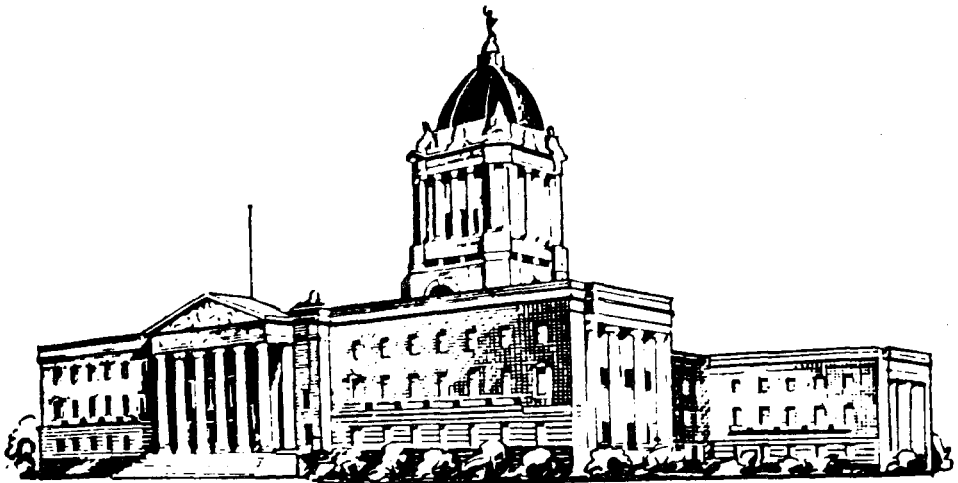




FOURTH SESSION — THIRTIETH LEGISLATURE
of the
Legislative Assembly of Manitoba
DEBATES
and
PROCEEDINGS

26 Elizabeth II

Published under the
authority of
The Honourable Peter Fox
Speaker



Vol. XXIV No. 35 . . . 2:30 p.m., Thursday, April 7, 1977

TIME: 2:30 p.m.

OPENING PRAYER by Mr. Speaker.

MR. SPEAKER, Honourable Peter Fox (Kildonan): Before we proceed I should like to direct the attention of the honourable members to the gallery where we have 25 students, Grades 4 and 5 standing, of the William Osler School. These students are under the direction of Miss Audrey McIntyre. This school is located in the constituency of the Honourable Member for River Heights. On behalf of all the honourable members we welcome you here this afternoon.

Presenting Petitions; Reading and Receiving Petitions; Presenting Reports by Standing and Special Committees; Ministerial Statements and Tabling of Reports; Notices of Motion; Introduction of Bills.

ORAL QUESTIONS

MR. SPEAKER: The Honourable Leader of the Opposition.

MR. STERLING LYON (Souris-Killarney): Mr. Speaker, a question to the First Minister. In light of the report issued yesterday by The Conference Board of Canada predicting Manitoba's growth and activity at a slower rate than the national level' could the First Minister indicate to the House what plans, what programs, what other ideas his government will be advancing in order to help restimulate the economy of this province?

MR. SPEAKER: The Honourable First Minister.

HONOURABLE EDWARD SCHREYER, Premier (Rossmere): Well, Mr. Speaker, that is essentially a budgetary message. We do hope to bring forward some measures which will be capable of restimulating the economy at least to some degree. Then too, I might add that we have received the contents of The Conference Board Report only in the past day. We are perusing them.

And finally I might add as well that I think these things have to be viewed in the longer context. It's always a matter of opinion whether a sufficiently long context is five years or ten years; certainly one year is insufficient. I point out to my honourable friend that in the decade of the 1970s that the economic rate of growth in Manitoba has exceeded the national average, at least as many years as it has been below, so that I'm hopeful that when all of the decade of the seventies is taken into account that Manitoba's economy will perform at national levels of achievement.

MR. LYON: Mr. Speaker, a further question to the Honourable the First Minister. Is he now in a position to advise the House definitively as to the date when the Budget will be brought down?

MR. SCHREYER: Well I believe that the Minister of Finance has it in mind to bring the Budget down on Thursday or Friday, I think the 21st or 22nd, and that he may well want to consult with the Honourable Leader of the Opposition as to whether he has a preference as between the two dates. In any case, Sir, it will be either the Thursday or the Friday of that week.

MR. SPEAKER: The Honourable Member for River Heights.

MR. SIDNEY SPIVAK: Mr. Speaker, a further question to the First Minister. The Conference Board Report indicates a reduction of 50 percent of the increase in retail sales in Manitoba. I wonder, on that basis, whether the First Minister can indicate whether his government will consider tax cuts as a means of stimulating the economy.

MR. SPEAKER: The Honourable First Minister.

MR. SCHREYER: Mr. Speaker, the second part of that question is purely budgetary. I think it would be quite improper to say anything further at this time but I must also say, Mr. Speaker, that it's my distinct understanding that The Conference Board has made, perhaps realistically, has made certain very serious assumptions about the agricultural economy on the prairies and that, therefore, this looms proportionately more grave insofar as the economies of Saskatchewan, Manitoba and Alberta are concerned, in that order.

MR. SPIVAK: Another question to the First Minister and this deals with Polar Gas and the series of questions asked yesterday. I wonder if he can indicate to the House whether the data upon which the conclusions arrived at by Polar Gas to, in fact, have the pipeline go through Northern Ontario, whether that data will be made available to Manitoba for study and scrutiny, and examination as to whether the economics that or not.

MR. SCHREYER: Certainly, Mr. Speaker, I cannot say whether it will be made available, but certainly we intend to ask for it. I don't have the slightest reason, at this point in time, to assume that it will not be forthcoming. Certainly, we will ask for that material of Polar Gas and perhaps supplement it by information from the National Energy Board when they are provided with that information.

MR. SPIVAK: Mr. Speaker, then I wonder if the First Minister can indicate to the House whether the information that is supplied to the government by Polar Gas, indicating the routing through Northern Ontario, or a partial routing through Northern Ontario, is based, or has been based on the economic grounds, and that has been the direct communication, or at this point, are we in the dark as

to the justification for that routing.

MR. SCHREYER: Obviously, at this stage, I cannot give precise information, but I can assure my honourable friend that when this was discussed in a preliminary way, the indication from Polar Gas' senior people was, that following a route which transversed northeastern, extreme-northeastern Manitoba, northwestern Ontario, was based on the relative terrain, the quantum of rock-blasting following one route as opposed to following a route that was closer to the Hudson Bay lowlands in the sedimentary basins of that part.

MR. SPIVAK: Mr. Speaker, to the First Minister. I wonder if he can confirm the fact that the Ontario Government is, in fact, a minority shareholder of Polar Gas and has an interest in the development, and whether there is the possibility that this is one of the justifications for proceeding through Ontario rather than Manitoba.

MR. SPEAKER: The Honourable First Minister. The latter part is hypothetical.

MR. SCHREYER: I can only say that it is my understanding that Ontario is very much a shareholder, but very much a minority shareholder. But I would be most surprised, Sir, if considerations of \$5 million of equity would overturn or determine a decision that might be predicted on a \$100 million differential due to rock and rock outcrop, etc.

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

MR. HARRY E. GRAHAM: Thank you, Mr. Speaker. I have a question for the First Minister. I would like to say first that the Chairman of the Liquor Control Commission is reported to have instructed his negotiating team in negotiations with the Manitoba Government Employees Association, to ignore the guidelines of the Anti-Inflation Board. Has that met with the approval of the First Minister?

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

MR. SCHREYER: Mr. Speaker, I doubt very much that that could have happened for the reason that the guidelines of the Anti-Inflation Board are like Holy scripture, they lend themselves to diverse interpretations.

MR. GRAHAM: A supplementary question, then. Is the First Minister then prepared to give a directive to the Chairman of the Liquor Control Board to change his mind in that particular respect?

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

MR. BOB BANMAN: Thank you, Mr. Speaker. I direct my question to the Minister in charge of Manitoba Development Corporation. I would ask him if he could inform the House whether the U.S. certification, FAA certification process on the ST-28 of Saunders is continuing at Gimli.

MR. SPEAKER: The Honourable Minister of Mines.

HONOURABLE SIDNEY GREEN(Inkster): Mr. Speaker, if it is, which I doubt, it would be on a very very nominal scale consistent only with maintaining product support of the aircraft which are in flight at the present time.

MR. BANMAN: Thank you. A supplementary question, I wonder if the Minister could confirm that the failure to complete certification of this Saunders ST-28 by the end of this April will mean that this aircraft will be considered as having failed its certification trials.

