't hope that anybody collects it because that's a false way of doing it. In the Western and of course in the Provincial you have these additional draws which then give that money away after a certain period of time when this happens.

So there were different ways of doing it, but it was felt among the provinces with showing that kind of a net figure at the end of a year when Quebec had been going after them pretty hard and Ontario too, rather than start into a big lotteries' war with them, it was felt better to go this route, get them out of the field and keep them that way. There will be a lot of very very irate people should they try and enter the field and I know then this agreement is one which we will hold over their heads and make sure that it's binding.

MR. DESJARDINS: Mr. Chairman, when this comes up in the other department, I imagine that we will have some kind of information in a written form; for instance, what each lottery — when is your financial statement coming in? I think the other one was practically two years old, the last one we had.

MR. BANMAN: I should have one any day and I might even have it tomorrow morning.

MR. DESJARDINS: Okay, can we have it as soon as possible?

MR. BANMAN: It's been printed and I have to table it in the Legislature and I might be able to do that tomorrow morning.

MR. DESJARDINS: I think that will answer it. Then you would have a breakdown of every type of lottery, what you're getting, where the money is going and so on. I think we practically need that.

MR. BANMAN: It gives you a breakdown of all the revenues; it doesn't give the breakdown I don't think by ticket.

MR. DESJARDINS: Oh, I don't care.

MR. BANMAN: But it gives you a breakdown of what went to which partner, how much and what was granted and all that.

MR. DESJARDINS: Yes, but each lottery? In other words, the Express, the Provincial and the . . .

MR. BANMAN: Yes, there's an explanation I understand in there, yes.

MR. DESJARDINS: Of the Provincial, the Express.

MR. BANMAN: And the Super. Three months of it, yes.

MR. DESJARDINS: Certainly we should be able to get that even if it's . . .

MR. BANMAN: It's no problem.

MR. DESJARDINS: . . . if you are going to table that because you can give the information and we'll call it the financial statement then. We should have that done before we start to finalize this lottery.

MR. BANMAN: I'll try and get it tomorrow morning.

MR. CHAIRMAN: (1)(a) pass. Resolved that there be granted to Her Majesty a sum not exceeding \$452,000 for Fitness, Recreation and Sport pass. Committee rise.

SUPPLY — HIGHWAYS AND TRANSPORTATION

MR. CHAIRMAN, Abe Kovnats (Radisson): I would direct the honourable members' attention to Page 79 of the Main Estimates, Department of Highways. I'm sorry, Page 78, Department of Highways, Resolution No. 79, Clause 1, General Administration. The Minister's opening remarks under (a) Minister's Salary.

The Honourable Minister.

HON. DONALD ORCHARD (Pembina): Thank you, Mr. Chairman. Members of the opposition, I'm extremely pleased to table the Estimates for the Department of Highways and Transportation for the fiscal year 1981-82. As members are well aware, the Department of Highways and Transportation has under its jurisdiction a number of boards, the Motor

Vehicle Branch and the Highways Department with related construction and maintenance activities on roads within the provincial jurisdiction. Furthermore, I'd like to point out that the Highways and Transportation Estimates this year encompass the entire transportation activity of the province. Last year the branch of Northern Affairs, dealing with winter roads, northern airports and ferries, was added to the department. This year the Transportation Section of the Department of Economic Development and Tourism is incorporated with Highways and Transportation. This section deals with economic comparison of alternate transportation modes as well as analysis of federal transportation programs and development of provincial transportation policy proposals.

In regard to the operation of my boards, my official has advised me that the Estimates of the proposed spending for the Motor Transport Board, the Highway Traffic Board and the Taxicab Board are consistent with those of previous years and do not provide for any substantial change in their role and function. I'd like to briefly indicate the nature of the ongoing work of these boards and elaborate on some areas of activity that may be of interest to honourable members.

The Motor Transport Board during the '79-'80 licence year held 111 hearings, at which 299 applications were heard. Of those heard, 139 applications were for carrier authority in extra-provincial movement, two of which were joint hearings involving the participation of other provincial transport boards. I wish to point out that the Board is continuing to play an active role in the Canadian Conference of Motor Transport Administrators. All jurisdictions across Canada through the Canadian Conference of Motor Transport Administrators have developed a new uniform bill of lading which has been adopted in Manitoba and will be part of the standard tariff of tolls. This is a part of the continuing effort to standardize and reduce regulatory procedures for Canada as directed by the provincial premiers in 1978. This, if I may, Mr. Chairman, is an excellent example of the culmination of that interprovincial co-operation.

The Highway Traffic Board, charged with the responsibility of protecting our investment in the highway system, has considered 492 applications for structures in highway control areas and for access to highways. They have also reviewed 70 speed zone and 5 pedestrian corridor applications during 59 hearings, of which 35 were held in Winnipeg and 24 in rural Manitoba. Taxicab Board held 10 hearings in the last licence year, including one evening public forum dealing with an increase in the tariff of tolls for taxicabs in the City of Winnipeg. The number of taxicabs authorized to operate in Winnipeg has remained at 400, however between December 1st, 1979 and January 31, 1980 there were an additional 81 taxicabs operating for the Christmas and New Year's season to provide better service.

I would also like to add that 18 additional vehicles have been given authorization to be used for weddings, funerals, VIP and sight-seeing tours, including limousine service from the airport — to downtown hotels only, I might add, Mr. Chairman.

My officials advise me that due to changes made to The Highway Traffic Act, the Taxicab Board is

longer issuing licence plates. The issuance of the taxicab and U-drive licence plates is now being done for the Taxicab Board by the Motor Vehicle Branch.

The Motor Vehicle Branch, Mr. Chairman, is responsible for the driver licensing system and the motor vehicle registration program. It is also involved in expanding and improving highway safety programs in the province. We now have a comprehensive safety program, second to none, that includes programs for bicycle and snowmobile safety, passenger vehicle inspections, school bus inspections and, starting this year, inspection of critical items on commercial vehicles. This new program to inspect critical items on commercial vehicles such as brake systems, tires and wheels, steering system and structure, should contribute to reducing the accident rate and to protecting the motoring public.

The department's school bus inspection has been expanded so that in 1980 approximately 50 percent of the buses were inspected. The goal is to inspect all 2,000 buses once a year and we hope to undertake that inspection in this coming year. The program includes a total mechanical inspection plus an examination of other such items as fire extinguishers, first-aid kits, stop arms to ensure the safety of school children and I might add, Mr. Chairman, that that is the first year that all school buses will be inspected in one year.

Safety can best be achieved by attitude and not solely by legislation, Mr. Chairman. The success of Manitoba's Safety Program has been confirmed by decreasing accident statistics of the past couple of years. Following a significant decrease for 1979, the preliminary statistics for 1980 do indicate a reduction in both accidental injuries and fatalities on our highways. Preliminary fatality statistics indicate that 146 people have died in 128 accidents in 1980. This figure is down substantially from the 1979 figure of 183 fatalities in 166 accidents. We should all be encouraged with these preliminary figures and hope they will not change substantially in being finalized.

A trend to reduction in injuries is likewise apparent in the preliminary statistics. On October 2, 1980 the Province of Manitoba became a signatory party, together with eight other provinces, to the Canadian Agreement on Vehicle Registration. This agreement, with a planned implementation date of April 1, 1981, establishes a one plate, one registration fee concept for interprovincially operated commercial vehicles. This plan will reduce the cost burden of registering vehicles which travel in two or more provinces by eliminating the payment of multiple registration fees and at the time assist commercial vehicle operators to realize greater efficiency in the utilization of vehicles by enabling an improvement in fleet flexibility.

Once again, Mr. Chairman, I think it is significant to point out that this major achievement was accomplished by the co-operation of provincial Departments of Transportation and their Ministers in an atmosphere of open discussion and compromise.

In discussion with the Manitoba League for the physically handicapped, we are developing a program to assist rural communities in the transportation of the disabled by a shared-cost program. The Transportation Division is responsible for research and policy analysis within the

department and provides assistance to other government departments, to the private sector and to the public on related transportation matters.

Major policy issues under study at the present include energy, economic development, transportation infrastructure, federal transportation policy, legislation and regulation, transport services and transportation programs. Increasing petroleum prices will impact on the cost of moving people and goods. My department will be researching alternatives such as the promotion of railway electrification and the use of gasohol and propane energy in transportation. We will also be investigating the conservation of oil-based energy through a transportation-energy management program, the TEMP Program, Mr. Chairman.

My officials advise me that work will be required to identify the transport infrastructure needed to develop and exploit our northern mineral and forestry resources. If the polar gas pipeline becomes active, studies of the location of the transportation infrastructure required for constructing the pipeline will be undertaken so as to derive the maximum long-term benefits to the province.

The use of the Port of Churchill for grain shipment is increasingly being questioned by the Federal Government and a study to establish the viability of the Port will be initiated, Mr. Chairman.

A study of airport development policy and program to establish new guidelines and standards so as to better serve the province's need will also be implemented. We will approach the discussions on statutory grain rates with the Federal Government in an open and sincere manner and represent the best long-term interests of Manitobans in those discussions. A new federal domestic air policy will be issued in 1981 and the effect of this on Manitoba must be assessed.

Also due in 1981 are the recommendations of studies on regulation being carried out by the Economic Council of Canada. These could profoundly change the regulation of transportation in Canada. Canadian Transport Commission hearings by the air and rail modes will require provincial interventions. Two such hearings in the spring of 1981 involve rail passenger service to Churchill and rail branch line abandonments in the Swan River area. Air fare hearings are also expected and we will participate in those.

As you are aware, Mr. Chairman, the City of Brandon has been successful in obtaining PWA jet service and if I might, Mr. Chairman, give credit where credit is due, members of the Transportation Section of my department who were very actively involved for some eight months in helping the citizens and the business people of Brandon and the WestMan community to assure that this application before the CTC was indeed successful and quite frankly the efforts put in by members of my department and the general public in Brandon and the Council of Brandon, the Chamber of Commerce of Brandon, deserve a lot of credit in seeing that hearing being presented in irrefutable facts that left Brandon with the jet service that they need to meet their growing economy and the growing economy of the WestMan area.

A MEMBER: Are they going to land in McGill Field?

MR. ORCHARD: They are going to land, Mr. Chairman, in McGill Field.

These successful efforts of obtaining jet service into Brandon are to be followed up efforts to ensure that the necessary airfield improvements are completed on time to McGill Field.

The rapidly evolving structure of the air carrier industry, combined with increasing energy costs, could well initiate a series of route and fare structure changes which may necessitate our intervention. A number of international bilateral air agreements are due for renegotiation and the province must ensure that its interests are protected.

Continued monitoring of Via Rail will be required to ensure that adequate inter-city rail passenger services are provided. A significant new program entitled The Transportation Energy Management Program has been initiated to demonstrate the government's concern with the conservation of petroleum fuels. Initial efforts will be directed toward promoting van pooling and other ride sharing modes and also we will be assisting municipalities with technical advice and working directly with the trucking industry to assure its long-run efficiency.

Mr. Chairman, the major part of the department effort remains with constructing and maintaining 11,700 miles of provincial trunk highways and provincial roads. A good deal of the budget is required for reconstructing or upgrading existing facilities. For the last few years, approximately 200 to 300 miles of grading and 200 to 400 miles of surfacing and surface treatment have been done. Last year, it's important to note, Mr. Chairman, that the province attained a significant milestone in our construction program. With completion of work last fall, more than 50 percent of the provincial road system is now hard surfaced and all-weather.

This year's construction will bring to near 53 percent the total number of roads in the provincial system that are surfaced. This important achievement has been the result of this government's efforts in the past several construction budgets to concentrate on the upgrading of the PR roads in the province. Under the government's Operation All-Weather Program, we anticipate 60 percent of our provincial road system will be surfaced before the end of this decade. This is no small goal and will mean paving an additional 700 miles of roadway, requiring the investment of many millions of taxpayer dollars.

The Department of Highways will continue to be the silent partner with Economic Development in this province by providing that essential transportation infrastructure for the benefit of all Manitobans. We must be careful, however, that our reconstruction program does not falter to the point where the cost of maintenance on the older roads is driven uneconomically high because of a lack of government concern for our vital transportation infrastructure.

We continue to be concerned about the total withdrawal of federal funds for highway construction projects, placing a greater burden on the provincial taxpayer. Rail line abandonment is placing a major strain on our highway system, requiring the province to undertake an accelerated program without federal financial contributions. These estimates represent a program of reconstruction and maintenance that will preserve the quality of the existing system. This is being done while accommodating traffic that remains

at peak volume despite the fuel crisis and which is made up more and more of heavier trucks. The trend to more truck transportation of goods is likely to continue in the foreseeable future and rail line abandonment and direct haul of farm produce will accelerate this trend.

It is expected that some 150 formal contracts will be awarded to undertake our construction program. To ensure an early start to the construction season, some of the work has already been awarded through the department's pre-advertising procedure which was released this November, the earliest ever. This year's program contains provision for the continuation of the recently expanded winter road network which enables transportation of supplies and building materials to isolated communities in eastern and northern Manitoba. The total length of the network is now 1,250 kilometres and new communities served by the winter road system now include Red Sucker Lake and Poplar River.

The department has received proposals on a redesigned western interest to the City of Winnipeg along the Trans-Canada Highway. This year the proposals will be evaluated and discussed fully with the local government and the affected people before final decision. On the Trans-Canada Highway the four-lane improvement west of Brandon will continue with paving of the new lanes to Alexander.

Our construction program, Mr. Chairman, will give Manitobans a better road system to use for their business endeavours as well as for their social and recreational activities. Roads are still the vital heart of our provincial transportation infrastructure and need continued attention by my government.

Thank you.

MR. CHAIRMAN: (b) Administration, (1) Salaries pass.

The Honourable Member for Ste. Rose on a point of order

MR. A.R. (Pete) ADAM (Ste. Rose): No, I want to respond to the Minister's . . .

MR. CHAIRMAN: I think the Honourable Member for Burrows would like to respond also and I was about to acknowledge, I'm sorry.

MR. BEN HANUSCHAK (Burrows): Mr. Chairman, I was rising on a point of order but mine can wait until later.

MR. CHAIRMAN: On a point of order?.

MR. HANUSCHAK: On a point of order, much later.

MR. CHAIRMAN: Okay. Administration, (1) Salaries pass.

The Honourable Member for Ste. Rose.

MR. ADAM: Thank you very much, Mr. Chairman. I want to respond at least briefly to the Minister's introduction of his opening remarks on his Estimates and we thank him for the information he has provided for us. We know that the changing patterns of our transportation makes the highway system more and more important to the economy of this province. Last year, as you will recall, we were quite disturbed on the allocation of roads throughout the

province and we let the Minister know in no uncertain terms just how we felt about it. We hope that this year the road allocation will perhaps be divided more equally throughout the province. I'm sure that the Minister is aware that people all over the province are dependent more and more than ever before on a good network of roads. The Minister in his opening comments did say that the Federal Government was becoming more critical of the Port of Churchill. I want to remind the Minister that we have heard criticism about the role of the Port of Churchill by very influential and top people in Ottawa in the Conservative Party, particularly from the M.P. for Lisgar, Mr. Jack Murta, who indicated that actually the Port of Churchill was something that we really couldn't afford. So I just point that out to the Minister that he should not entirely blame the Federal Government if they are in fact playing down the role of Churchill.

I want to say as far as we are concerned here we strongly support the expansion of the Port of Churchill. We think it's a vital link and can play a very significant role in the transportation of our grain for export markets and I think at a lower cost. I know that at the present time it perhaps only effects Block 13 such as around Dauphin and Swan River and parts of Saskatchewan, but nevertheless if we can expand that to cover other areas of Manitoba that will certainly be a great benefit to Manitoba and, as I mentioned previously, at a much reduced cost than we do. I'm sure that if the Port of Churchill was privately owned that the powers that be would be moving grain out there, Mr. Chairman, but the fact is that the pressures are on by those who have facilities at the west coast and Thunder Bay to move grain in those directions rather than move them north. We should change that direction because it is not in the best interests of the farmers of this province and the farmers of Saskatchewan and we should change that. It's a public facility and we should utilize it to its fullest extent. There's no reason why we shouldn't be exporting double the tonnes that move through that facility. Last year was a bad year for that facility but there's no reason why we can't go up to the 30, 40, 50 million tonnes as far as that goes or bushels, whatever it is.

The Minister mentioned the Crow rate; we intend to deal with that as well. We think that the Crow rate will put much more traffic on the trucking of our roads and there'll be more traffic on our provincial road system because if we do lose the Crow rate there'll be a tendency to move more grain by truck to larger centres, particularly the larger producers will tend to move to the larger points because there's no doubt about it in my mind, Mr. Chairman, that if the statutory Crow rate is changed in any significant way, which means variable rates on some of our rail lines, there's no doubt that further abandonment of these branch lines will take place, there's no two ways about that.

I seem to notice a change of attitude on the part of the government in regard to the Crow rate. I'm not sure whether they're getting a message somewhere; I hope they are, because in the past the government, this government has been very vocal in asking for a change in the present Crow rate system in payment for grain, but I sense a change of attitude. I sense a very low key, we're still not sure

just where the government stands on this issue but I sense that they have perhaps reappraised their position and are a little bit reluctant to come openly and state that they have changed their position. But I believe now they have got the message that if the Crow rate is done away with that there will be very little, if any, federal funding to pick up the difference, that eventually the farmers are going to have to pick up the added costs that are going to be added on for transportation of grain and that means that it will be costing the farmers more to move their grain out and in my opinion could have a devastating effect, particularly for feed grain.

I recall that when the CPR first wanted to set up a rate structure for the movement of grain to the west coast they wanted 46 cents a bushel to move grain to the west coast and at that time the price of the oats was only 40 cents. So you could return to that kind of a situation where the freight costs will be just as much as the price that the farmers receive for their product and that is the danger. That is a danger that I see, Mr. Chairman, that it will cost the farmer, the producer so much to move those kinds of grains that they will be discouraged from producing it.

So we certainly intend to discuss this further as get into the Transportation Sections of the Estimates. We will be again looking at where the road system is going to be going if there's little more fairness in the allocation of the roads. I know my colleague from Burrows will be checking for me and assisting me in finding out exactly where all these roads are going. We had a lot of people upset last year, Mr. Chairman, and I think we had a pretty good breakdown of where this government was allocating all the maintenance and all the road work and that it seemed to be quite one-sided.

Now I mentioned before that we have people out in the north, they are without roads just as well as anybody else, they need to have their roads upgraded; they move grain as well up in the Ste. Rose, Dauphin, Swan River, WestMan, all over, they need roads as well as in the south. The south part of our province has traditionally had a very . . . Gladstone needs roads as well, the constituency of Gladstone, Russell, but traditionally the efforts have been concentrated in Southern Manitoba. Between Highways 1, 2, 3 and 4 and so on there's been a lot of road work, interconnections and, Mr. Chairman, there was a lot of infrastructure in place, a lot of infrastructure in place in 1970, already there, Mr. Chairman.

In fact, the member who was representing the Ste. Rose constituency prior to my entering this Assembly did say that in his opposition to the previous administration that he was having great difficulty in obtaining any roads and when there was a change of government in 1969 he was pleading with the new administration if they would please build some roads in Ste. Rose. Mr. Chairman, that year the amount of funds allocated for Ste. Rose was doubled and subsequently it was increased again the following year.

Then I came on the scene, Mr. Chairman, then it was more or less stable; there was no increase, in fact, there was a decrease; there was a decrease for one year after I was elected even though costs were going up. We understand that and we know that the

increase, the costs of building roads is escalating the same as anything else and we will see when we get into the section-by-section Estimates what the Minister has insofar as the new programs to reduce the conservation of fuel, how we can find ways and means to reduce the use of petroleum.

We will be asking the Minister if we should not be recommending that the cities move back more to the electric power system of urban transportation rather than the system that they are now using. These are the items that we will be looking at and questioning the Minister on. We will be asking the Minister about the air traffic in the province.

With those few comments, Mr. Chairman, we will ask the Minister perhaps if he could give us a general overview of the administration. We notice that there is an almost a \$600,000 increase in the General Administration or \$560,000 or so, if I read this correctly here. So we'll ask the Minister to give us the staff man years, give us the vacancies in the Administration. Now I said the figure of 500,000-over, that includes the entire section, of course.

MR. CHAIRMAN: (1) pass.
The Honourable Minister.

MR. ORCHARD: Mr. Chairman, the Administration has 64 SMYs which is the same as last year with three vacancies. If he would like, I could deal with Computer Services and Transportation Division and give him all three at once. Computer Services has 17 SMYs approved, that's the same as last year.

MR. ADAM: I wonder if the Minister would have a complete list of each department of the SMYs and the vacancies, those positions that are vacant that he intends to fill.

MR. ORCHARD: Mr. Chairman, I've got a list here but there's some pencil figures in it that are recent changes, so tomorrow, how be I have an SMY count drawn up afresh and give it to the honourable member. For tonight I can tell him that there's 64 in Administration, three of which are vacant temporarily; and Computer Services, 17 SMYs, one of which is vacant temporarily; and the Transportation Division has 14 SMYs. That's an increase of one; we've added one SMY to the Transportation Division upon its transfer to the Department of Highways and Transportation and that one is vacant, we haven't filled that one yet.

MR. CHAIRMAN: (1) pass; (2) pass.
The Honourable Member for Ste. Rose?

MR. ADAM: No, that's okay, continue.

MR. CHAIRMAN: (2) pass; (c) Computer Services, (1) Salaries pass.
The Honourable Member for Burrows.

MR. HANUSCHAK: Mr. Chairman, I think it's been the practice and the custom in the House for the Minister to table his Highway Construction Program at the commencement of the deliberation of his Estimates. To the best of my recollection we have not received it this year. Now, I must compliment the Minister, he did table the Annual Report very early in the session, in fact, he tabled it before Christmas for

which I must compliment him because, you will recall last year we had some difficulty in getting the Annual Report, but we would like to see the Road Construction Program for the current year and certainly we would like to have it in ample time to compare it with last year's program to see what progress the Minister plans to make on the upgrading of the road, for example, to the farm gate of the Minister of Natural Resources. The member will remember that one. There was a series of roads that were to be hardtopped within three or four miles apart, north-south roads, I believe it's in the Honourable Minister's riding or perhaps crossing into a riding south of his, to the west of — is it No. 3 Highway that goes south from Carman between Morden and Winkler? Well, west of there. There was also the road that was to be hardtopped going south near the vicinity of the home of the Minister of Finance, going down to the summer resort area on the American-Manitoba border.

MR. CHAIRMAN: Order please. The item under discussion is Computer Services unless you are riding on a point of order.

MR. HANUSCHAK: I'm sure, yes, I'm sure, Mr. Chairman, that this whole program is computerized

MR. CHAIRMAN: That might be but that's not the point.

MR. HANUSCHAK: . . . and whatever winter road projects the Minister has in mind.

MR. CHAIRMAN: Order please. I think that Computer Services really doesn't have anything to do with road construction when you go to the extent of saying that it's computerized. I made a suggestion that if it's going to be discussed it will be discussed under a point of order and I asked the honourable member if it was a point of order that he was raising at this point.

MR. HANUSCHAK: In that event, Mr. Chairman, to make it easier for you, although I want to tell you that the computer is very much a part of all the highways department operations, but if you want me to raise this as a point of order . . .

MR. CHAIRMAN: You're correct on the point of order. I have made a ruling that Computer Services and computers have nothing to do with the point of order, if it's a point of order that you're bring up.

MR. HANUSCHAK: So then my question to the Minister is when will the Minister table his Road Construction Program?

MR. CHAIRMAN: On the point of order.
The Honourable Minister.

MR. ORCHARD: Soon, Mr. Chairman.

MR. HANUSCHAK: Well, Mr. Chairman, could the Minister give the House or give the committee a commitment that he will table the Road Construction Program in ample time for us to review it and study it and come to the committee prepared to deal with this program in a proper manner?

MR. ORCHARD: Yes, Mr. Chairman. Yes, Mr. Chairman.

MR. CHAIRMAN: (1) pass.

The Honourable Member for Ste. Rose.

MR. ADAM: I hope, Mr. Chairman, on the same point of order that the Minister should give us a more definite answer, whether it be tonight or tomorrow. If I recall correctly we had the same problem last year and I'm wondering why it hasn't been tabled customarily as it was in the past as soon as the Minister brings his staff in the House; why the program for this year, for '81, is not before us now. It would appear that the Minister has not completed his Estimates if he doesn't have a road program for '80-'81 and we're prepared to allow him to adjourn if he will, we'll adjourn and give him time to complete his Estimates. I'm sure that he has a competent staff to work with him; we can wait another day or two if he so desires if his staff has not been able to prepare the documents that he required for us to properly scrutinize the Estimates. I would ask the Minister if he would possibly give us an undertaking, to tell us when, because soon is not good enough — either tonight, tomorrow or give us a specific time.

MR. CHAIRMAN: To the point of order. I would believe that the Honourable Member for Ste. Rose does not have a point of order in asking a question as to whether the Estimates are completed or not. I think that would be obvious before too long whether they are completed or not. But on the point of order I would have to rule it out of order.

MR. ADAM: Yes, well I was speaking on the point of order, Mr. Chairman, that had been raised by the member and responded to and I wanted to, on the same point of order, to ask the Minister to give us a commitment when he was going to table his program for 1980-81, because obviously the Estimates are not quite completed because we only have part of it. We have the book here and the Estimates, different departments and different sections of the Highways and Transportation but we do not have the road program.

MR. CHAIRMAN: Well on the point of order I still cannot rule whether the Estimates have been completed or not completed because of the particular question that the Honourable Member for Ste. Rose has asked and therefore I would have to rule it as not being a point of order. We are under Computer Services and if the Minister cares to add to it I would have to rule him out of order unless he can work it into the discussion somehow but there is no point of order.

I'm calling Computer Services (1) Salaries pass.
The Honourable Member for Ste. Rose.

MR. ADAM: Yes, I believe . . . Did the Minister say 19 SMYs?

MR. ORCHARD: 17.

MR. ADAM: 17 SMYs and how many vacancies?