MR. GREEN: Mr. Speaker' I wouldn't be certain of that, but that would, in no way, change the program that the government has *vis-a-vis* certifications.

MR. BANMAN: Another supplementary question. I wonder if the Minister could confirm that about \$20 million of the \$40 million spent at Saunders has gone to the development of this ST-28 Saunders prototype?

MR. GREEN: Mr. Speaker, it may be somewhat more or somewhat less. The entire project which involved \$38 million, plus involved the creation of approximately a dozen ST-27s and the development to certification of the ST-28, and I would have thought that my honourable friend had come to the conclusion of many of us by now, that it is very unlikely that the ST-28 will ever be certified.

MR. SPEAKER: The Honourable Member for Assiniboia.

MR. STEVE PATRICK: Thank you, Mr. Speaker. I have a question for the Minister of Public Works. Can the Minister indicate to the House if the solar energy demonstration project on top of the Legislative Building is still in operation?

MR. SPEAKER: The Honourable Minister of Public Works.

HONOURABLE RUSSELL DOERN (Elmwood): We are on the verge of an official opening, Mr. Speaker.

MR. PATRICK: A supplementary. Is the Minister indicating to the House — do I understand him correctly that it has not been in operation at all?

MR. DOERN: I would repeat, Mr. Speaker, that I think it will be in operation very shortly. It has not been fully functioning up until now.

MR. PATRICK: A supplementary, Mr. Speaker. I understand it was operational. Can the Minister indicate to the House how long it has been that it has not been operating and the results?

MR. SPEAKER: The Honourable Member for Wolseley.

MR. ROBERT G. WILSON: A question for the Minister of Tourism, Mr. Speaker. Could the Minister confirm he has reconsidered his position regarding his department's support of the planned convention promotion trip and is sending an appointee?

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

HONOURABLE BEN HANUSCHAK (Burrows): Mr. Speaker, in fact I was just in the process of reading whatever it was that the honourable member was attempting to say in the House yesterday and I really don't know what position he is referring to or what position he thinks I have, therefore I can neither confirm nor deny.

MR. WILSON: Well, Mr. Speaker, maybe a supplementary then. Has His Worship the Mayor of the City of Winnipeg asked the Minister to lend his department's support to the planned promotional trip for the Convention Centre to the United States?

MR. HANUSCHAK: Yes, Mr. Speaker, if the honorable member will recall, a similar question was asked of me a few days ago by the Honourable Member for River Heights and I answered his question at that time.

MR. WILSON: Well, the third supplementary then is: Is the Minister going to send somebody pertaining to the Mayor's request?

MR. HANUSCHAK: The Mayor, Mr. Speaker, as I had answered at that time, asked me to participate and I had to decline. He did not ask for a substitute.

MR. SPEAKER: The Honourable Member for Rhineland.

MR. ARNOLD BROWN: Thank you, Mr. Speaker. My question is to the Minister of Agriculture. Can the Minister tell this House whether there is an insecticide licensed for cutworm control in Manitoba at this time?

MR. SPEAKER: The Honourable Minister for Agriculture.

HONOURABLE SAMUEL USKIW: Mr. Speaker, I didn't quite get the question. I wonder if the member would repeat it.

MR. BROWN: Can the Minister tell us if there is any insecticide licensed for cutworm control in Manitoba at this time?

MR. USKIW: Mr. Speaker, I know that the member is alluding to the fact that there were changes in federal regulations with respect to the distribution of those chemicals. I would have to take that question as notice.

MR. BROWN: Since Phosvel was banned, has the Minister's department made any attempt to get any insecticide licensed for this year's use for cutworm control?

MR. USKIW: Mr. Speaker, the Member for Rhineland knows full well that that is a federal area of jurisdiction.

MR. BROWN: Can the Minister tell this House approximately how many acres of crop are planned to be planted in Manitoba this year that are going to be susceptible to cutworm damage?

MR. USKIW: Mr. Speaker, the Member for Rhineland also knows the totality of the contracts entered into on an annual basis, as between the beet growers and the sugar plant in Fort Garry.

MR. SPEAKER: The Honourable Member for River Heights.

MR. SPIVAK: Mr. Speaker, my question is to the Minister of Mines and . . .

MR. SPEAKER: Order please. Order please.

MR. SPIVAK: My question is to the Minister of Mines and Natural Resources. I wonder if he can indicate whether the government has had to pay the Export Development Corporation for the Saunders' planes that have been returned from Colombia?

MR. SPEAKER: The Honourable Minister of Mines.

MR. GREEN: No, Mr. Speaker, I couldn't tell the honourable member. If the honourable member is asking me with regard to the Export Development Corporation, I'm not the Minister. If he is asking me with regard to the Manitoba Development Corporation then that matter will be available perhaps to the honourable member when the Chairman appears before Committee.

MR. SPIVAK: Well, I wonder if the Minister can indicate to the House whether the Manitoba Development Corporation discussed the return of the planes from Colombia, the Saunders' planes, before their return and the financial obligations to be assumed by the government at that time.

MR. GREEN: Mr. Speaker, I imagine that the Manitoba Development Corporation would have had to do all that was necessary to see to it that those planes were returned.

MR. SPIVAK: Can I ask the Minister whether there was discussion between himself and the chairman or directors or officials of the Manitoba Development Corporation with respect to the return of the planes and the cost of the financing, the payment of the costs of the financing?

MR. GREEN: Mr. Speaker, from time to time I have discussed with the Development Corporation the question of the return of the planes.

MR. SPEAKER: The Honourable Member for Morris.

MR. WARNER H. JORGENSON: Mr. Speaker, I should like to direct my question to the House Leader and ask him if he can tell the House when we can expect answers to those Orders for Return that were filed last year and to which we have not yet received a reply?

MR. GREEN: No, I can't be specific, Mr. Speaker, but my honourable friend should bring to perhaps my attention or the Ministers involved, which ones he is waiting for and I would expect that they would answer him reasonably as to when he could expect to receive them.

MR. JORGENSON: Thank you, Mr. Speaker. I would also like to ask the Minister if we can expect early tabling of those bills to which there are attached some degree of controversy, not only within their caucus, the NDP caucus, but perhaps within this Chamber?

MR. GREEN: Mr. Speaker, I met with the Legislative counsel and the other people responsible for moving bills forward this morning and I can't make an outright promise to my honourable friend but I think that I can say with reasonable hope of being correct that before the budget speech expires, all of the bills that he is referring to which I think are controversial, will be on the Order Paper. That would not include some which I might not think are controversial.

MR. SPEAKER: The Honourable Member for Fort Garry.

MR. L. R.n(Bud) SHERMAN: Thank you, Mr. Speaker. I direct my question to the Honourable the Minister of Tourism, Recreation and Cultural Affairs, Colleges and University Affairs, Continuing Education and Manpower.

MR. SPEAKER: Order please.

MR. SHERMAN: I know he has a heavy burden to carry, Mr. Speaker, but it is related to a question that I asked him some weeks ago that he took as notice having to do with the aircraft maintenance course at Red River Community College. I would ask the Minister whether that course is, in fact, being wound down and phased out or what is the status of that course?

MR. HANUSCHAK: Mr. Speaker, I have assured the honourable member that I will obtain a reply to the honourable member's question. I regret that I did not bring the data with me today. I will undertake to do so on Monday and have a reply to his question.

MR. SPEAKER: The Honourable Minister of Health.

HONOURABLE LAURENT L. DESJARDINS (St. Boniface): Mr. Speaker, on March 25th, the Honourable Member for Portage asked me if the Department had approved the administration of Ritalin for over 500 Winnipeg students. Well the figure of 500 was the result of a misquotation appearing in The Manitoban, the University of Manitoba student newspaper. There are approximately 350 children in the metropolitan Winnipeg area seeing psychiatrists through the Child Guidance Clinic and at most 50 children may receive drugs of the Ritalin type and the prescriptions are made on the basis of professional judgement exercised by psychiatrists in treating certain conditions.

MR. SPEAKER: The Honourable Member for Wolseley.

MR. WILSON: Thank you, Mr. Speaker. I have a question for the very concerned Minister of Public Works. Could the Minister explain why some of the entrance doors, revolving doors, are wide-open with the heating system still on in this building, in light of the energy costs that we have facing us?

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

MR. SPIVAK: Mr. Speaker, my question is to the Minister of Industry and Commerce. I wonder if he can indicate to the House whether there was an agreement on the part of Manitoba at the Energy Conference to furnish a study in connection with conservation measures as one means of justifying the price increase proposed by the Federal Government?

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

HONOURABLE LEONARD S. EVANS (Brandon East): If I heard the honourable member correctly he was asking if we offered to submit a Paper on conservation proposals . . .

MR. SPIVAK: To justify . . .

MR. EVANS: . . . to justify an increase in oil and gas prices. Well, Mr. Speaker, I'm afraid the honourable member is not informed of the Manitoba position. Our position is very firm and that is we are totally and absolutely opposed to any increase in the price of oil and natural gas at this time. And we were supported by two other provinces in this matter. We see no justification whatsoever for an increase in these particular fuels at this time.

I might add, Mr. Speaker, that I was personally pleased that we were able to defer any decision in this matter until approximately three or four weeks from now, because we were successful in getting a deferral of a decision until such time as the Federal Government in co-operation with all the provinces were prepared to put some money into conservation measures such as insulation grants for homes. So to that extent I think we've persuaded the Federal Government to be more concerned about the demand side of the equation.

MR. SPIVAK: Yes, I'd like to put a question to the Minister of Industry and Commerce. Will Manitoba be providing suggestions to the Minister for conservation in a submission to be made within the next two-week period?

MR. EVANS: Mr. Speaker, I would like to inform my honourable friend that not only will we be doing this in some detail but I have already been attempting, with all the strength and ability I can muster, over the past several months to persuade the Federal Government to be involved in various conservation measures and new methods of heating, such as supplementary solar heating, district heating, sponsorship of a biomass centre which would be located in Manitoba for new forms of

renewable energy, plus a greater assistance to public transportation, plus a number of other measures which I think will be quite effective in reducing the utilization of non-renewable resources.

MR. SPIVAK: I wonder if the Minister can indicate whether after the charade of the next four weeks we will have a price increase of \$2.00 per barrel.

MR. EVANS: Mr. Speaker, I am not optimistic there will be no price increase because the Federal Minister has indicated very clearly that it is a Federal Government policy to work towards an international price level. We don't agree with it and we will fight it, tooth and nail, but I don't know how successful we might be.

MR. SPEAKER: The Honourable Member for La Verendrye.

MR. BANMAN: Thank you, Mr. Speaker. I direct my question to the Minister of Public Works responsible for the central provincial garage and would ask the Minister if the government is still operating its fleet of electric cars?

MR. SPEAKER: The Honourable Minister for Public Works.

MR. DOERN: Yes, Mr. Speaker.

MR. BANMAN: I wonder if the Minister could confirm that the sulphuric smell in those particular cars after they have been charged all night is so bad that many people don't want to drive them.

MR. DOERN: I think that it's a matter of conditioning, Mr. Speaker. After awhile you rather enjoy it.

MR. BANMAN: A further supplementary to the same Minister, Mr. Speaker. I wonder if he could confirm that most people that are driving these cars need a muscle-building course for steering before they can drive them.

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

MR. SCHREYER: Mr. Speaker, I'd like to in further reply to the Honourable Member for Morris indicate that with respect to the six or seven Orders for Return that were being inquired about by the Member for Riel that I've asked the Clerk, Mr. Bedson, to co-ordinate the bringing forward of them and they should be available soon.

MR. SPEAKER: The Honourable Minister for Public Works.

MR. DOERN: Mr. Speaker, just on that last question, the vehicles do not have power steering so they have ordinary steering, and I guess some people are not accustomed to driving a car with which they have to use their own muscles.

MR. SPEAKER: The Honourable Member for La Verendrye.

MR. BANMAN: A final supplementary. I wonder if the Minister could inform the House whether these cars have been assigned to any particular individuals or if they're just being used out of the pool.

MR. DOERN: They're used on a pool basis in general.

MR. SPEAKER: The Honourable Member for Minnedosa.

MR. DAVID BLAKE: Mr. Speaker, my question is to the Honourable the Minister for Industry and Commerce. I wonder if he could inform the House how many inquiries have been received by his department in the last twelve months in connection with the purchase of Canada's Manitoba Distillery at Minnedosa.

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

MR. EVANS: I'm not sure whether I could advise the honourable member of the number of inquiries we've received in this connection, Mr. Speaker. I do know that the department has been attempting to help one particular group that showed some interest

MR. SPEAKER: The Honourable Minister for Public Works.

MR. DOERN: Mr. Speaker, just on that last question, the vehicles do not have power steering so they have ordinary steering, and I guess some people are not accustomed to driving a car with which they have to use their own muscles.

MR. SPEAKER: The Honourable Member for La Verendrye.

MR. BANMAN: A final supplementary. I wonder if the Minister could inform the House whether these cars have been assigned to any particular individuals or if they're just being used out of the pool.

MR. DOERN: They're used on a pool basis in general.

MR. SPEAKER: The Honourable Member for Minnedosa.

MR. DAVID BLAKE: Mr. Speaker, my question is to the Honourable the Minister for Industry and Commerce. I wonder if he could inform the House how many inquiries have been received by his department in the last twelve months in connection with the purchase of Canada's Manitoba Distillery at Minnedosa.

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

MR. EVANS: I'm not sure whether I could advise the honourable member of the number of inquiries we've received in this connection, Mr. Speaker. I do know that the department has been attempting to help one particular group that showed some interest and I don't know how successful they will be but we are prepared to help any group of business people in the province if they want to

create jobs for the people of Manitoba.

MR. BLAKE: Yes, I wonder if the Minister might take the question as notice and he could provide me with the information at his convenience, and if the companies are interested in taking over the debt as well as the distillery at Minnedosa.

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

MR. GRAHAM: Thank you, Mr. Speaker. I have a question for the First Minister as the Minister responsible for Hydro. I notice by the paper where effective Monday headquarters of Hydro is going on a four-day week. Is that because of a shortage of water in the province of Manitoba?

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

MR. SCHREYER: Mr. Speaker, quite apart from the reference to shortage of water which admittedly is very serious thus far this year both in terms of the farmers of this province and in terms of the hydro-electric utility, the reason for the four-day week commencing April is, as it was last year, an arrangement that has been agreed upon through collective bargaining and through harmonious labour-management discussions within Hydro to attempt to actually probe the feasibility and workability of banking time during the winter so as to provide for more opportunity for enjoyment of Manitoba's glorious summers.

A MEMBER: One of the few things they haven't taxed yet.

MR. SPEAKER: The Honourable Member for Lakeside.

MR. HARRY J. ENNS: Mr. Speaker, I direct a question to the First Minister. It arises out of the rumoured possibility that the Honourable Member for Crowfoot, Alberta, will be joining the Federal cabinet. My question to the First Minister, is, is this in any way influencing his rumoured decision about possibly joining that same august body?

MR. SPEAKER: The Honourable First Minister.

MR. SCHREYER: Mr. Speaker, I believe that the Member for Lakeside thought that I would not want to answer, but in fact, I welcome the opportunity to say that, unlike the Member for Crowfoot, Alberta' if I were to — well, I'll put it this way, Sir, I have no intention of leaping from the frying pan into the fire.

MR. SPEAKER: Order please.

MR. SCHREYER: Just so that my honourable friend has heard the reply, I said that unlike the Member for Crowfoot, I would not leap from the frying pan into the fire.

MR. ENNS: A supplementary question, does that confirm the impression that I have' that the First Minister would not, like a rat, swim to a sinking ship?

MR. SCHREYER: Mr. Speaker, the act of rats in swimming unthinkingly to sinking ships is merely a result of their conservative habits. I have no conservative habits.

SECOND READINGS — GOVERNMENT BILLS

MR. SPEAKER: The Honourable Minister of Mines.

MR. GREEN: Now that the comedy hour is over, I'd like to proceed to the adjourned debates on second readings. Perhaps we can move first to the introduction of second readings so that the Ministers who are presenting them can deal with them. It's on Page 2, Bill No. 11.

BILL (NO. 11) — AN ACT TO AMEND THE LEGISLATIVE ASSEMBLY ACT

MR. SPEAKER: The Honourable Minister of Labour.

MR. PAULLEY presented Bill No. 11, An Act to amend the Legislative Assembly Act, for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Minister.

MR. PAULLEY: Mr. Speaker, I want to assure honourable members that there's nothing contained in this that through legislation that will change the lifetime of this government. The present administration will be continued despite any changes to the Legislative Assembly Act.

What this bill does, Mr. Speaker, is to tidy up the provisions contained in the Legislative Assembly Act, payment of pensions part of the Act. In the Civil Service Superannuation Act there is provision of continuity of payments, earned pensions, beyond the decease of either the beneficiaries to dependent children. Certain amendments were made last year to the Legislative Assembly Act, Pensions Section, but this was an omission and the bill merely makes provision so that contributions can continue for dependent children of recipients of pensions.