MR. ORCHARD: One.

MR. ADAM: One vacancy to be filled. Could the Minister advise on this item — is there any

contracting out from this department, Computer Services, is there any contracting out to private firms?

MR. CHAIRMAN: The Honourable Minister.

MR. ORCHARD: Mr. Chairman, the function of Computer Services is self-contained. We undertake all our departmental computer requirements, the day-to-day activities of computer requirements within the department in-house, Mr. Chairman.

MR. CHAIRMAN: The Honourable Member for Burrows.

MR. HANUSCHAK: Could the Minister just elaborate on what are his department's computer requirements, just what does his department do via computer? I believe, Mr. Chairman, that that would lead to the question asked by my colleague, the Honourable Member for Ste. Rose.

MR. ORCHARD: Mr. Chairman, I will let the Member for Ste. Rose clarify his own question.

MR. CHAIRMAN: Order please. For the sake of a little bit of co-operation I do try to co-operate with members on both sides of the House and when somebody is forming a line of questioning I give them the opportunity to continue with that line of questioning and I would ask that I not be confused by members jumping up to be receiving recognition. I'm not admonishing the member but I would like to proceed in allowing the Member for Ste. Rose to continue with his line of questioning and we can carry on in that manner.

The Honourable Member for Ste. Rose.

MR. ADAM: Yes, Mr. Chairman. I wonder if the Minister would . . . I believe he responded, there was no contracting out as far as the highway is concerned but I understand that this Computer Service under his department does work for other departments. Is that not correct?

MR. ORCHARD: No, we don't do any work for other departments, Mr. Chairman.

MR. ADAM: Then I'd ask the Minister who does the computer work for the department; do you have your own computer service or is there one computer service that provides service to all departments? We're trying to find out here if there isn't two systems in the system. We want to know just what is happening because we had one department, Mr. Chairman, I believe it was Agriculture I'm not sure now, I'd maybe have to be corrected on that, but it seems to me that they were farming out their work to private companies and we do have a computer service in the government and we want to know why we would not use our own rather than farm out. Because this is what's happening, Mr. Chairman, the government is saying that we have reduced the Civil Service staff and they go around saying what a good administration they've been by reducing the staff, yet they farm out a lot of work which probably in the end costs more money to the taxpayers of this province and they don't count the people out there who are working in the private sector. But in the end the

taxpayer is paying more than he did if we were doing it ourselves and that's why I'm asking the Minister if he could explain just what I've asked him. If the Member for Burrows wants to continue on that line he's perfectly free to do so.

MR. ORCHARD: Mr. Chairman, to answer the Member for Ste. Rose. We don't farm out or . . . We have our in-house computer services which is linked to Manitoba Data Services I suppose if you want to consider the main terminal head end, it's with Manitoba Data Services but we do not farm out any computer functions that are related to the line operations of the department.

MR. HANUSCHAK: The question which I posed to the Minister earlier. Could the Minister indicate to the committee just what function the computer does serve within his department? What does it do? Does it tell the Minister the time of day or the weather conditions or what?

MR. ORCHARD: Mr. Chairman, I would be prepared to bank a series of questions from the Member for Burrows because I know his knowledge of computers is quite in depth and he will have a series of questions that I might better answer after he completes his series of questions.

MR. HANUSCHAK: No, Mr. Chairman, I simply want to know just what role and function does the government computer service play within his department? What does it do for his department? What information does it provide him with? What services does it provide him with?

MR. ORCHARD: Mr. Chairman, the Computer Services provides an inventory control function for our various maintenance depots, provides cost controls on the various districts as to their dragging operations, their snow plowing operations; it provides a billing service for any work that the department may undertake on behalf of, for instance, Manitoba Hydro or Manitoba Telephone Systems, keeps track of normal invoice and billing procedures.

MR. HANUSCHAK: Does the Minister use his access to computer services with respect to estimating and determining the costs of highway construction?

MR. ORCHARD: Mr. Chairman, we don't use it to determine the costs of estimating highway construction.

MR. HANUSCHAK: Does the Minister utilize his computer services in any way or in any fashion related to the construction and upgrading of highways?

MR. ORCHARD: With the design of highways?

MR. HANUSCHAK: In any fashion whatsoever.

MR. ORCHARD: Well, I just indicated how we did use computers within the department.

MR. HANUSCHAK: Well, Mr. Chairman, I just want to point out to you, but all the more important, that the Minister table his highways construction program

as quickly as possible because the operations of this branch of his department does deal with highway construction, because the Minister himself admitted that he resorts to computer services with respect to the design of highways; that in turn is related to the cost of highways, the location of the highway construction projects, the highway upgrading projects, whatever. Therefore, just simply being told that the highways construction program for the forthcoming fiscal year 1981-1982 will be tabled soon is not good enough. I think that the Minister has to give us, as my colleague, the member from Ste. Rose said, that we'd be quite prepared to adjourn this committee and give the Minister a day or two to complete his — this is related to his estimates — his highway construction program and come back here and table in the House a construction program so that we know what the department is trying to do for the forthcoming fiscal year because that really is the bulk of what his department is all about.

MR. SPEAKER: (1) pass. The Member for Ste. Rose.

MR. ADAM: Would the Minister give us a breakdown of the \$350,000.00?

MR. ORCHARD: Mr. Chairman, that's the approved salary rates for the 17 staff members.

MR. ADAM: That is just salaries for the people in charge of the computer services and the charges for the costs of the programs for the highways would be on the next item, is that correct? Is it on the next item that we'll find what the total cost to the department is of the computer service? Mr. Chairman, that next item of \$176,000 is the cost of operating the computer services staff which is under general administration. The total cost of computer services are found in various appropriations throughout the department who use a computer function which is co-ordinated and controlled by 1(c) computer services and the staff in computer services. So that what you find in the \$176,600 is the expenditure only for computer services, not the total computer costs for the department.

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

MR. JAMES D. WALDING: Mr. Chairman, I wonder if I could ask the Minister for some clarification of a couple of answers that he has given. He told my colleague from Ste. Rose earlier on that there was in-house computer capability within the department and that was what was covered under this item. He mentioned in a later answer to a question that there was work being done by Manitoba Data Services which I know the Minister is aware is a Crown corporation which does sell computing services to all branches of government, as well as other institutions. I wonder if the Minister can clarify for us whether these, at least the other expenditures involved here, are a matter of rental fees or charges for computing services that are paid to Manitoba Data Services, or whether they are, in fact, the costs of in-house computer services.

MR. ORCHARD: You will find the \$176,000 as a specific reference item to be some of both, because

we do pay both hardware rental and data processing costs to MDS based on the amount of usage that we undertake, the amount of their service that we require to carry out the various departmental functions.

MR. WALDING: Mr. Chairman, the Minister speaks of hardware charges. Is he suggesting from that that general administration in his department has its own computer? Is this what I understand from his remarks?

MR. ORCHARD: Well, Mr. Chairman, certainly we have computer hardware. We have the terminal ends which are needed to interface with the main computer so that you can put your data in here without having to run over to the MDS building and hand them the material.

MR. WALDING: That's software.

MR. ORCHARD: Whatever, software, hardware.

MR. WALDING: Mr. Chairman, I believe that was the basis of our lack of understanding there. The Minister mentions that he has terminals in the office, which I understand is referred to as software, and that they are connected to his computers and that arising from that would be the item under (c)(2) of Other Expenditures. I note, although we are not strictly on that particular line, Mr. Chairman, that Other Expenditures shows an increase of approximately 75 percent which is somewhat out of line with increases in most of the expenditures. Would the Minister be prepared to tell us, while we are under Computer Services generally, why his administration department needs an additional 75 percent for this appropriation?

MR. ORCHARD: Mr. Chairman, I believe it was in last year's estimates, we undertook under Computer Services to develop what is called an Accounting Procurement and Inventory Management System, the APIMS system. And basically this system is to be designed to handle our inventorying and our stock control throughout our various district offices and we are developing a complete computer program of our inventory materials; tires, you name them, whatever inventories the various district offices and mechanical garages have to undertake the function of the equipment repair and road maintenance are in inventory. This system was designed to better control the inventory and to reduce the amount of inventory that we have on hand because of greater flexibility and more quick accounting of what the inventory is by being computerized. This program, we are purchasing it this year, certain pieces of hardware, to accomplish the phasing-in of that inventory control program. Once in place we guesstimate our annual savings to be, I think it's \$750,000 per annum by having a proper inventory program in place. So these additional costs are developmental costs to getting to that inventory program that we hope to have in place.

MR. WALDING: I'm not sure I understand the last couple of sentences of the Minister's reply there where he did say that they were mainly developmental charges or costs; when he said a little

earlier in his remarks that there was the purchase of some hardware involved. I'm wondering why the purchase of some hardware is not shown as a Capital item, which I understand in most Departments is the last item in the estimates; that it's been the practice to show Capital purchases as something different. Now, can the Minister confirm that some of this \$176,000 is going for the purchase of some Capital items or is it for the additional computer time needed to handle this APIMS, this system that he has told us about?

MR. ORCHARD: Well, I suppose, Mr. Chairman, that I should have, rather than indicated a purchase, I understand that our computer hardware is on a lease basis and what is reflected here is the leasing costs of having that equipment installed to undertake our inventory program, or part of the increase is from that.

MR. WALDING: I'm beginning to get a better understanding now, Mr. Chairman, I wonder if the Minister could give us a little more of a breakdown on this item of Other Expenditures as to how much the rental is and how much will be additional charges from the Manitoba Data Services?

MR. ORCHARD: The increase this year \$79,000 is in hardware rentals and maintenance; approximately \$14,000 is in communications or the actual service charge for work.

MR. WALDING: Did the Minister says 79,000 plus 14,000 which would indicate to me an additional \$83,000.00 (sic)? The line in the estimate book indicates an additional \$75,000, Mr. Chairman.

MR. ORCHARD: Mr. Chairman, I would like to have the opportunity to give the member that figure tomorrow. We'll get it clarified; there's a slight error in our calculations here.

MR. WALDING: Mr. Chairman, I wonder if the Minister, perhaps while he is looking into the other matter, could give us a little information about the APIMS system, as to whether that is still under development or whether it is a new program that has been developed and is going into effect this year; whether there was some implementation involved in that system last year and that this is a carry-on for it. He did mention that it was raised in the Estimates last year, and perhaps I was not present when that was discussed, but could the Minister explain to us the development and implementation of this particular system?

MR. ORCHARD: The system will be developed this year and will be ready for implementation at the start of the 1982 fiscal year.

MR. WALDING: Mr. Chairman, I wonder if the Minister could clarify for me whether this entire amount of \$176,600 will be paid to Manitoba Data Services under the various headings that he's given to us, or will some of this money that is allocated to the system be paid to some other company or computing service, or to a supplier of computing services, other than Manitoba Data Services?

MR. ORCHARD: Any portion of the Computer Services, Other Expenditures, which are directly

related to computer function, are paid to MDS; however there is telephone expense and stationery and what not as well as Other Expenditures so the total of 176,000 is not all computer expense, only a portion of that is.

MR. WALDING: Mr. Chairman, since we have now learned that not all of the \$176,600 is being paid to Manitoba Data Services, I wonder if the Minister would check through his book or check with his staff and let us know just what amount in that \$176,600 he expects will in fact be paid to the Manitoba Data Services.

While he is looking into that, Mr. Chairman, perhaps I could put forward one further question and ask him whether, by the end of this fiscal year, whether he expects that the \$101,500 approved by the committee last year for Other Expenditures under Computer Services will in fact be expended, or does he expect some of that money to lapse?

MR. ORCHARD: We expect that the total of \$101,500 will be expended this year.

MR. WALDING: Thank you, Mr. Chairman. That was the second question that I asked the Minister. I wonder if he will be able to come up with the answer to the first question.

Mr. Chairman, since the Minister indicates that will take a minute or two to find, I wonder if I can ask him, on behalf of my colleague who's our critic for this particular department, whether the Minister would be able to find the total of the various computer services payments which he says are distributed through the various parts of his estimates, rather than us have to ask under every particular line or every particular section. I believe the Minister did provide that information for us in previous years, and we would ask whether he would provide that information for us again this year, perhaps as a global figure would be sufficient for my colleague.

MR. ORCHARD: Mr. Chairman, that I do have right now. The Highways Branch, that's excluding the Motor Vehicle Branch, we have budgeted for \$921,200 in computer costs; in Motor Vehicle Branch we are budgeting for \$1,448,000 in computer costs.

MR. ADAM: I wonder if the Minister can tell us, there is an increase of approximately over 15 percent on the Salary item; is that what he anticipates the increase in salaries will be for this year since there are, I believe, approximately the same number. Computer last year was 16 and one vacancy, for a total of 17 last year, and he gives us a figure of 17, one vacancy. Will that vacancy be filled? Does he anticipate that the increase in salaries this year will be 15 percent or greater than that?