MR. SPEAKER: The Honourable Member for Fort Garry.

MR. SHERMAN: Mr. Speaker, I move, seconded by the Honourable Member for Morris that debate be adjourned.

MOTION presented and carried.

E BILL (NO. 33) — AN ACT TO AMEND THE LICENSED PRACTICAL NURSES ACT

MR. SPEAKER: The Honourable Minister of Health.

MR. DESJARDINS presented Bill No. 33, An Act to amend the Licensed Practical Nurses Act, for second reading.

MR. SPEAKER: The Honourable Minister.

MR. DESJARDINS: Many of the sections in this bill can be considered minor changes to reflect current and revised definition of names. For instance there is also a clause that will allow for the implementation of a fee to be charged for processing of application for licensure and for verification of licensure and for providing a transcript of record. At present the cost of these services cannot be recovered because the Act does not allow the collection of fees for these services. The Advisory Council established under this Act has recommended this change to me. is also, in accordance with recommendation from the Advisory Council, the period that a person may be inactive in the practice of the profession of Licensed Practical Nurse and still remain eligible to obtain a permit to re-enter practice be extended to five years from the current three year statutory limitation. It has been considered by the Advisory Council that the current three year limitation is too restrictive.

There is also an amendment that will permit the registrar to provide a verification of licensure and a transcript of records upon request, because the Act currently does not empower the registrar to provide this service. This amendment was deemed advisable.

MR. SPEAKER: The Honourable Member for Minnedosa.

MR. DAVID BLAKE: Mr. Speaker, I move, seconded by the Honourable Member for Fort Garry that debate be adjourned.

MOTION presented and carried.

BILL (NO. 44) — AN ACT TO AMEND THE MARRIAGE ACT

MR. SPEAKER: The Honourable Minister for Health.

MR. DESJARDINS presented Bill No.44, An Act to amend the Marriage Act, for second reading.

MOTION presented.

MR. DESJARDINS: Mr. Speaker, although many sections of this Act are being amended, all amendments are designated to provide increased ease of administration and increased efficiency in the administration of this Act. For instance the assurance of prescribed forms utilizing the mechanically reproduced signature of the Director; currently this Act requires the signature of the Minister or his Deputy. It does not permit the use of a mechanically imprinted signature; (b) recognition and acceptance of forms from other provinces' recognized laboratories which indicates that a serological test has been taken and the result thereafter attested. At present the Act requires that the information contained in such forms be transcribed to our provincially approved forms. This is considered as not necessary. It is a duplication of the effort.

Then also, the section will repeat and substitute a new section and will allow the establishment by regulation rather than by amendment to the Act. This is considered desirable to allow the flexibility to maintain a current schedule of fees without the need to revert to legislative amendment each time the fee is adjusted.

Finally, the administrative change encompassed in the amendments will allow the necessity for them to be introduced by regulations. At present the forms are contained in schedules which form part of the Act. Again, this is required legislative amendment every time a form is changed.

The Legislative Counsel has also recommended a certain change in order to update the wording of this Act to reflect that which is now standard practice.

MR. SPEAKER: The Honourable Member for Minnedosa.

MR. BLAKE: Mr. Speaker, I move, seconded by the Honourable Member for Gladstone that debate be adjourned.

MOTION presented and carried.

BILL (NO. 45) — AN ACT TO AMEND THE VACATIONS WITH PAY ACT.

MR. SPEAKER: The Honourable Minister for Labour.

MR. PAULLEY presented Bill No. 45, An Act to amend The Vacations With Pay Act for second reading.

MOTION presented.

MR. SPEAKER: The Honourable Minister.

MR. PAULLEY: I'm not sure whether you fellows over there voted for this or not, but — (Interjection)—

MR. SPEAKER: Order please.

MR. PAULLEY: Yes, I'm sure they'd prefer listening to me than you do.

Several years ago, Mr. Speaker, this Act was amended to provide for three weeks vacation with pay, after five years of service with an employer. Of course this happened after we became the government. Last year the Act was amended to stipulate generally that an employee must work at least 50 percent of the time in each of the four years and 95 percent of the time in subsequent years to

be entitled to three weeks vacation with pay. Technical changes are now being proposed to reflect the change made last year. More specifically, the 50 percent requirement will be made to apply to determine the amount of vacation pay that is payable in cases where the employment of an employee terminates, that would be on a proportionate basis.

The second change being proposed, Mr. Speaker, is far more substantial. It stipulates that vacation wages, which an employee has earned but has not yet received, are deemed to be held in trust by the employer. The effect of this proposed change will be to give claims for vacation wages priority over other claims against the employer. That is, vacation wages will be payable prior to other debts and obligations the employer may have.

We suggest, Mr. Speaker, that this is only right, since vacation wages are wages earned by an employee every day he is working and in effect should be considered as being held in trust for the employee until the time the employee chooses or is allowed to take his vacation. This provision is expected to be particularly useful in cases of bankruptcy since under laws relating to bankruptcy, only the vacation wages earned in the three months prior to the date of bankruptcy have preferred status in terms of collection by or on behalf of the wage earner. As we all know, however, vacation wages usually accrue over a period of one year or more before an employee becomes entitled to them.

This change is intended to put all vacation wages earned in a priority position over claims of other creditors. And I may say, Mr. Speaker, lest there be some thought that this might be an intrusion over provisions of the Bankruptcy Act which is federal, a similar legislation has been tested because of the type of legislation that we have in another jurisdiction and it's been held by the courts that this is quite proper and constitutional insofar as the provincial law is concerned. And that is the reason for the change.

Again, I may say that as far as the Bankruptcy Act is concerned and priority of claims, we're still awaiting the completion of the legislation dealing with bankruptcy at Ottawa, in order to establish that wages earned by an employee will take precedence over claims such as federal, provincial, and municipal taxes.

MR. SPEAKER: The Honourable Member for Fort Garry.

MR. SHERMAN: Mr. Speaker, I move, seconded by the Honourable Member for Assiniboia, that debate be adjourned.

MOTION presented and carried.

ADJOURNED DEBATES ON SECOND READING

MR. SPEAKER: Bill No. 5, adjourned second reading, the Honourable Member for Birtle-Russell. (Stand)

BILL (NO. 18) — THE RETAIL BUSINESSES HOLIDAY CLOSING ACT

MR. SPEAKER: Bill No. 18, the Honourable Member for Rhineland.

MR. BROWN: Thank you, Mr. Speaker. It seems that the necessity of this bill originated because some of the large food stores remained open on Sunday. Surely, matters of this nature could have been dealt with by the Municipal Government of Winnipeg, under the guidance of the Lord's Day Act, or dealt with by the Chamber of Commerce in agreement with the business community. It's the business community that gets together in very many communities in Manitoba and they decide what hours they are going to be closed, and what hours they are going to be open. And they usually use the Lord's Day Act as a guidance.

The problems seems to be related to activities by various large chain stores remaining open on Sunday in Winnipeg, mainly. Rural communities, as I was saying before, they can deal with these problems amongst themselves, whether it's the municipal government, the chamber, retail merchants, all of these people become involved, and they decide what days they are going to be closed and what days should be open. And by and large, all businesses agree to this type of an arrangement that seems to be working very well.

Most of the people in the constituency of Rhineland believe that Sunday is the day that stores should be closed, it is a day for church and family, and some people in my constituency observe Saturday as this day and we respect their wishes. So we have no problem there. We respect the wishes of one another. However, a large majority observe Sunday as the day for church and family and I would say, Mr. Speaker, that regardless of what type of legislation we are going to pass in this House, that in my constituency, Sunday is going to remain Sunday, and the people are going to have their businesses closed. Thank you.

MR. SPEAKER: The Honourable Member for Logan.

MR. WILLIAM JENKINS: Thank you, Mr. Speaker, I just rise to say a few words on this bill, primarily prompted by some of the remarks of some of the opposition members, I would suggest to the Honourable Member for Rhineland that he and the Honourable Member for Roblin should get together in caucus once in a while because if I heard anything contradictory from that side of the

House, that seems to be the point of view that the Honourable Member for Rhineland seems to think that business can get together with the local municipalities and government and decide on a day. The Honourable Member for Roblin told us the other day they had tried this and it wouldn't work. So I would suggest, perhaps, that they should get together and maybe speak to each other once in a while. Quite evidently, they don't seem to caucus.

I would say, Mr. Speaker, that in the main, I am in agreement with this bill. I have some questions that I would like to ask the Minister and they deal with holidays, and I just wonder why the Remembrance Day was left out of one of the days here. Maybe I am wrong. I always thought it was a . . . Perhaps when we get to Committee, the Minister might reconsider and insert Remembrance Day, which I think is a day that we should not have for commercial enterprise.

The opposition seems to say, "Well, we don't need this type of legislation. People should be able to regulate themselves." I agree. I think that we shouldn't have to bring this type of legislation. But it has been proven that evidently, those in commercial enterprise who are selling goods and services can't come to an agreement. Somebody is trying to pull a fast one over someone else, and everything seems to be fair like the old saying, "In love and war, everything is fair."

I really think that the main need of this bill, when it comes about, I think that you will find that Sunday will in general be the day that most enterprises close. It has always been usually the day that they close. There may be some, I think of that one out in Charleswood, he seems to be very happy about staying open Sunday. Well, this gives him the option and he can stay open on Sunday if he wants to. But I do not agree with the Honourable Member for Fort Garry when he says that they should be able to pick and choose what day, other day, they're not going to stay open, if they want to pick Sunday. Certainly, the guy is going to take the worst day that he has for business. And why should he get an unfair advantage over someone else.

You know, we hear so much about the ethics of the business community. If they were ethical, they wouldn't be playing these games that they have been engaged in, in the first place and we wouldn't have had to bring in this type of legislation. And now the Honourable Member for Fort Garry says it should be Sunday. I happen to personally believe that myself, but I think that, as the Honourable Minister has stated, and other honourable members on this side of the House said, there should be an option for other people of other faiths whose day of religious observance may not be Sunday. And if they wish to have that as their day of Sabbath observance, then I think, in the main, most of the ones that I can think of is a Saturday Sabbath. So, Saturday and the Sunday coincides very nicely.

And I can see some of the members were saying, I think the Honourable Member for Roblin was saying, "Well, what about garages?" He didn't read the bill very well because garages are covered in here. There are exceptions. There are powers that will still be with the municipalities if they want to have another day other than Saturday or Sunday. I know some of the municipalities in some of the rural areas, they do have a Wednesday half-day closing. That's possible. That's still possible. And the honourable members of the opposition are always saying that the Lord's Day Alliance Act will cover this. Well, it won't because if it had, we certainly would have been unable to prosecute people who were opening on a Sunday. Stores like Dominion, I mean there has been an utter defiance of the law. What some people have been doing, and I think the Honourable Minister of Labour will bear me out on this, in the past some of these so-called wholesale places, like Topp's, I believe was a good example out in St. James-Assiniboia before we had Unicity. They would stay open every holiday and pay a \$75 or \$100 fine which was just a licence to operate and I am glad to see that there are some good penalties here for people who are going out to prepare . . . And there are businesses, let's face it, that are not ethical in this province, who want to go out and they just want to pay a fine for a licence. Well, I am glad to see that there are some teeth in the offence penalties here that will make them think twice, you know, at least \$1,000 or something. Maybe a \$1,000 to Eaton's staying open one day wouldn't be too much but at least it is a start and I am prepared to see the bill go to committee.

MR. SPEAKER: The Member for Crescentwood.

MR. WARREN STEEN: Mr. Speaker, there have been numerous speakers that have spoken on this particular bill and we have heard different points of view. The Honourable Minister of Mines and Resources mentioned yesterday that it was labour law and it wasn't religious observance in his opinion. I find myself in agreement with the Honourable Minister. The bill has been brought in by the Minister of Labour primarily to stop an urban problem, a problem that we have in urban Winnipeg. Many of the rural members have spoken on the fact that they don't have such a problem in the rural areas but the problem does exist in Winnipeg where we have the major supermarkets, Safeways, Dominion stores and Loblaw's that have been, as of last fall, staying open on Sundays. The Minister has chosen to put an option into the bill and that option is that the major stores will have the privilege of either opening on Saturday or Sunday but any one major supermarket will not be permitted to open some of their stores on Saturday and some of them on Sunday, according to the Minister. I am personally not too sure whether we need the option clause or not. I think that the three major stores that the bill is directed at which I have named will opt for Saturday and perhaps the option clause the Minister feels should be in. I am not so sure whether we need the option clause or not but I am also

very confident that the three major stores will opt for Saturday because I am of the opinion that if they chose Sunday rather than Saturday, that Sunday morning would be rather quiet in the stores and that these people are good merchandisers of their products, they want that Saturday morning business. I am quite confident that they are going to opt for Saturday.

But, Mr. Speaker, some of the members of this Chamber will recall back to 1963. Those days I used to observe what was going on in the Chamber from up there rather than from this choice position. — (Interjection)— Yes, there is a difference in altitude, and I hope that I will be back at this level again but on that side of the House next year. — (Interjections)— I just couldn't refrain from throwing that across at the Minister of Labour. As my honourable friend, the Member for Fort Garry, says, Jack Horner is doing it and there is more than one way of getting yourself to that side of the House. — (Interjection)—

MR. SPEAKER: Order please.

MR. STEEN: But, Mr. Speaker, back in 1963, many remarks were made in this Chamber about the Sunday and the sports' bill, Honourable Minister of Labour was here at that time as was the Honourable Member for Assiniboia and many, many hours of debate went on with that sports' bill. As the Minister of Mines and Resources mentioned yesterday in his remarks, the Sunday sports' bill was really debated on religious observance, I guess it was started in this Chamber by the Member for Point Douglas, where the religious observance became part of the debate on this particular Bill 18 which I would agree with the Minister of Mines is labour law. I don't think it is religious observance.

I wrote the Minister of Labour last fall a letter and I am sure he has it on file. I never mentioned the word religion once. I did say that I agree that Sunday has been the practice in North America as a family day together. It is in my opinion an excellent way to have one day in seven as a family day but I don't believe that The Retail Businesses Holiday Closing Act has anything to do with religion. I am afraid that the Member for Point Douglas and I would never, ever agree on that subject — I can't see how we can attach this to religion.

I do believe, as does I believe the Minister of Mines and Resources, that the less laws that we have, the better. I think the simpler that we can keep life for each and every person, the better. — (Interjection)— Well, as the Minister of Labour says, if it weren't for the free enterprisers . . . I've never also objected to persons trying to make a good living and I have never thought that anyone who is supplying a service to people, as do the major supermarkets, are doing anything wrong.

We obviously in urban Winnipeg have to do something about the Sunday closing. Either we have to throw it wide open or we have to legislate against it. Many members of my particular political party are opposed to the option clause. Personally I am not too hung up on the option clause because I think that supply and demand will dictate to the major department stores as to which particular days they are going to pick to open. I might ask the Minister at this time, and he can answer me later, will this bill be a free vote in the House or is this a government-sponsored bill? — (Interjection)—

All right, then I will ask the Minister if he will recall back to 1963 when the former Member for River Heights at that time, the late Maitland Steinkopf, introduced the Sunday sports' bill. At that time it is my understanding that on second reading it was defeated by one vote and a particular member of the opposition at that time who is now on the government side re-introduced the bill and provided the Minister in question, the late Maitland Steinkopf, with two or three days of grace at which time he was able to go around and solicit additional support. And the bill had been defeated at second reading by one vote and then was passed by one vote after the Minister had some time on his hands. — (Interjection)—

Maybe the Minister hasn't been caucusing with the Member for Point Douglas too often. I am not sure.

A MEMBER: He says he is going to vote for it.

MR. STEEN: He is going to vote for the bill. The Member for Point Douglas is a good member, he does as he is told perhaps.

A MEMBER: You didn't read the speech, then.

MR. STEEN: No, I heard the speech, I didn't think I had to read it.

MR. SPEAKER: Order please.

MR. STEEN: Mr. Speaker, I would agree with the Minister of Labour that we in urban Winnipeg have got to do something about the Sunday shopping. I believe, as I said earlier, that the department stores are going to be led by supply and demand and that they are going to stay open on Saturday if they are given the option. I am not so sure whether the Minister should leave the option in for them or not but I am confident that the three major food store outlets are going to opt for Saturday even if the Minister does leave the option clause in. I do wholeheartedly agree with the Minister of Mines and Resources on two counts, and that is that it is not a religious bill. In my opinion it has no association at all with religion. And secondly, I would agree with the Minister of Mines and Resources that the less laws that we have for the people of Manitoba, the better off we are generally.

MR. SPEAKER: The Honourable Member for St. Johns.

MR. SAUL CHERNIACK: I wonder if the honourable member would agree to a question. —

(Interjection)— Well, the Member for Fort Garry says so, so I guess that's so. Could the honourable member inform us whether this matter is a free vote for the Conservative Party?

MR. STEEN: I would answer that question by saying that the decision hasn't been made yet. Perhaps I have publicly asked for that by using this forum and having four or five members on my side present.