MR. ORCHARD: First question, yes, the salary settlement we have negotiated does reflect directly at 15 percent and you will find that figure to be pretty predominant throughout the total Estimate package. That is because we have, as you well know, a two-year contract with the MGEA in which we know at budget time what our total settlement is going to be in this fiscal year and hence we haven't had to budget only a partial wage increase; we were

able to budget the total amount. Fifteen percent, I might remind the Member for Ste. Rose, is not only the increase for this fiscal year but the amount that was unallocated from last year reflects in this year's amount, so there was about 5 percent or 6 percent that was unallocated from last year's salary increase, because at the time we did Estimates last year, of course we didn't know what the MGEA settlement would be. That is not the case this year, so we could budget directly what our salary costs are much more closely.

If I could answer the Member for St. Vital, we have for hardware rentals and maintenance a total of almost \$64,000, \$63,900, and for data communications, \$9,100, which I think will more closely approximate the increase. It won't be exactly the increase because such items as automobiles are also up last year to this year, but that is the increase for the inventory system that we are incurring this year.

MR. ADAM: Mr. Chairman, there are 17 SMYs and one vacancy. I asked the Minister if that vacancy was going to be filled.

MR. ORCHARD: I'm sorry, Mr. Chairman, I meant to answer that one. Yes, it will be filled this year.

MR. CHAIRMAN: (1) pass; (2) pass; (c) pass. (d) Transportation Division, (1) Salaries pass — the Honourable Member for Ste. Rose.

MR. ADAM: Mr. Chairman, I think this is one of the important items in the Estimates and I wonder if the Minister could — he did touch upon it in his opening statement — I wonder if he could give us a more comprehensive overview on what is happening, what is the function of this particular item, and if he can give us a broader overview on what he sees as the situation as far as transportation goes in the province. We know that the topic of the day is transportation; we hear it every day. We have been informed that perhaps the Crow rate will be settled within the next two weeks. We don't know exactly where the Minister stands on this issue. We would like to have the Minister tell us where he stands. We know where he stood before, where he has stood for the last three years, but this year you will notice, Mr. Chairman, they have been playing a very low key as far as the Crow rate is concerned. We would like to see the members more vocal about this particular and very important issue in the province.

I wonder if the Minister could give us an overview of this item, how many SMYs and everything else.

MR. ORCHARD: Mr. Chairman, I will be pleased to give a complete an overview as is entirely possible of this one because, as the member mentions this is a very topical item.

First off, if I might indicate to him, the SMY count is 14, one of which is vacant in the Transportation Division. This is an increase of one SMY over the staff complement that was formerly in the Department of Economic Development and Tourism.

The Transportation Division, Mr. Chairman, offers quite a diverse series of input to various departments in government. They, for instance, provide transportation economic studies for various manufacturers who may be contemplating locating in

Manitoba. They undertake a number of studies on behalf of the department on various issues which are topical and of interest. They are currently undertaking a couple of studies which will give us a better indication as to what some federal policies are, how they are going to impact on the province. The organization in the Transportation Division has been very very instrumental in a number of the rail line abandonment hearings that have taken place in the province over the last several years, and I must say with some considerable success. This was before they were part of the Department of Highways and Transportation, so I am in no way taking any credit for their very efficient operation in representing the Province of Manitoba and the people along the branch lines in their representations to the Railroad Transport Commission.

The efforts of the Transportation Division were in large part the reason why we have such lines as the Morris to Hartney, 150-mile rail line, placed in the basic network to year 2000; the reason why we have the Lyleton subdivision, some 30-mile subdivision, in the basic network to the year 2000.

Their efforts also went an awful long way to keeping the Rosburn subdivision, some 105 miles, I believe, in the basic network. Their efforts there in co-ordinating the information, the facts, the figures, on behalf of the Rail Retention Group, were this government's contribution to the rail line abandonment resistance committees throughout the province to assure that their rail lines would stay where they deserved to stay. I can only say that my colleague, the Member for Rock Lake, is very familiar with the activities of the Transportation Division in that regard since he worked very very hard on behalf of the Morris to Hartney line and with the Morris to Hartney Rail Line Retention Committee.

Mr. Chairman, that has been a very important function of the Transportation Division in the past. As I mentioned in my opening remarks, another very important function that they undertook, and it took some eight months to do it, was in gathering the kind of information that the citizens of Brandon and the WestMan Region could use most effectively, Mr. Chairman, in assuring that Pacific Western Airline's application for jet service into Brandon was given a favourable go ahead by the Air Transport Commission in a hearing in Brandon. Members of the Transportation Division spent up to eight months compiling such complete data on air service needs in western Manitoba and Brandon, that they presented for the first time in some 25 years a case for jet service into Brandon that could not be turned down. As a result, Mr. Chairman, Brandon is going to enjoy jet service on a daily basis starting this summer, offered by Pacific Western Airlines.

Mr. Chairman, that is some very positive efforts that the Transportation Division have done on behalf of the citizens of Manitoba and I think they deserve a lot of credit. For instance, I might tell you that one of the most important factors in achieving that success in that jet application into Brandon was the fact that the Transportation Division undertook a survey of air travel requirements in western Manitoba and they found that — I just forget the number of passenger miles and tickets that were booked out of Brandon but it was a phenomenal figure. The elected officials in the City of Brandon were astounded at how much

air traffic was generated in the WestMan and Brandon regions which would logically use a jet service out of Brandon. That study involved going to every single travel agent in all of the WestMan region of Manitoba; soliciting their co-operation, which was given quite freely and openly; and compiling the flight data of destination and arrival etc., etc., from each individual plane ticket that was written up on behalf of travellers in western Manitoba at travel agents in western Manitoba. It was a major undertaking but it provided the kind of irrefutable effort, irrefutable information that the commission hearing the application by PWA could not turn down and, as a result, I say that we have jet service now into Brandon.

This division will continue to provide that kind of backup and that kind of service input to various transportation applications throughout the province, whether they be rail or water, they provide a backup on rate structuring for the trucking industry, and they are the information centerpiece of my department providing transportation statistics, Mr. Chairman.

MR. CHAIRMAN: (1) pass. The Honourable Member for Ste. Rose.

MR. ADAM: I was hoping the Minister would tell us a little more about the total picture of highway transportation in the Province of Manitoba, the affects of what is happening with rail abandonment, and the prospect of loosing the Crow rate and many branch lines. Certainly we commend any efforts that have been made by the government to assist those retention committees in the different areas to co-ordinate their efforts and assist them, I suppose, in presenting briefs to the Transport Commission. We are pleased to see that air transportation will be provided in Brandon, and we are also pleased to see that it's a good publicly-owned free-enterprise company owned by the Province of Alberta, the Government of Alberta, that's going to come in. I don't know whether that sticks in the craw of the Minister or members opposite that it's a government strongly dedicated and committed to the free-enterprise system, but nevertheless it just indicates another instance where the public can do something collectively that will provide good service to the people of Manitoba and to people of Canada.

I know the members opposite just don't like that when the public does anything. I don't hear them condemning the Alberta government for getting into business, into the airlines business, and buying out Trans Air, etc., etc. I know that when I make these comments I know I get a rise immediately out of members opposite. They feel quite uncomfortable when we remind them of their untenable positions. On the one hand they condemn public involvement in anything and now you hear them lauding the Alberta Government coming in and providing service to Alberta. I just put that on the record, Mr. Chairman, that we on this side do not oppose when the people do something collectively for the benefit of all Manitobans and all Canadians.

I hope that the members opposite and the Minister will see that we are correct in our position, and here is one classic example that justifies what we have been saying all along, Mr. Chairman, that the public collectively can do things just as well as the private sector in many instances; in many many instances it

has been seen that the public collectively can do and provide good services for its people.

Mr. Chairman, I know that the Minister doesn't want to talk about these other items that I raised. I asked the Minister to tell us where they stood; what are the impacts for Manitobans and for the farm community, for the producers of our province; what are the ramifications of the changing of the Crow rate? I understand there was a study undertaken in 1979 by the University of Manitoba. Does the Minister have that study available? I have not seen it myself, Mr. Chairman. It should have been tabled in this House. I would have hoped that would have been available to us, and I know that 1979, I believe or the end of 1978, there was a study. I believe the government asked the University of Manitoba to do a study on what the impact would be to Manitoba and the farm community and the business community as well. What would be the results of changing the Crow rate and going to a compensatory rate as has been supported by this government for the last two or three years? I wonder if the Minister would be prepared to make a few comments on that.

MR. ORCHARD: Mr. Chairman, at the outset I want to say that I have no particular aversion to Pacific Western Airlines offering that jet service into Brandon. They operate as an autonomous Crown corporation with a profit motive; even though they are owned by the Alberta they are quite autonomous and operate for the goal of turning a profit which makes them more akin to C.P. Air than it does to Air Canada, for instance. It might be interesting to note at this time for the Member for Ste. Rose's benefit, that the greatest opponent at the hearing in Brandon for jet service was not Canadian Pacific, that free-enterprise company; it was not Nordair another free enterprise company; it was Air Canada who provided the greatest amount of opposition to the citizens of Brandon and WestMan receiving jet service by Pacific Western Airlines. That, Mr. Chairman, was a service offered by Pacific Western Airline, which is not going to be subsidized by the Federal Government; it's going to stand on its own two feet; they are asking for no subsidies from the Federal Government, and yet our national carrier, Air Canada, was in opposition to that particular application; hardly an endearing position for them to take in Brandon.

Mr. Chairman, the Member for Ste. Rose has asked a number of questions about positions on the Crow rate. The Crow rate is definitely a very topical piece of conversation right now. The Member for Ste. Rose from time to time and other members in his party and in the National Farmers Union, like to tar anyone who wants to discuss the issue of Crow rate and where Crow rate is going to go, with the brush that we want to charge farmers the compensatory grain rate. What I think I have always maintained, Mr. Chairman, is that we have an agreement in the Crow rate which is some 80-years old now. It has been amended several times and I think the Member for Ste. Rose would be interested in knowing that the original Crow Rate Pass Agreement, which was written some time around 1890, involved some 225 or 250 grain delivery points and involved taking grain only, as I understand it, to the west coast. Since that time the Crow Rate Agreement has been amended several times to include every delivery point in

western Canada. It has added the Port of Churchill and it has added the Port of Thunder Bay, so that whether you want to question the Crow rate and whether it is adequate in terms of today's modern farming economy is one issue, but let's make sure we understand what the Federal Parliament has done with the Crow rate over the years that it has been in existence. It isn't any longer 200-and-some points hauling grain to one port, Vancouver, on four major grains, it now encompasses rapeseed and flax as well, two more ports in every grain delivery point in western Canada.

Different studies have indicated to us, Mr. Chairman, and I don't think even members in the opposition can refute the information that was present in those studies, that the Crow rate does not compensate the railroads, whether it be CNR the Crown corporation, or CPR the private enterprise company, for their costs of transporting grain to port.

That may or may not be an issue of concern, but what we are faced with in western Canada is delivering grain to a port, whether it be Churchill, whether it be Thunder Bay, whether it be the west coast, whether it be Prince Rupert when it gets onstream. The rail mainline capacities, particular to the west coast, and it is seen by any projection of future grain sales, that it is going to be through the west coast ports that our major market increase will develop. One has to start asking themselves at what point in time does the rail movement of grain from the prairies suffer from a rate of compensation which does not adequately cover their operating costs for hauling that commodity. We are not talking a rail system when we start talking the CN-CP mainlines through the Fraser Valley; we are not talking a rail system with infinite capacity. The latest indication is that by as early as 1984, and I have heard as late as 1985, the mainline capacities through the Fraser Valley will be used to capacity; that 15 percent underutilization will be gone.

Mr. Chairman, we are not talking about a situation of whether we want to pay the railroads more or not; whether we think they deserve it or not; whether we think the farmers should pay it or not; whether we think the federal government should pay it or not; but what the real question is is whether the railroads are going to make a decision to haul grain, because there are other commodities which are in demand by those Pacific-rimmed countries. There's potash, there's sulphur, there's coal, all of which are going to move in everincreasing volumes. Those commodities that I have mentioned — the potash, the coal, the sulphur — move, along with general freight, at a compensatory or a profit-making rate. If the railroads have to make a decision, Mr. Chairman, as to which commodity they fill the last 15 percent of capacity with through the Fraser Valley, I suggest to you that it won't be to haul grain at the Crow rate. That is the dilemma that we are facing in making a decision over the next several months, possibly — I'm not sure when it's going to come because it's the Federal Government's move that we are awaiting. But I think if farmers realize, and more and more farmers are beginning to realize the truth of what is facing them in this whole freight rate issue, it is no longer the preservation of an agreement which is 80 years old and the deemed benefit that farmers receive from

that statutory rate; it is whether in fact farmers in western Canada, myself included, are going to be able to take advantage of expanding market opportunities when the rail lines' capacity to handle all commodities is full. If they have to start rationing, as was indicated by the Federal Transport Minister some several weeks ago, and if they have to start rationing rail line capacity, I do not want to have grain being one of the commodities that is rationed and not moved, because, Mr. Chairman, it doesn't matter how much grain you produce, it doesn't matter how much the Canadian Wheat Board will pay you for it for storing it in the bin, as they are now proposing under this Market Assurance Plan, that does not amount to a hill of beans to me as a farmer, to the Manitoba Provincial Government or to the Federal Government. What matters is getting that grain into a position where a customer will pay cold hard cash for it. That is important to me because it is cash flow for me to pay my bills and expand my production operation. That is important to the Federal Government in terms of maintenance of its balance of payments internationally, and it is important to the provincial economy because, as we are seeing right now, any time you tighten the tap down on farm income in this province, you hurt your farm machinery sales, you hurt your retail sales; farmers spend money when they have it and don't spend it when they don't have it. That has a tremendous impact yet on this Manitoba economy.