MR. CHERNIAK: A supplementary question. Would the honourable member be prepared to inform us as soon as the decision is made by his caucus?

MR. STEEN: Mr. Speaker, certainly. But I might also, in answering the questions of the Member for St. Johns, mention that I believe as far as we are concerned on this particular side of the House that precedent was set some years ago when the then Member for Fort Rouge, Mrs. Inez Trueman, voted in favour of the City of Winnipeg Act.

MR. CHERNIAK: One more supplementary question. Is the precedent set by Inez Trueman therefore an indication that all votes of the Conservative Party are free?

MR. STEEN: Mr. Speaker, to the Member for St. Johns, I would say no to that. I just say that precedent has been set.

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

MR. A. R. (Pete) ADAM: Thank you very much, Mr. Speaker. It was not my intention to speak on this particular bill, but having heard a few comments from members on both sides of the House, I thought maybe I might stand up and make a few remarks.

This bill doesn't excite me to any great extent. I have to agree that it is labour legislation. It's not what the bill intends to accomplish that doesn't excite me; it's what it doesn't accomplish. Since it is labour legislation, and we seem to be concerned about those employees that are working in our chainstores. . . . Sure, I am sure we are concerned that they do and are entitled to have a day of rest. However, my concern is that there are many other people who are obliged to work on Sunday and I am sure that they are also entitled to a day of rest and if that day has to be Sunday or Saturday, well I think they are also entitled to that day. I don't have to remind you that there are the bus drivers, there are the people who work on our airlines, . . .

A MEMBER: You are talking about necessities.

MR. ADAM: Well, my friend says that it is more of a necessity to get on a plane and fly to Vancouver than to go down to the store and buy groceries. It may be for some people, for some people it may be more important to fly down to Florida on a Sunday; for other people it may be more important to go down to the shopping centre and buy groceries on a Sunday or a Saturday. You know, I believe that is a matter that concerns the people who feel in that particular way. That is why I am not that enthused about the bill because it only goes part way. We are thinking of some people in our labour force and not of others.

The reason why I got up to say a few words was after listening to the honourable friend from Pembina and I am always amused when I listen to my friend from Pembina because you know, it makes me think back to the horse and buggy days. He always seems to approach problems in the House with those horse and buggy days' thinking. I recall that when we used to drive around with horses, Mr. Speaker, we didn't have the roads that we have today, we used to have to use horses to get from one place to the other and we used to harness them up and we used to have sometimes very spirited horses and we had to put blinds on them, on their bridles. I think we called them blinkers. And, you know, whenever the Member for Pembina gets up to speak, he reminds me of a vision of about this wide, like the horses had back in 1929 because he was suggesting, Sir, that "Oh, Sunday should be the day," and he was tying the religious significance of Sunday with the closing of the stores. That is fine for him but he is again behind the times because perhaps he hasn't been following what the churches have been doing. Some of the churches now have their service on Saturday night in order that the people can go away Sunday morning with their families to the beach. The honourable member should do a little research before he starts to try and compel his views on other people because some of the major denominations now are holding some of their services on Saturday night so that the family will not have to go to church in the morning, Sunday morning, so that they can go out to the beach and enjoy themselves with their families. I would really hope that the member would come out of those 1929 years and come into 1977. Thank you.

MR. SPEAKER: The Honourable Member for Fliin Flon.

MR. THOMAS BARROW: Mr. Speaker, there is not a northern member who has spoken on this bill and I feel it is my duty to say a few words. I would admit at first when they wanted Sunday closing I wasn't enthused about it. I saw nothing wrong with stores being open on Sunday but I wasn't hung up on it. So I went to the steel people, the unions, and they weren't really up-tight about it but they decided where they had the plants going continuously, Saturday, Sunday, just another day, the garages had to be open; that the stores would be open too. Then, at the Brandon Convention of the Manitoba Federation of Labour, it came up and it was a crucial thing with them. It was really a hot episode and I heard the debates and they were good — both pro and con for Sunday closing. Then I

still wasn't decided whether I would support it or not support it but if you remember the last Remembrance Day on T.V., a big store opened at Dartmouth, Nova Scotia and the young people there, 15, 16, 17, picketed that store Remembrance Day and I thought these kids had nothing to do with war, they weren't really related to the war years and yet they took it upon themselves to picket a store open on November 11th. It made me think. So I went to the people who were most concerned and met the people who work on Sunday. I went to 50 employees of the retail stores —(Interjection)—

MR. SPEAKER: Order please.

MR. BARROW: . . . in the city, my friend, in the city. Both young and old, male and female, and I just asked them questions, a simple, "Would you like to work on Sunday?" "No." "What if it was double time?" "If it was triple time?" One lady said, "Look, I'm not worried about it because if I have to work on Sunday, I will quit." So out of 50 employees, Mr. Speaker, there was not one that wanted to work on Sunday and that was good enough for me. I will support the bill. Thank you.

MR. SPEAKER: Are you ready for the question? The Honourable Minister for Labour shall be closing debate.

MR. PAULLEY: Mr. Speaker' I beg to move, seconded by the Honourable the Minister of Mines and Natural Resources, that debate be adjourned.

MOTION presented and carried.

MR. SPEAKER: Bill No. 22. The Honourable Member for Fort Garry.

MR. SHERMAN: Stand, Mr. Speaker.

MR. SPEAKER: Bill No. 27. The Honourable Member for Rhineland.

MR. BROWN: Stand, Mr. Speaker.

BILL (NO. 47) — AN ACT TO AMEND THE DEPARTMENT OF LABOUR ACT

MR. SPEAKER: Bill No. 47. The Honourable Member for Fort Garry.

MR. SHERMAN: Mr. Speaker, I don't see any reason for delaying the passage of this bill on second reading stage and moving it to Committee. I appreciate the Minister's explanation of the legislation yesterday. It seems to us to be worthwhile from the point of view of administration and housekeeping so we would like to move the bill along at this stage.

MOTION presented and carried.

MR. SPEAKER: The Honourable House Leader.

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

MOTION presented and carried and the House resolved itself into a Committee of Supply with the Honourable Member for Logan in the Chair for Consumer and Corporate Services and the Honourable Member for St. Vital in the Chair for Highways.

CONCURRENT COMMITTEES OF SUPPLY

ESTIMATES - HIGHWAYS

MR. CHAIRMAN, Mr. D. James Walding (St. Vital): Order please. We have a quorum, gentlemen, the Committee will come to order. I would refer the attention of honourable members to Page 37 in their Estimates Books, the Department of Highways, Resolution 72, Motor Vehicle Branch, (a) Management Services (1) Salaries—pass. The Honourable Member for Roblin.

MR. J. WALLY McKENZIE: The question that I raised the other day, can the Minister give us any idea of the amount of unpaid fines that are on the record for violations of the Highway Traffic Act?

MR. CHAIRMAN: The Honourable Minister.

HONOURABLE PETER BURTONIAK, Minister of Highways (Dauphin): Mr. Chairman, as far as I know at the present time, apparently there is none because if the person so involved has not paid, I believe that his license can be suspended.

MR. CHAIRMAN: Resolution 72(a)(1)—pass; (a)(2) Other Expenditures. The Honourable Member for Minnedosa.

MR. BLAKE: Under Other Expenditures, would there be any other expenditures here, in this item, involved with the collection of unpaid fines or with the suspension of those who have not paid unpaid fines?

MR. BURTONIAK: No, this provides for salaries, office travel, grants, training and the likes, in this particular section.

MR. BLAKE: Mr. Chairman, where would I find the item that would cover the legal costs in recovering unpaid fines or the suspension of licenses?

MR. BURTONIAK: That would come under Item (c) Safety, Mr. Chairman.

MR. BLAKE: (c) Safety?

MR. BURTONIAK: Right, Resolution 72(c).

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

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. MCKENZIE: Mr. Chairman, I wonder if they can advise us of any place in the Annual Report where we can find the operations of the Motor Vehicle Branch, what's happening over there. Is there no statement of any kind, no records of what has taken place?

MR. BURTONIAK: Mr. Chairman, there isn't anything in the report. However, I would like to point out that I have given some thought, say about a year or two ago, that perhaps we should include it in the Annual Report of the Department of Highways, or a separate report of the Motor Vehicle Branch. But because of the, as I mentioned the other night, because of the constraint program, you know, it costs extra dollars and we didn't think that it was the proper time to make up an additional or a separate report. I have no qualms about that idea, I think that perhaps we should have some sort of statistics published for public knowledge. The point is, well taken, Mr. Chairman.