Mr. Chairman, in attempting to deal with the Crow rate, we are not talking about something as simplistic as it must stay because, Mr. Chairman, the weight of the evidence indicates that it has to change. This is where we get into the very interesting and the very serious negotiations. How will it change? Well, members opposite will say it shouldn't change, therefore they would place all farmers at the mercy of not shipping their grain and producing grain for storing in bins upon bins upon bins that they will build, or, worse yet, they will be in a position where they will drive the family farm out because of a lack of market. Because the larger producers are going to find a market for the grain, if it is available; it will be the smaller producer that depends upon the Canadian Wheat Board movement of grain to survive who will be hurt the most if there is a rationing and a cutting back of grain shipment from the prairies.

So, Mr. Chairman, what we want to do and what I have yet to find out, is what the Federal Government proposal is on modification of the Crow rate. I don't know whether the Federal Government is going to pick up the difference between what is currently the statutory rate and what is the compensatory rate. I don't know whether they are going to pick up and pay that differential either to the farm producer or to the railroads; I don't know that. I haven't seen that proposal being given. I don't know what the Federal Government is going to do in terms of covering the cost of future escalation in transportation. We know they are going to occur because fossil fuel energy is going up, wages are going up, union contracts are being negotiated year by year with the railroads, all of which add to their costs. I don't know how the Federal Government is proposing to share those increases in costs, but I believe first and foremost, Mr. Chairman, as the Federal Government, which has

under their legislation package the responsibility for the Crow rate and the statutory rate which affects the prairie grain producers. It is up to the Federal Government to present to us what they feel is a method of change and who is going to pay for the costs of that change. If and when they give us that kind of information, Mr. Chairman, is the time when I will then take off my negotiating gloves and start seriously talking to them about what and when and how the statutory grain rates change. Until we get that indication from the Federal Government, I prefer not to lay my trust in their hands.

Mr. Chairman, I want to point out, just in brief closing here, that there have been a number of studies undertaken in western Canada on the railroads in general. Any one of these studies in which rail line abandonment has been recommended, there has been the opposite and equal and offsetting recommendation by that studying person that the provincial governments should receive compensation for the rail lines which are abandoned, in the form of federal funds to undertake road upgrading in areas affected by rail line abandonment. That has been a principle of which I don't think anyone has ever argued because rail line abandonment is a direct transfer of federal costs to the provincial taxpayer and to the farmer in the final stroke.

We have to date in this province a vast amount of rail line abandonment. To date we have not received one red cent from the Federal Government to compensate us for the road upgrading that we are currently undertaking to dispel the effects of rail line abandonment in many areas of this province; not one red cent from the Federal Government to compensate the province. What that has done, Mr. Chairman, is transfer the cost directly from the federal treasury to the province and to the municipal taxpayer. I have developed, through the Transportation Research Group, the costs of rail line abandonment to the province. Those costs, in accelerated road construction alone, equate to some \$50 million on rail line abandonment. In the same study, Mr. Chairman, it was indicated that using the same basis of calculation, that the Federal Government is going to save \$200 million, four times our cost, and we figured our costs, if you will pardon me using the word, very conservatively. We figured our minimal costs of road upgrading to arrive at \$50 million. The Federal Government is going to be subject to a \$200 million saving and we have not seen one red cent. Mr. Chairman, I fear that the way negotiations are going right now with my federal counterpart, that we will not see one red cent ever.

Now, basis that experience on rail line abandonment, Mr. Chairman, I am not a great believer and I am not one of boundless faith in the good will of the Federal Government to treat us right in the prairie provinces of Manitoba, Saskatchewan and Alberta; and until the Federal Government comes up with their proposal as to what they are going to do with Crow rate and what their contribution financially is going to be towards resolving the Crow rate and compensating the railroad for the costs of moving grain, I am not prepared to tell them how I will agree with it. They come up with the policy and the proposal, and then we will discuss it; until that time I don't have a particular abundance of faith in dealing with them on

an equitable basis, with an integrity that you would normally be able to use with a Federal Government — and which I might add, we did have during the brief nine months that Prime Minister Clark had Don Mazankowski as the Federal Transportation Minister.

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

MR. ADAM: Thank you, Mr. Chairman. I listened with interest to the Minister's comments on his position on the Crow rate. While he didn't say whether he came out one way or the other, he said now that he is going to wait on a decision that is going to be made in Ottawa by the Federal Government.

What has this government been asking for in the past three years and even prior to that, Mr. Chairman? They have been pleading and asking for a change of the Crow rate; they have been asking that it be changed in some manner. Now they are a little bit worried that no funds are going to be forthcoming; they have reason to worry, Mr. Chairman, because the Premier of this province has been pleading and condemning the Federal Government for their expenditures and their deficits and they have been asking them to cut back, put their books in order. You know, you can't blame the government for starting to cut back on some of these programs because they have been asked by this government on many occasions to cut back on many programs. We have heard the First Minister time and time again mention in this House to cut back on federal expenditures and a big deficit in Ottawa.

Mr. Chairman, we have been telling this government and this Minister for the last three years what is happening in the cost of rail abandonment to the people of Manitoba. We have been bringing this to his attention constantly. One of the major things that is going to transfer more costs from the Federal Government to the province is the abandonment of the Crow rate, because you are going to see a lot of rail abandonment. Those that are on the borderline, they are all going to go, Mr. Chairman; there's no doubt about that, they are going to go.

The railways and the elevator companies have been playing football with this thing. We have had a situation in — I can mention Kelwood for one — where the grain elevator — I think it was the grain growers who said, "Yes, we will put \$200,000 in upgrading our grain handling facility in Kelwood if we can be guaranteed that the rail service will be maintained for at least 10 years along the line." The railway said, well, we will upgrade the line if the grain company will upgrade their facility. That's the kind of football they were playing, Mr. Chairman, they were throwing it back from the railways to the grain company and the farmers were left in the middle. That's a situation that we've been running throughout the province. I say to the Minister that as far as I am concerned on the Crow, up to this point in time, I see a little bit of waffling here now on the part of this government, but as far as we are concerned up to this point in time, the Federal Liberals and the Federal Conservatives and the Provincial Conservatives have been in bed, and cosily cuddling up to one another, Mr. Chairman, on the issue of the Crow rate. Well, Sir, Mr. Pepin and

this government and the Federal Government have been cosily cuddling up in bed, so close, Mr. Chairman, closer than I have ever seen political parties.

I don't want to go into other issues but we do know they are also very much in bed on the matter of plant breeder's rights, but, Mr. Chairman, I don't want to go into that; we'll stick to the transportation. But there is no doubt, Mr. Chairman, that the position of the Federal Liberals and the Provincial Conservatives, are identical as far as the Crow rate is concerned.

We on this side at least are different — we say, "No." We say that the legislation is there; it has been there; it has been on the statutes for years under Section 262 of The Railway Act, that the railways will move grain without discrimination. Without discrimination. That is what the legislation, the law of this country, says Mr. Chairman.

I ask the Minister, does he condone the railway companies breaking the law of this country, because that is what has happened over the years.

Mr. Chairman, the Minister made mention that the CPR was not at Brandon talking or opposing the air service to Brandon, and rightly so, they better not be there, Mr. Chairman. They had better not be there because let's look at what we know about CPR; let's look at some of the studies that have been made, Mr. Chairman, and that have been completed. In fact there were studies made back in 1917 by a Royal Commission on Railways and Transportation. They have made exhaustive studies of public aid to the CPR and it had determined total identifiable public aid as of June 30th, 1916, Mr. Chairman. That's a long time ago; that's an awful long time ago, Mr. Chairman, 1916, but they determined at that time that the public had given in those days, and a dollar was certainly worth a dollar then, \$279.5 million, Mr. Chairman. Now allowing for a 5.6 percent annual rate of return, which is typical for public utilities applying for rating increase during the period since, the 1979 value of those gifts would be calculated to be \$8.67 billion. On top of this . . .

MR. CHAIRMAN: Order please. The Honourable Minister on a point of order.

MR. ORCHARD: Yes, I would wonder what particular relevance this argument that we've gone through in the agricultural department estimates has to transportation. We're not talking about CPR in the transportation division, Mr. Chairman.

MR. CHAIRMAN: Well on the point or order, transportation and the Crow rate I would imagine would come up under Agriculture and under Highways. I have allowed a great deal of latitude to the point where we have discussed the Alberta government and many other subjects under this particular item. I would hope that the Honourable Member for Ste. Rose is reaching a point other than just preamble towards a point. I would allow the Honourable Member for Ste. Rose to continue.

MR. SAMUEL USKIW (Ste. Rose): Mr. Chairman, I wish to rise on a point of order.

MR. CHAIRMAN: The Honourable Member for Lac du Bonnet.

MR. USKIW: The item under discussion is transportation and as I understand the transportation mechanism in Manitoba, it is now under the umbrella of the Highways Department. So that in essence, as I understand it, we could talk about anything involving transportation of anything in Manitoba, into Manitoba, out of Manitoba, whether it's under the Crow rate or whether it's under any other rate, Mr. Chairman. It is a relevant matter and the Minister of Highways has an equal responsibility to that of the Minister of Agriculture in putting Manitoba's case before the nation on transportation matters.

MR. CHAIRMAN: To the honourable member and to all of the honourable members, I think that's what I said. If it was a matter of discussing my ruling, I think that's what I said.

The Honourable Member for Ste. Rose.

MR. ADAM: Thank you. I know the Minister is quite sensitive when you bring these facts forward, but you know, Mr. Chairman, we were talking about rail abandonment, the Minister has talked about rail abandonment, about retention committees and about the CPR and the air service to Brandon and he commented that the CPR was not there opposing the application of Pacific Western Airlines which is a Crown owned corporation; I am pointing out to him why they shouldn't be there, and as well I am pointing out on the issue of transportation as my colleague from Lac du Bonnet mentioned is relevant. We can discuss the entire package on transportation. It's the most vital issue and I am pleased that you have allowed me to continue because it is a crucial point that we're dealing with at this particular time and I am bringing the facts to the members of this House as has been presented to me and I will continue that on top of the \$8.67 billion that has been identified as being given to the CPR up to 1979, it was found that they had received in addition to that another \$771.5 million in subsidies as well from the Federal Government.

Mr. Chairman, on top of that, on top of all these federal public expenditures to the railway, to the CPR, it also gets a benefit by not having to pay \$722 million in deferred income taxes which helps the CPR. So you know altogether when we take all these figures and compile them, we find that their identifiable public aid to the CPR Limited totals \$10.34 billion. And you know when you compare that with their statement that they tabled, their financial statement of assets in 1979, they reported that they had total assets of \$11 billion. That's what they indicated. I suppose that that's probably higher now. But in addition to that, Mr. Chairman, there are other unidentifiable benefits such as from taxes and duties and benefits of operating subsidies from before 1967.

Mr. Chairman, we can point out I understand here in Winnipeg that there are tax concessions to the CPR, to the City of Winnipeg. I believe that there is some concern about that. These are the unidentifiable grants, if you will, to the CPR. I am very confident that if we were to take all the benefits that they have received from the public since the inception of this company, I am sure that it would be far in excess of their total assets at the present time, Mr. Chairman. These losses, the CPR has come forward from time to time asking the public to

subsidize losses on branch lines, Mr. Chairman, according to the Auditor General in Ottawa. The report goes that the government has been spending about \$350 million annually for at least a decade on subsidies to rail companies based on claims of financial loss that are rarely verified, according to the Auditor-General, J. J. McDonnell.

Mr. Chairman, apparently according to the Auditor-General who is the chief bookkeeper for Canada, he indicates that it's been a rare occasion that the CPR or the CNR has come forward with losses and they've never been substantiated. I asked the Chairman of the Transport Commission in Neepawa last fall, I asked him if the report that Mr. McDonnell had made were they accurate. And he said well you'll have to ask him. He didn't really deny it, he didn't say it was true, but apparently this has not been refuted to my knowledge. We know that the Transport Commission held a hearing on application from CPR in Alberta, they really condemned the CPR at one of their meetings. It had to do with an application from the CPR for subsidies on a particular branch line in which they said they wanted assistance for losses that they claimed, but for once the Transport Commission said no way boys; you're not getting any subsidies, and he said we'll tell you why. Because you haven't provided the service. They said you haven't proven that you have been providing the service under Section 262 of The Railway Act, yet you are coming for subsidies and we are unable to give them to you. This happened to be between Rosemary and Glendon in Alberta, Rosemary subdivision. It just points out as far as that goes the CPR may as well be a public owned corporation because we have actually put more money in it than it's actually worth, than all their assets and they have made tremendous profits in other areas as well.

So I say, Mr. Chairman, it's time that we have an indepth study and that we view the railways as a tool for regional economic development rather than a competitive profit system. I think I brought to the attention of this House here just a few days ago that the Crow rate is very much alive. I will be happy to send a copy of Order-in-Council 995 to the Minister if he's interested, in which we have just recently, this government and rightfully so, it's part of the agreement, Mr. Chairman, a longstanding agreement, part of the confederation bargain made by the farmers of this country.

On October 17th, 1979, the Minister responsible, Mr. Brian Ransom, signed by the presiding member, Mr. Donald Craik and signed by the Lieutenant-Governor that we transfer over certain lands in this province to the CPR at no cost. Mr. Chairman, this we can add also to those figures that I brought up a while ago, this is some more benefits that are being given to the CPR. So the proposal that was signed and the agreement that was signed and the confederation bargain that was made by the farmers in the country is very much alive, Mr. Chairman, it's still going. The Minister responsible for the Wheat Board, Mr. Hazen Argue, I believe it is, cautioned western farmers to be very cautious before bargaining away the statutory Crow rates, because they don't know what they'll be getting.

Mr. Chairman, there isn't no consensus in the west and the Minister gets up and says that he's waiting

on Ottawa to make a decision. There is no unanimity here in the west on what should be done. There are a number of groups that want this, they want that, and there's nothing co-ordinated. There isn't one group that comes out with the same opinion. We know that the only one group that has been steadfastly consistent in their approach and they say that under the laws of Canada that the railways are obligated to move the grain under a certain agreement by statute, by law of this country, by law, and that is the National Farmers Union. They have maintained that, Mr. Chairman, and I invite both Ministers, the Minister of Transportation, the Minister of Agriculture to get on the train that's leaving here on February 28th, and go to Ottawa and fight for the farmers instead of fighting against them. Fight for farmers.

The Minister wants a copy, Sir. Page, would you take this over to the Minister. This is a copy of the half-section that we just made a gift to the CPR a couple of years ago. Mr. Chairman, we believe we are correct on this and we shall continue to do our best to —(Interjection)— well, the Minister of Agriculture asked me if I'm going on the train and I expect that if there's room on the train there that I will go. I think that it would probably show a little goodwill if the Minister of Agriculture was on that train and the Minister of Transportation. Don't forget that there are many farmers out there who are supporters of the Conservative party who are strongly opposed to any change in the Crow rate and I suspect that these farmers have been getting in touch with this government and letting them know that they are not too happy with the position that they have taken in the past three years on this particular issue. I think they are getting the message, because I am getting the message; I am hearing it out there and I know that there are many Conservatives out there, farmers, who don't want any tampering with the statutory Crow rate; and I say the government would be very well advised because once they change it or try to tamper with it, then you can rest assured, I agree with the Minister of Highways, that there will be no moneys coming in that direction to assist in transportation of grain; there will be millions of dollars spent on the seaway; there will be millions of dollars spent on Via Rail; there will be millions of dollars spent on air transportation; there will be millions of dollars spent on all kinds of transportation, city transportation, what have you, urban transportation. But the farmers will eventually have to take the full load on the difference on the cost of transporting grain. I say it's too big of a risk, because you know you are looking at probably \$8,000 \$9,000 maybe \$10,000 per farm, that will be extra costs, added costs.

I suspect that this government, that's the reason why they are playing such a low key all of a sudden. They were very vocal before, in the last three years, very vocal, but I notice now they are very very silent. We haven't seen one farm member get up there and say I want to abandon the Crow rate like they have been talking the last few years. I suggest the reason that they are so low key now is that they've received a very very tough message from out there, out in the grassroots, from farmers all over this province and western Canada as well.

Mr. Chairman, I don't know if the Minister wants to respond to my comments but I will sit down and if he

wants to proceed then we'll . . . What did we say hear now, I am not sure whether the Minister said 14 SMYs on that division and one vacancy, for 15 — 14 all told, 13 and 1? Is that vacancy going to be filled? Well, that's transportation.

MR. CHAIRMAN: (1) pass; (2) pass; (d) pass.

2. Management Services and Engineering, (a) Operations and Contracts — The Honourable Member for Ste. Rose.

MR. ADAM: Mr. Chairman, we passed the Salaries but I wanted the Minister to give us a breakdown on the other item, the next item. We've passed Salaries and I wonder if the Minister could give us a breakdown on Other Expenditures. There is quite an increase there, from \$198,300 to \$347,500 for Other Expenditures, which is a large item, and I wonder if the Minister could give us a breakdown of what's happening here.

MR. ORCHARD: Mr. Chairman, one of the major expenditures in that increase is a \$50,000 grant to the Manitoba Aviation Council. That grant to the Manitoba Aviation Council is for them to undertake basically their Air Search and Rescue capability which fell under the demise about three or four years ago due to lack of funding, and we are reinstating substantial funding to the Manitoba Aviation Council so that they will undertake pilot training for search and rescue operations in the province. We have some studies to be undertaken, for instance, we offer a \$12,000 grant for the Centre for Transportation Studies at the U of M. —(Interjection)— Centre for Transportation Studies at the University of Manitoba; the Hudson's Bay Route Association gets a \$1,500 grant; the Southern Manitoba Airport Assistance Program gets some \$35,000 in grants which go towards not only the operation of airports but provides for construction grants of up to \$4,000 on selected airports; we are continuing through this department to give \$15,000 in a special assistance grant to the Leaf Rapids Airport in northern Manitoba to make sure that airport in northern Manitoba continues to serve its people well; and, Mr. Chairman, we, in addition to the Hudson's Bay Route Association grant of \$1,500, we provide a grant of \$28,000 to the Port of Churchill Development Board. All very significant grants that the members opposite I know will agree with.

MR. CHAIRMAN: (2) pass — the Honourable Member for Ste. Rose.

MR. ADAM: Does that make the total amount? I don't see \$347,500 here.

MR. ORCHARD: No, Mr. Chairman.

MR. ADAM: I see about \$100,000.00.

MR. ORCHARD: Those are the direct grants, Mr. Chairman. The balance of the moneys is taken up in performing the operations of the Department. As you can well appreciate, in a division which is constantly working with statistics, they have a sizeable data use on computer to pull out information on freight rates, etc., so that the balance of the \$347,500 is

undertaking the various studies and the various requests for information that they receive from all departments of government, but most particularly mine, the Department of Economic Development and the Department of Agriculture.

MR. ADAM: I presume the Minister has undertaken to give us a breakdown on the computer expenditures in every item. Is that correct?

MR. ORCHARD: Mr. Chairman, I did indicate what the total expenditures for the Department of Highways and Transportation was. It is . . .

MR. ADAM: \$921,200.00.

MR. ORCHARD: That's right, and part of that will be expended by this group.

MR. CHAIRMAN: (2) pass; (d) pass.

2. Management Services and Engineering, (a) Operations and Contracts, (1) Salaries and Wages pass. The Honourable Member for Ste. Rose.

MR. ADAM: This is a big item and I am just wondering if he's prepared to give us an overview and some comments on this.

MR. ORCHARD: Mr. Chairman, the Management Services and Engineering, as the Member for Ste. Rose can see, involves some seven functions and they involve the support services that the department requires in the tendering of contracts to the private construction industry; materials; materials research; the surveys for the road construction are undertaken under this department; bridge design is undertaken in this appropriation; engineering for our roads is undertaken in this division; traffic; maintenance. All of these various functions within the Department are supported by Management Services and Engineering.

MR. ADAM: Could the Minister tell us how many SMYs there are here, how many vacancies? There may be additional staff put on there but I see quite an increase in the Salaries and Wages. There probably are extra SMYs in there.

MR. ORCHARD: Mr. Chairman, if the honourable member might want to take down, I can provide the SMY complement for 2.(a), 2.(b), 2.(c) right through to 2.(g) at this time if he wishes, or we can leave it until later, but I would want to, just at this point, tell the honourable member there is no change in our SMY complement. We have not added any SMYs to appropriation 15(2). The only increase in salaries and wages, once again, reflects the 10 percent, roughly, wage settlement this year that we know is facing us from the two-year MGEA contract plus the unallocated portion from last year's which we didn't know at last year's estimate time. The salaries and wages reflect only increase in wage levels, not an increase in SMYs in any of the divisions from (a) to (g). We have the same SMY complement in all divisions of 15(2).

MR. CHAIRMAN: (1) pass; (2) pass; (a) pass.
(b) Laboratory and Materials, (1) Salaries and Wages pass. The Honourable Member for Ste. Rose.

MR. ADAM: Could the Minister tell us what's happening in this particular item. Is there anything new on the horizon insofar as Laboratory and Materials are concerned? I believe we've asked the Minister last year on New Materials and there was some suggestion that there are different aggregates that were going to be used and were being tested. Perhaps the Minister could give us an update of really what has taken place over the last year in regard to this item.

MR. ORCHARD: Mr. Chairman, in Laboratory and Materials we basically haven't changed the primary function of the department, but as of last year the honourable member will recall we did add to our material section an additional mobile laboratory to provide us with on-site testing of our bituminous plant mix or concrete mixes to assure that, as the member may well be aware of, the new asphalt or bituminous plants are very high capacity and we have to have, to assure proper quality control, additional lab testing facilities on-site, to assure that the quality of the material is consistent with the contract, so that we don't find that five miles of sub-standard pavement, for instance, have been laid. That was an additional function that came in last year, was in service last summer, and worked out very very well.

The Materials Division also undertakes testing of various aggregate materials to assure that we have sufficient quantities of those available in the province for our various contracts, and they also investigate soil cement versus aggregate sub-base materials. Those operations, however, have been part of the Materials and Laboratory Division for some time now and there is no basic change in the duties they perform, only in the capability to do them with the addition of that extra mobile lab last year.

MR. CHAIRMAN: (1) pass; (2) pass. The Honourable Member for Ste. Rose.

MR. ADAM: I wonder if the Minister could give us a breakdown on the other item. I know it's reduced from last year and we are pleased to see a reduction, but we would like to know what's happening in this area and what is the reason for the reduction.

MR. ORCHARD: Mr. Chairman, as I mentioned earlier, and I should have been more specific, last year we did undertake the additional mobile lab testing in last year's appropriation, hence the decrease. We have that facility in place and operative and it reflects in a decrease now because it was a one-time cost to put the lab in place, the mobile testing lab in place, and once it's in place operating it only costs us normal salaries.

MR. ADAM: That's the mobile testing for the material.

MR. CHAIRMAN: (2) pass. The Honourable Member for Winnipeg Centre.

MR. J. R. (Bud) BOYCE: Just a question of the proper moment or proper place to ask this, I was wondering if the Minister has enough money in his budget for salt for next . . . Where is that item?

MR. CHAIRMAN: It comes under Maintenance; that comes under salt in maintenance. (b) pass. The Honourable Member for Winnipeg Centre.

MR. BOYCE: Mr. Chairman, I just wanted to make sure because oft times we have to take what the Minister says with a grain of salt and I just wondered if he had enough money for the salt.

MR. CHAIRMAN: To the honourable member is that iodized salt or just plain salt?

MR. BOYCE: Any kind, Mr. Chairman.

MR. CHAIRMAN: (b) pass; (c) Surveys and Titles. (1) Salaries and Wages pass. The Honourable Member for Ste. Rose.

MR. ADAM: Mr. Chairman, I believe all surveys for all government departments come under this item, no? Who is in charge of the Surveys. I understood that it was under this department?

MR. ORCHARD: Mr. Chairman, this Surveys and Titles is only as it pertains to the construction of roadways in the Province of Manitoba and the right-of-ways involved therein. The general Surveys Department, I believe, is under Natural Resources.

MR. CHAIRMAN: (1) pass; (2) pass; (c) pass; (d) Bridges, (1) Salaries and Wages pass — the Honourable Member for Ste. Rose.

MR. ADAM: Could the Minister tell us what is happening insofar as bridge construction? I know that we undertook a few years ago to test all the bridges in the province. I think this is an ongoing thing, that we go over the bridges on provincial roads and highways. I know that there is an ongoing program for construction of new bridges on the major highways to reflect the increased capacity on these particular roads because of the heavier traffic. I know that there has been increased allowance for heavier loads on a number of highways. Could the Minister tell us how this program is proceeding? Is it completed? What is the program for this year? Or shall I wait until we get to Construction to ask him that?

MR. CHAIRMAN: Construction. (1) pass — the Honourable Minister.

MR. ORCHARD: The Bridges Division, the inspection program that the member refers to, is ongoing. We are rating provincial road bridges particularly. The PTH bridges are pretty well established as to their load-carrying capacity and we are continuing to monitor the bridges on the provincial road systems to assure that they are safe for the given load ratings that we have on them and from time to time we have to restrict them, as the member well knows from his administration years, that you run into bridge failures and have to restrict the loadings on them and that is an activity undertaken in this department still. All the bridges under the provincial department's jurisdiction are inspected once yearly to assure their structural soundness.

MR. CHAIRMAN: (1) pass; (2) pass; (d) pass — the Honourable Member for Ste. Rose.

MR. ADAM: When is the construction going to start on that bridge on No. 5, I think it is, that burned down?

MR. ORCHARD: I would assume that is the bridge that they refer to as the Angle Drain Bridge?

MR. ADAM: Yes.