MR. CHAIRMAN: Resolution 72(a)(2)—pass; (a)—pass. Resolution 72(b) Driver Licensing and Vehicle Registration. The Honourable Member for Gladstone.

MR. JAMES R. FERGUSON: Mr. Chairman, I would like to have some clarification. We'll start with one particular type of vehicle and this is to do with farm implement dealers, a drill carrier. Now, what is required on that for a license; do they require turning lights, do they require stop lights? Maybe I'm not making myself just too clear what a drill carrier is, but this is a seed drill and daylight hours only, what is the setup on this?

MR. BURTONIAK: I would imagine, Mr. Chairman, and maybe I'm not understanding the question — but I would think that the piece of equipment that the member has referred to, it may be because of width. Now I don't know if that is the case. Is it not a question of width?

MR. FERGUSON: No. The Minister was a former implement dealer and I think you have an idea what I am talking about, a drill carrier whereby you load the drill . . . and transport it down the road.

MR. BURTONIAK: Right.

MR. FERGUSON: Now, there are slow-moving signs on them but I've had several complaints in my area that they have been stopped by highway inspection crews and told that they were going to put them off the road, and basically they can't find out how they are supposed to be licensed. I'm going to include a little bit more on this, I'll put on one-axle trailers. They don't know whether they are supposed to have turning lights or whether they are supposed to have stop lights or whatever.

MR. BURTONIAK: Am I then to understand from the Member for Gladstone that — because if it's a trailer, then the thing is it has to be licensed, but if it's a carrier, then I guess maybe we can be splitting hairs here as to what is a carrier and what is a trailer, perhaps, I don't know. But it could be. But if it's a carrier, I don't see why the inspectors would be banning these pieces of equipment — not banning, but not permitting them on the road. But if it is a trailer, as I say, as the honourable members know, then they have to be licensed. I certainly will take that as notice and I'll check into it. Maybe the Registrar can inform me of something more specific.

MR. FERGUSON: Yes, then you would also include one-axle trailers. Now this would be daylight hours only.

MR. BURTONIAK: This is to do with carrying cultivators and this sort of thing? Just for my own information, Mr. Chairman, I would like to ask the honourable member, would these implements be towed by a farm tractor or would they be towed by an implement dealer's truck, or hauled on the truck, or whatever?

MR. FERGUSON: They would be towed by a truck. Apparently if they are towed by a tractor there is no problem, but if they are towed by a truck there is a problem.

MR. BURTONIAK: That's right.

MR. FERGUSON: Now what they are interested in is, what do they have to do to these things to make them legal?

MR. BURTONIAK: To resolve this thing, I would ask the honourable member to give me the exact specifics of the thing and we will certainly look into it, because they may require lights and so on. I'll certainly check into it if I can get more specific information, if the member doesn't mind giving us that; if not right now, maybe some time later.

MR. FERGUSON: Mr. Chairman, I would take it that the Minister would want the lengths and the widths?

MR. BURTONIAK: Whatever is available.

MR. FERGUSON: Certainly.

MR. CHAIRMAN: Resolution 72(b)(1). The Honourable Member for Rhineland.

MR. BROWN: When we're licensing a driver and so on and let's say we have reason to suspect that his health is poor, do you get any medical references, let's say, from the Manitoba Health Services Commission or is this done strictly by the person's own doctor?

MR. BURTONIAK: This is done strictly by the individual's own doctor.

MR. BROWN: That's fine, thank you.

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. MCKENZIE: Mr. Chairman, I wonder if the Minister could advise, how many drivers are suspended for life in the province?

MR. BURTONIAK: Mr. Chairman, I am advised it would be somewhere in the neighbourhood of about five or six hundred.

MR. MCKENZIE: Mr. Chairman, are we on (b)(1)? (b)(2), I was wanting a breakdown of that item.

MR. CHAIRMAN: We're still on (b)(1).

MR. BURTONIAK: Mr. Chairman, I would just like to point out, I think you've made a ruling, Mr. Chairman, on this thing but I'll just mention without going into it, that in one of the bills, I think it's Highway Traffic (3), there is an amendment dealing with life suspensions. I don't think the Chairman will allow us to discuss that now, but I think that we're making some rather important changes in this particular matter under the bill.

MR. CHAIRMAN: I believe the question was within order. The Honourable Member for Minnedosa.

MR. BLAKE: I believe that "life" is going to be reduced to five years. I had an opportunity to discuss with the Director of the department the other day a particular case that is in my area, and I think that he gave me the answer that you appeal it to a county court judge. He is just a young man, 21 years old, has been suspended for life. He persists in working for a living and occasionally takes the opportunity to drive back and forth to his work and unfortunately gets apprehended on the way, which has added to his problems. I spoke to the family the other day, and they are very modest means but I have an idea what the young man is making and I assume that he can go to Legal Aid. I just wondered, would a Legal Aid lawyer represent him in this case? And if it would, it will solve this problem because he has many many problems and I do feel, as the Director does, that he needs a lawyer to sort his case out. I think he has repented enough to at least have a temporary license to drive back and forth work and it will save the neighbour picking him up and taking him and if a Legal Aid lawyer could represent him in this particular case, it would be very helpful.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTONIAK: Mr. Chairman, definitely it is possible for the Legal Aid lawyer to represent this situation.

MR. BLAKE: Very good.

MR. CHAIRMAN: Resolution 72(b)(1). The Honourable Member for Roblin.

MR. MCKENZIE: On licence vehicle registration, I wonder can the Minister give us any idea, has the department done any studies of a vehicle license number which would stay with the owner for the rest of his life. He would always maintain that license number.

MR. CHAIRMAN: The Honourable Minister.

MR. BURTONIAK: Mr. Chairman, I will have to get some information on this from the Registrar, but just for the moment, we have done this with snowmobiles and the decals. But of course, that's not answering the Member for Roblin's question because it's dealing with motor vehicles. I guess it's just a matter of policy decision by the government, which we have not dealt with at this time as far as motor vehicles are concerned, as I said, just for snowmobiles and the decals.

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. MCKENZIE: I've been asked this question and I can see the merit of the system that parking fines and all kinds of violations would be attached to that license number. It would save a lot of accounting and chasing people all over because that person would have it regardless of where he went or as long as he lives, anything that is charged to that vehicle or that license number would be that one number which he would be held responsible for.

MR. BURTONIAK: Mr. Chairman, I'm told that in an instance we have that now to some degree where the license plate is — how should I put it? — (Interjection) — yes, the license plate at the present time is used for five or six or six years, so in that respect I suppose one could say that we have that type of vehicle now to some degree. Maybe not fully, but . . . Oh yes, that's right. When there is a change in plates and a change of owners there is a sort of a cross reference to the original plates so, as I say, in essence we are able to keep that kind of information from this.

MR. MCKENZIE: That's all I have, Mr. Chairman. I also wanted a breakdown of that \$4,136,000.00.

MR. CHAIRMAN: The Honourable Member for Minnedosa.

MR. BLAKE: Mr. Chairman I just have one question. I wondered on licensing and demerit points on a license. I know after so many months of accident free driving, or whatever the occasion, those points are eliminated. When is something eliminated from the driver's record completely? It's always there. They can come back and say, well, 16 years ago you were convicted of a traffic violation, impaired driving, or what not.

MR. BURTONIAK: When over the period of time the points are erased because you behaved yourself, then we begin again. The only thing is, if there are criminal charges, then of course records are kept for five years, I believe it is, after that. But they're completely eliminated, they're not brought up again . . .

MR. BLAKE: . . . would go back on the driver's license beyond five years?

MR. BURTONIAK: It all depends over what period of time that particular driver takes to reduce the points down to zero, and once they're reduced to zero, that is it, they don't appear again.

MR. BLAKE: I realize that, and just to set the record straight, Mr. Chairman, I'm down to zero — and I never got beyond four, thank God, because once you get six I know it costs you another \$100 — and they were speeding or traffic stop signs or something. But those points don't come back once I've gone beyond five years. If I go five years with a zero rating, they're never brought up on my record again.

MR. BURTONIAK: That's correct.

MR. CHAIRMAN: The Honourable Member for Rhineland.

MR. BROWN: Mr. Chairman, I am the proud owner of a 1926 Model T Ford with a permanent license plate. I understand that I can only go to a garage and back or drive in parades. Is that correct?

MR. BURTONIAK: I'm sorry, Mr. Chairman, I didn't get the question.

MR. BROWN: Any vehicles with a permanent license plate I understand that they are allowed to drive only to a garage and back or in parades. Is that correct?

MR. BURTONIAK: I'm just wondering again whether I heard the Member correctly. Did I hear the member refer to permanent license plates?