MR. ORCHARD: We are in the process of designing that structure right now and as soon as we get a design finalized we will be going to tender on it.

MR. ADAM: The cost, I suppose, will be transferred to public auto insurance, the Manitoba Public Auto Insurance? Is that the Manitoba vehicle that had an accident there and burned under the bridge?

MR. ORCHARD: We are ever optimistic that our public auto insurance company will treat us fairly in this regard and pay us the cost of replacement, but that has not yet been determined. We are anticipating at least, at minimum, a cost-sharing on the replacement of that bridge.

MR. CHAIRMAN: (2) pass; (d) pass; (e) Traffic, (1) Salaries and Wages — the Honourable Member for Ste. Rose.

MR. ADAM: Could the Minister tell us the function of this item? I think the Minister is going to provide me with SMYs for tomorrow, is he?

MR. ORCHARD: Yes.

MR. ADAM: Will it be in order to refer back to them because unless I ask on every item, we are going to waste a lot of time but if I get a complete statement of the SMYs in each department and the vacancies and whether they are going to be filled or not, the hourly people and so on, then I may want to refer back to some of these items.

MR. ORCHARD: Mr. Chairman, as I indicated at the outset of Section 2 here, our SMY complement is identical to last year; there are no additions. Any vacancies that are in there now are temporary vacancies and will be filled this year. For instance, in Traffic, our SMY complement is 11 and we don't have any vacancies in Traffic.

This department, of course, undertakes the same basic programs that they have undertaken over the past several years: in the maintenance of the signing and safety markings on the highway system; the centre line markings; the no passing markings; making sure that illumination is available where required; that traffic signals work at signalized traffic intersections; they make recommendations, of course, to the Highway Traffic Board on any speed zones. We hope that this year we can continue with our increased pavement marking program in which we have undertaken approximately a thousand miles of additional pavement marking.

MR. ADAM: That's why I wanted some clarification of what the function was of this particular item. The Minister says approximately a thousand miles of highway marking; I suppose that's the centre line. What I wanted to ask the Minister is I have a letter here in regard to crosswalks on provincial roads,

particularly where they affect a village or a town where the road goes through the town itself.

I would like to read into the record one of the letters I received. It doesn't refer only to highways; there are a number of items in this letter but in regard to traffic markings on highways, the person who wrote this says that, "School crosswalks, where these cross a major provincial highway, are inadequately marked. Larger and brighter warning signs, warning markings on pavement and a better marked crosswalk itself would increase the protection level considerably". The writer goes on to say — this is from the community of Alonsa, by the way — "Our attempts in Alonsa to obtain any highway markings at all were met with resistance and reluctance from the Department of Highway engineers. We were left with a fairly clear impression that the main concern of the department is minimum restrictions on the movement of vehicle traffic and not the protection of pedestrians. The people should be helped by government to obtain their objectives. Instead, on this issue at least, reluctance has been encountered". Apparently the principle of the school in Alonsa, which is adjacent to the little village there and the road, PR 50, goes directly by the school. There is a little sign there back away, an inconspicuous sign that says, you know, 50 kilometres per hour, and slow down, but they feel there that there is inadequate, that there should be markings on the road itself so that drivers of vehicles will see that there is a danger, that there could be school children crossing.

They are not asking for a light, Mr. Chairman, to stop the traffic. No, they are not asking that; they are asking for a different kind of sign, a more conspicuous sign, and they are, in particular, asking for markings on the highway itself, bright-coloured white as you see in the cities where there is a crosswalk. The principal there indicated to me that he was not only referring to Alonsa itself, that rather he was speaking in general, that if it affected Alonsa in this case, he was sure that it would affect other communities as well. He said, "I don't want to speak only for Alonsa because I am quite sure that it happens elsewhere."

I wonder if the Minister would be prepared to have his staff look into this situation and see if we couldn't possibly come up with a better system in this particular situation, because I have been through there and it is not a good situation, I can assure you. The school is very close to the road; it is just on the edge of town and there is a main street going — well, I am not sure whether it is the main street, but there is a street going north and south and Number 50 goes east and west. They have asked for a reduction of speed. I don't remember when the speed limit was reduced on that particular portion of the road but not too long ago, there was no speed limit, everybody would be just snowballing through there at 50 or 60 miles an hour. Now the speed limit has been reduced but they feel there still could be an improvement and they would like to see a better marked crosswalk itself, brighter and larger warning signs and warning markings on the pavement. If these requests were met, they feel that there would be peace of mind for the residents because they feel that sooner or later an accident is going to be there when there could be a loss of life or something, then the department will move to rectify the situation.

I would hope that we would take those preventive measures rather than wait until after the fact.

MR. CHAIRMAN: To the Honourable Minister, when he is replying, does the Department of Highways, in their line marking, also use glass beads, or have they found them not to be visible? I would just put in that remark on my own.

The Honourable Minister.

MR. ORCHARD: If I might, with all due respect, Mr. Chairman, deal with the Honourable Member for Ste. Rose first.

The point he raises is not an uncommon one because I have run into that in my own constituency. To the best of my knowledge, the crosswalk that he refers to in Alonsa will be marked according to the standards used elsewhere, but I will undertake to investigate that to assure that is in fact the case, that we have the standard markings on school crosswalks there.

What we run into with the school crosswalks is the problem of attempting, through signage and through pavement markings, to develop a more adequately defined pedestrian corridor, particularly when we are talking about school children. This, by itself, is laudable, but it is not the total solution to providing an adequate and safe pedestrian crosswalk and once again, I say specifically at schools. What is the most effective thing is adequate marketing, number one; a speed-reduced zone, number two; and I am just assuming that both of those have been taken care of via the standard departmental policy, that both of those are presently in place at Alonsa. The third and probably the most important thing for school crossings is to encourage the school board to put school patrols out. That, Mr. Chairman, is the only way that you can assure the safety of the children. I don't worry about the cars, because cars can take care of themselves. But you know as well as I do what children are like at school; I've got my own going there and they are rambunctious, they get careless and they will inadvertently dart out even though it's a crosswalk and think they're safe and get in the front of oncoming traffic. The most successful method of pedestrian corridor control, particularly in school zones, has been the use of school patrols by the School Division. But I will undertake for the Member for Ste. Rose to check the kind of markings that we have at Alonsa and assure that they are adequate and meet the needs.

MR. CHAIRMAN: (1) pass; (2) pass; (e) pass; (f) District Offices: (1) Salaries and Wages pass — the Honourable Member for Ste. Rose.

MR. ADAM: Does the Minister have anything to report insofar as district officers are concerned? Has there been any changes or reorganization insofar as district officers are concerned? I presume that they are still the same complement. He said the same SMYs as last year which was 241, 3 vacancies. This was '79-'80 that was 241; SMY's provided for '80-'81 was 253; an increase of 12.

MR. ORCHARD: Mr. Chairman, the SMY complement at the district offices is 252 with 9 vacancies. The member is correct in his assumption that there are no changes in the operation of the

district offices. They are still undertaking the same kind of maintenance and construction supervision that they always have in the 12 districts throughout the province.

MR. CHAIRMAN: (1) pass; (2) pass; (f) pass; (g) Highway Traffic Inspection: (1) Salaries and Wages pass — the Honourable Member for Ste. Rose.

MR. ADAM: Mr. Chairman, this is the highway traffic inspection on the road. Is that correct? What do we do there with this?

MR. ORCHARD: Check traffic.

MR. ADAM: We check traffic, but what is the function there?

MR. ORCHARD: Mr. Chairman, these are our traffic inspection personnel that staff our traffic scales at West Hawk, Emerson, Headingley and Brandon, I believe, and Oakbank, yes. The number of permanent traffic scales that we have; and also this appropriation with 62 SMYs also undertakes the roving inspectors who have the portable scales that are on the road from time to time in different areas.

MR. ADAM: The Minister said 62 SMYs I believe. I think that's correct. Could the Minister tell us what are they finding now. What are the statistics? Does he have those figures? Their function is to check vehicles on the road whether they're roadworthy and in safe condition to drive. I think good brakes, good lights, etc., or are they checking overweight? Are they checking overloaded trucks?

MR. ORCHARD: Mr. Chairman, the member is correct in that they do check weights, they check lights and franchises, make sure that the carrier is doing what he is supposed to do according to the franchise granted to him. One of the major new functions that the highway traffic inspection people are undertaking, and this is taking place in the last year-and-a-half, is they are now collecting at our weigh scales the fuel taxes on behalf of the Department of Finance and this has given us another \$200,000 to \$250,000 a year revenue by having this fuel tax collection function being performed by the Highway Traffic Inspection section.

I am not informed of any major new trend in either overweight violations by the trucking industry or in any particular dramatic increase in the incidents of faulty equipment in the vehicles that they inspect from time to time. That hasn't significantly changed.

Another thing that has occurred as a new venture by the highway traffic inspection people is the use of a new type of portable scale which is more accurate and much quicker to use than the previously used model and there is less delay to the trucking industry by the roving inspections with the portable scales. So with those two improvements, the function basically hasn't changed and the monitoring indicates that the trucking industry hasn't basically changed in its level of violation or its need for additional enforcement.

MR. ADAM: I wonder if the Minister could elaborate just a bit more on the collection of taxes. I think that has to do with trucks coming in from other

jurisdictions, I presume. How do they check vehicles? I know that, I guess vehicles, motor vehicles as well are supposed to report if they have a full tank of gas. Is that correct? Do they just check the big trucks or who do they check on?

MR. ORCHARD: the primary collection area is at the entrances to the province, where we have commercial trucks entering the province on a single trip basis in which inspectors will collect the single trip permit fee as well as the appropriate fuel tax for the trip through the province, Mr. Chairman.

MR. ADAM: I wonder if the Minister could tell us if there has, I think it come under this section, that is, if there's been any change of speed limits on any of the highways this year. I believe there was some changes for Northern Manitoba in the past and I wonder if that's been extended in any way, on any highways, and the reason for any of these changes.

MR. ORCHARD: Mr. Chairman, there has been two changes in speed limit, both of which have been raised and that is on one section of 391 to Thompson where we have upgraded the stretch of 391 to a standard that we now think because of the remoteness we can allow 100 kilometre per hour speed limit instead of a 90 and a section of No. 6 down to approximately St. Laurent, has been raised as of last summer. And that may have been raised last year, when the member asked that question. The St. Laurent portion might have been raised already. But once again it's in a relatively, let's call it a remote section of highway, where you've got a lot of long distance traffic in the 100 kilometers was considered more in tune with the needs of the motoring public.

As well where we have added additional divided highway capacity we have increased the speed limit to 100 kilometres per hour over the 90. Now there have been probably several changes where there has been an alteration of a speed zone, either up or down slightly, because as I mentioned in my introductory remarks, has been a number of speed zone applications considered by The Highway Traffic Board. I could provide details of that when we get the Motor Vehicle Branch in dealing with The Highway Traffic Board.

MR. CHAIRMAN: (1) pass — the Honourable Member for Ste. Rose.

MR. ADAM: We can't talk about licenses on this particular item? I have something to raise with the Minister on licensing and restrictive license and so on, so we can move over to the next item, Mr. Chairman.

MR. CHAIRMAN: (1) pass; (2) pass — the Honourable Member for Ste. Rose.

MR. ADAM: I have received and I'm sure the Minister will recall, I received some complaints from some farmers who are affected by planning and design of roads . . .

MR. CHAIRMAN: (g)(2); I haven't moved to clause 3 yet. (2) pass; (g) pass; Resolution no. 80 pass; Resolved that there be granted to Her Majesty a sum

not exceeding \$12,345,200 for Highways and Transportation, Management Services and Engineering \$12,345,200 pass.

Resolution no. 81, Clause 3. Planning and Design (a) Salaries pass — the Honourable Member for Ste. Rose.

MR. ADAM: Mr. Chairman, I wonder if I could ask the Minister how late he wants to sit tonight. Could we sit and finish this section and come back?

MR. CHAIRMAN: Excuse me, I think that would be out of order. We are under Planning and Design. The Honourable Member for Ste. Rose.

MR. ADAM: Mr. Chairman, I was just asking the Minister how far he wanted to go in tonight.

MR. CHAIRMAN: The Honourable Member for Ste. Rose, I was just being a little smart. The Honourable Minister.

MR. ORCHARD: If the member wants to finish Planning and Design and start on Maintenance, that's fine with me.

MR. ADAM: I've got a nod from the House Leader, or Acting House Leader and I am pleased that the Minister has agreed.

What I wanted to ask is perhaps the Minister would recall this particular instance where in the Bruxelles area where some of the farmers there were a bit concerned about the amount of right-of-way that had to be acquired for road construction, I believe either just west of Bruxelles and in particular, Mr. Walter Van De Walle had expressed concern about the amount of right-of-way that was required at that particular area and I guess the reason was is that he doesn't have that much of a holding, that much land, and he's a farmer and any amount of land that's taken away from his operation I guess affects him and is going to affect him for a long period of time, because you know, they go in there and farm for 20, 30 years; if they lose 10 acres or 5 acres off their farm, it's a loss of considerable revenue over the years. I received a reply from the Minister and I have contacted Mr. Van De Walle and explained to him that I asked the Minister for his consideration whether or not he would look at this particular situation to see if there was any possibility that the design could be changed somewhat to require less right-of-way from Mr. Van De Walle's property.

It seems to me, Mr. Chairman, in a particular situation like that where that amount of land is being taken away from one particular farmer as opposed to other farmers further down, the price that we pay for the amount of land for that individual because he's losing income for future years; it seems to me that some consideration be given in those kinds of situations perhaps to allow the farmer a little more money for his land, his right-of-way. It seems to me it's a bit unfair when you take say, 25 feet from one farmer and then you come to one and say you've got a hill here and it could be a safety hazard if we don't cut this bank down a little more so we're going to need more right-of-way.

It seemed to me unfair to the land owner, just because he happens to be in a situation where there

is a rise in the contour of the land, he is more or less penalized because of the fact that he happens to be sitting where there is a high contour on the road.

I just wanted to put it in for the record. I have replied to the member and I said I have a letter here from the Minister in which he says he is not prepared to look at — well, it is a little more serious than what I had really thought, Mr. Chairman. The fact is that they wanted an extra 100 feet wide by 1,000 feet long. They were required from Mr. Van De Walle and this is over and above the 25-1/2 foot strip that is needed just for normal upgrading and widening. I can under Mr. Van De Walle's concern and also I realize that the Minister is trying to construct highways in the most safe manner for the travelling public. The only thing I am suggesting, in a case like that, maybe the farmer should be given a little more for his land in that particular situation, because I don't believe that Mr. Van De Walle has that much land, maybe half-a-section, and if you lose even an acre or two, over the next 10 or 20 years, it has quite an impact over the long haul as far as his income is concerned.

MR. ORCHARD: Mr. Chairman, that particular land acquisition question was referred directly to my desk well in advance of the Member for Ste. Rose bringing it to my attention. What we have there in the reconstruction of P.R. 245 is a very sharp and very steep hill, which is immediately east of an intersection of two provincial roads. Approaching westbound traffic would come over the top of the hill and if it was strangers, and that often happens in that area because it quite picturesque country, they would approach the top of that hill not realizing that there was a stop sign at the bottom of it. That, by itself, was quite a hazard. To add more cause for the construction that we are proposing to undertake there now there were two very serious accidents on the crest of that hill. Because the hill is such a sharp hill, approaching traffic from either way could not even see the dust in the summertime from oncoming vehicles. The veterinary from Notre Dame almost lost his life on top of that particular hill one summer several years back. That hill has been identified as one of our accident-prone spots and in reconstruction of the road, we had every intention of removing that.

I can full well appreciate the concern the individual had about the amount of right-of-way that the department was proposing to take on his quarter section. It involved a 1,000 foot strip, as the Member for Ste. Rose indicates, additionally 100 feet wide. I can appreciate the concern that person had, but we were caught in somewhat of a quandary in that reconstruction of that road was going to go ahead, with all the other properties being acquired along that road, including the property immediately south of the gentleman's property, to whom he refers. The right-of-way acquisition from the property immediately south was identical, a mere image of the property we proposed to take from the north. Having gotten agreement from the gentleman to the south, we were caught in that very unsavory position, shall we call it, of if we modified the amount of land that we needed from the gentleman to the north in trying to negotiate an in-between agreement, we would have then had a great deal of problem with the chap on the south side of the road, who recognized the

extreme hazard of the hill. I don't think the gentleman who is writing is complaining about what we are going to do there. The construction we are undertaking, I think he fully agrees with.

I don't know how we resolve a problem like that, quite frankly, because once again, if we were to undertake to pay that gentleman another \$200.00 or \$300.00 an acre, then we would be pretty hard-pressed not to pay the gentleman on the south side of the road the same dollar value, or indeed everyone along that particular road from whom we have acquired right-of-way. We do have to treat all of the people involved in land acquisition equally in acquiring land of equal value and equal quality.

In instances like this the land is priced in value, if there is a dispute, by the Land Value Appraisal Commission. The price that they put upon that land includes a premium in most cases because of the severance aspect, the fact that we are not buying an entire quarter section but only a portion of it. That value is a premium, as I say, and it is market value plus a premium. So that what we have done in purchasing right-of-way is we have in fact recognized that future earning capability of that land as it has value to the owner. We have recognized that he is not going to be growing crop on that for a number of years and that is reflected in the market price. That is what sets the market price, in most cases, of land in the province and the land we purchased for right-of-way is no exception.

I have a sympathy, as a farmer, for Mr. Van De Walle in his concern over losing that much land, but in providing a transportation system for all Manitobans, we have to consider not only the inconvenience and the dislocation of the adjacent land owner when we are acquiring right-of-way, but we also have to always bear in mind the prime objective of reconstruction is to build a road which is safer and can better handle the traffic needs of the motoring public. The decision we reached was one that we had to acquire that amount of right-of-way and it was unfortunate because it take a fairly sizable portion of the gentleman's farm, I think some eight or nine acres in total.

I regret those kind of decisions but in the balance they are the only decision that I think we can logically make in such circumstances.

MR. ADAM: I thank the Minister for his reply. I anticipated what he was going to tell me, because he had written to me. The only thing is, I believe that the Minister said that the same price was paid for the land east and west of Mr. Van De Walle's farm. Then the Minister says he is taking into consideration the loss of this land for future years. I thought I understood — I got the impression — the Minister didn't give us any figures but I got the impression that the farmers all the way down this line, wherever this construction took place, they all received the same amount. It would seem to me that if you took 25 feet from a group of farmers and they got so much an acre and then you got to another farm and you are going to take five times as much as you take from the other farmers, it seems to me that that should be taken into consideration as well.

I appreciate the dilemma that the department finds itself in in this particular situation because if they are going to pay one farmer more, or one individual more, they have got to pay them all the same

amount. But the other fellow across the road might have had 500 or 600 acres and to him, well, "Okay, so I lost five or eight acres of land, I've still got 600 or 700 acres to work." The other fellow has only got a small acreage and it deals a more severe blow to that fellow with the small acreage than it does to the fellow who has maybe 500, 600, 700, or maybe even 1,000 acres on the other side. Maybe the other fellow said, "Oh, well, no matter, I have got enough land to work and make a living."

I am just saying I wish the Minister would clarify whether all the farmers along that road got the same price or because they required more land from Mr. Van De Walle, whether or not he got a little extra?

MR. ORCHARD: Mr. Chairman, what I indicated, all of the land owners along that right-of-way acquisition would have been treated equally if they had land of equal classification. For instance, if Mr. Van De Walle's land was Class 5 and some land further east on the right-of-way was Class 1, certainly he would not get the same price per acre. But on an apples for apples comparison of land quality, Mr. Van De Walle would have gotten the same price as anyone else, and that price is generally market plus a premium for severance.

If you want to put it into the context of Mr. Van De Walle being a small farmer and enduring some rather possibly severe consequences because of that additional right-of-way take, there is the other side of the coin in that in taking five or four more acres from him, he has more money in his pocket with which to go out and purchase another quarter section some distance from the road, which is probably going to be priced lower per acre if he buys the whole quarter section. If Mr. Van De Walle was to undertake to replace that land, he could probably find himself in a very good cash bargaining position in having the down payment in his hand from the land that we acquired. You know, the market price is always reflected in the productive value of the land so that when we establish a price through the Land Value Appraisal Commission, that price is based on the market value in the area, no more and no less, plus severance for anomalies, such as wind breaks and small portions of take and moving fences; those are all figured in. But bare land to bare land, the Land Value Appraisal Commission is very careful to treat all the land owners the same in those areas.

In a case like Mr. Van De Walle's, it is absolutely impossible, I submit, Mr. Chairman, that the Land Value Appraisal Commission, or anyone undertaking a fair evaluation of what is compensation for that land right-of-way required, should take into consideration whether one gentleman owns only a quarter section and that right-of-way represents 10 percent of his land holdings versus the neighbour across the road who owns 1,000 acres and that represents 1 percent of his land holdings. You cannot figure those kinds of anomalies into the purchase price of right-of-way or else you will be forever mired down in an inequitable and unwieldy system of determining land values. You have to go to basic parameters to determine the value of the land and that is what has been done and that is the manner in which Mr. Van De Walle has been treated.

MR. ADAM: I just want to ask the Minister if under Planning, I can talk about the method of construction. Would that fall under Planning?

MR. CHAIRMAN: Construction?

MR. ADAM: The planning of how you construct the road, the method. —(Interjection)— I just want to raise one point, it had to do with P.R. 260 where a portion of the road was gravel. I am not sure just how long it was, two miles or what the distance was. I have a letter on it and I was trying to find a copy of it; I might find it tomorrow and maybe I can bring it up in the Minister's Salary.

If I recall correctly, it was about two miles of this particular road that was gravelled and then very shortly thereafter, upgrading was undertaken. The complaint, as it was submitted to me, was that it was additional costs that was not felt to be necessary to haul a bunch of gravel on the highway and then turn around and cover it up with dirt and then gravel on top of that after. I am just wondering, we are talking about Planning and I just bring it to the Minister's attention. If I can find the actual letter — I don't seem to have it in my file here — I will bring it up again on the Minister's Salary, but maybe the Minister has it at his fingertips, I don't know, maybe he has it right there.

MR. ORCHARD: Mr. Chairman, I don't know of the particular incident that the member refers to, but the scheduling of graveling, which I would assume would be a routine application of traffic gravel, should have been co-ordinated by the District Engineer for P.R. 260. If he ordered a regular application of traffic gravel shortly in advance of construction taking place then I would think that was an error on his part; that should not have happened. However, I might suggest that maybe the two-mile stretch was graveled to undertake alleviation of a temporary bad condition of the road that needed some additional gravel to make it passable in the interim period of time until construction would take place on that section. I can't give him the specific details but I would suggest he could raise it again in the Construction Item and we'd try to provide him with details.

MR. CHAIRMAN: (1) pass; (2) pass — the Honourable Member for Rock Lake.

MR. HENRY J. EINARSON: Mr. Chairman, there is just a small matter here under Planning and Design of our road system. I am given to understand there are some places in Manitoba, after listening to the Member for Ste. Rose in regards to a problem in trying to come to a satisfactory decision when purchasing land for the purpose of building roads or highways, but I'm given to understand there are some places where farmers are prepared to give their land providing the Highways Department meets with certain conditions. That is when the top soil is removed away and your road is constructed and then that top soil is put back down so that the farm can be used partly for agricultural purposes, such as if the ditches are sowed down to grass, the farmer can still use it for hay and so on. I am given to understand there are times when this has happened and the department does not agree with it. I wonder if the Minister has any comments in that regard.

MR. ORCHARD: Well often with the acquisition of right-of-way it's not often possible to accommodate that kind of a request because for instance you

might have to assure that drainage is properly designed. In the reconstruction of that road that may not be possible with that kind of a trade-off or a free gift of borrowed material and that would be probably the main reason why that hasn't been entertained.

MR. CHAIRMAN: (b) pass — the Honourable Member for Winnipeg Centre.

MR. BOYCE: Just before we go, as is my want on occasion to give people their roses while they're alive, I just thought I'd draw members' attention to the fact that the Deputy has been kicking around since 1955, and he has survived many administrations and . . .

MR. CHAIRMAN: It's the Deputy Minister.

MR. BOYCE: That's right, yes. I just wanted to put that on the record that as far as I'm concerned, and I think I speak for all members, that the people of the Province of Manitoba have been well served by the Deputy.

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

MR. ADAM: I have my notes on the information that I raised to the Minister's attention in regard to graveling and then recrowning immediately or very shortly after. It had to do with a mile-and-a-half of road which was graveled and there was a very short interval after that of the graveling and then the recrowning started after this. There was some suggestion that was a waste of money to gravel a mile-and-a-half of road. I don't know what the cost is to gravel a road, I'm not an engineer. But immediately after the graveling was done they went in with machines and buried the gravel and then had to gravel after that. I would ask the Minister to check it out; he must have a record of it somewhere in the works, and perhaps he can report back when we get into the construction end of it.

MR. CHAIRMAN: (b) pass; Clause 3 pass; Resolution No. 81 pass. Resolved that there be granted to Her Majesty a sum not exceeding \$1,620,600 for Highways and Transportation, Planning and Design, \$1,620,600 pass.

Before committee rise, I would just like to offer to the Honourable Minister that there was some discussion on glass beads a little earlier, which I imagine will come under Minister's salary and if the Honourable Minister is planning on any cloverleaves around the Menisino area, I know where there's some land.

Committee rise. Call in the Speaker.

The Chairman reported upon the Committee's deliberations to Mr. Speaker and requested leave to sit again.

IN SESSION

MR. SPEAKER: The Honourable Member for Radisson.

MR. KOVNATS: Mr. Speaker, I beg to move, seconded by the Honourable Member for Springfield that the report of the Committee be received.

Monday, 16 February, 1981

MOTION presented and carried.

MR. SPEAKER: The Honourable Acting Government House Leader.

MR. MCGILL: Mr. Speaker, I move, seconded by the Honourable Member for Gladstone that the House do now adjourn.

MOTION presented and carried and the House adjourned and stands adjourned until 2:00 o'clock tomorrow (Tuesday).