MR. BROWN: That's right. For an antique vehicle.

MR. BURTONIAK: They can only use them for parades and things like that. For those purposes.

MR. BROWN: This is what I wanted to know. I was told the other day that I was also required to have signal lights on these vehicles. Now, this, as far as I'm concerned, would devalue the vehicle because you try to keep these as original as possible. You don't want to put on any extras that the vehicle didn't come out with originally. I wonder if the Minister could take this under consideration and allow us to keep these vehicles original because the value deteriorates the more gadgets that you hang on it.

MR. BURTONIAK: Mr. Chairman, I appreciate the comment because I must say, at the moment at least unless it is proven otherwise, I would have to agree with the member that when we are allowing these vehicles just for parades and so on; only in parades and so on, then perhaps it isn't required to put in turn signal lights on and so on and keep them in their original form. I must say that I agree with the honourable member.

MR. CHAIRMAN: The Honourable Member for Gladstone.

MR. FERGUSON: Thank you, Mr. Chairman. This may not be the place to bring this up, but it seems to be kind of an unusual case. And I'll start. This is the formation of an Adult Driver Education program. The people that are sponsoring, or running the program, have made arrangements to buy a car from a dealer for a dollar. It's a six weeks' program. They have been forced to pay a \$300 sales tax when they purchase the vehicle. At the end of the six weeks they sell it back to the dealer for a dollar and are again being nailed for another \$300 in sales tax. Now — (Interjection) — Well, I was just talking to the person that was involved with the formation of this Driver Education Program. Now, I would be interested in knowing or finding out what is going on here?

MR. BURTONIAK: So would I, Mr. Chairman, I'm not aware of that.

MR. FERGUSON: I wasn't up until about five minutes ago either.

MR. BURTONIAK: Mr. Chairman, I'm not doubting the member's word but . . . I'm informed that when the department buys the vehicle for this purpose from a garage at a dollar, whatever, I am told there is no sales tax paid. So that's why I was a little dumbfounded when the member brought this up now. I certainly will check it out, but I find it very unusual.

MR. FERGUSON: Well, then, do I take it that all of these programs are sponsored by the department?

MR. BURTONIAK: Yes.

MR. FERGUSON: And is it normal practice that you purchase a vehicle and then sell it back at the end of a given time?

MR. BURTONIAK: That's right.

MR. FERGUSON: Okay. You'll check this, though?

MR. BURTONIAK: I certainly will.

MR. CHAIRMAN: Resolution 72(b)(1). The Honourable Member for Minnedosa.

MR. BLAKE: One more question in connection with — no, I'll get it under another point. Go ahead.

MR. CHAIRMAN: Resolution 72(b)(1). The Honourable Minister.

MR. BURTONIAK: Mr. Chairman, I'm sorry, the Member for Roblin asked for a breakdown. I don't want to ignore that.

MR. CHAIRMAN: Resolution 72(b)(1)—pass; Resolution 72(b)(2) Other Expenditures. The Honourable Member for Roblin.

MR. MCKENZIE: That's the item I wanted the breakdown on' the \$4,136,200.00.

MR. BURTNIAK: Mr. Chairman, driver licensing \$670,400; information centre \$36,900; financial services \$8,900; vehicle registration \$3,365,900; and Motor Transport Board registration \$54,100.00. That gives you a total of \$4,136,200.00.

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. McKENZIE: That's all I have, Mr. Chairman.

MR. CHAIRMAN: The Honourable Member for Minnedosa.

MR. BLAKE: I have one question, Mr. Chairman, on licensing; the agents that are charged with handling the licences, I understand they receive forty cents for providing a driver's licence whether it be \$18.00 or if someone has umpteen points on their licence it could be \$368.00 or \$268.00 for their licence. They still get forty cents for that licence and yet they are charged with the responsibility of collecting \$300.00 against \$18.00. There seems to be some discrepancy in the amount that the agents are paid. Has there been any consideration given to increasing the commission paid to the drivers' licence issuer for the extra money involved? He should at least get a percentage — a quarter of one percent, or an eighth of one percent, or one percent of the amount of money he is collecting. He is charged with the responsibility of handling \$300.00 against \$18.00 and it seems to me that 40 cents is pretty inadequate to handle that amount of money.

MR. BURTNIAK: Mr. Chairman, to begin with the 40 cents is correct except that 20 cents is paid by us and 20 cents by the MPIC, but that doesn't matter. I can see the honourable member's concern, but at the same time I think that one must remember that the same agents get a fairly good percentage on the vehicles themselves, so if it was only just on the 40 cents, I agree, that it certainly would be an injustice, but when you take the overall picture into consideration, it's quite a difference.

MR. BLAKE: The Minister, being an old implement dealer is well aware that you lose money on every deal but you make it up on volume. This is the case with drivers' licences and it seems to me, if he is only getting 40 cents, he's going to have a hell of a time making anything up on volume if he just gets 40 cents for a \$300.00 licence because the insurance on that car is not going to be any more, it will be the same amount. So he's not going to pick up any more commission on the insurance of that vehicle so it would seem an inadequate amount to compensate the man for issuing that licence.

MR. BURTNIAK: I'm not doubting the member's comments but I think if there was this type of concern by the dealers, certainly I am sure they would have — maybe the member is registering the complaint on behalf of dealers . . .

MR. BLAKE: Yes, I am.

MR. BURTNIAK: . . . because we certainly haven't had, not to my knowledge at least or not to my office, any great numbers of complaints about that so naturally I would take it for granted that everything is fine and dandy. But as the member is saying that there have been, he's registering a complaint on behalf of these companies.

MR. BLAKE: We have very competent drivers in Minnedosa and I want you to know there are not an overabundance of these people paying \$300.00. It has been registered to me by two dealers.

MR. CHAIRMAN: The Honourable Member for Gladstone.

MR. FERGUSON: Mr. Chairman, the question I would like to ask is, when a licence is transferred it can't be done with our local dealer in Gladstone, with our local licence registrar, apparently with a CT plate you have to go to Portage to do it. Could I have some explanation of why this is necessary?

MR. BURTNIAK: I might point out, Mr. Chairman, that under the Public Service Vehicles, PSVs, the agents do not handle those, the commercial thing, so therefore the agents do not handle that part of the business. So that is the reason why they have to go, as you say, to Portage or wherever.

MR. FERGUSON: Yes, well I could understand with a PSV because of the load limits, etc., but a CT plate, this is garagemen and this sort of thing, they've got to drive down 45 miles to transfer a plate from one vehicle to another, maybe only on a half-ton or a three-quarter-ton.

MR. BURTNIAK: Here again, the PSVs and CTs are not handled by the dealers, because I guess there are some complications or whatever that may be involved here so that it is done in this manner. I know it may be some sort of inconvenience to some of these people, as the member suggests, but they are handled, as I said, not by the local agents, CTs or PSVs.

MR. FERGUSON: Yes, there is inconvenience involved, because a dealer may trade a truck three times a year and he has to drive nearly a hundred miles to do it. It seems that somewhere along the line in this type of a thing, there could be some exceptions made.

MR. CHAIRMAN: Resolution 72(b)(2)—pass; (b)—pass. Resolution 72(c) Safety (1) Salaries. The Honourable Member for Roblin.

MR. McKENZIE: Mr. Chairman, I've had some concerns expressed to me regarding these goose-neck trailers that we're carrying on the highways today with half-ton and three-quarter-ton trucks, the braking system, and there's concern about that type of a hook-up. I wonder, can the Minister comment on what the department feels about them?

MR. BURTNIAK: Mr. Chairman, when these first came out some time ago now, and I'm thinking of one or two business firms that bought some of these goose-neck trailers or whatever you call them, for the purpose of reducing costs. And I'm thinking of people like Rogers and Sons and the likes

where they travel a lot around the country delivering boxes of potato chips and the likes of that, and other things. They found them to be very very economical and I think that as long as they were used for these lighter loads, there apparently appeared to be no real problem. But then lo and behold, like anything else I suppose, some of these trailers were being loaded a lot heavier than they should have been, keeping in mind the type of vehicle that was towing this particular trailer. Then that became a problem.

We are definitely concerned. As a matter of fact it's only about two weeks or so ago when I met with the Manitoba Trucking Association. We discussed this and I believe we are also looking at — the Federal people are investigating this — so I'm sure that this will be looked into very very seriously.

MR. MCKENZIE: I wonder, the aircraft that is used for monitoring the vehicles on the highway, is that system still being used or is it scrapped?

MR. BURTONIAK: It's being used in a couple of locations on the Trans Canada Number 1 West for a few miles and I believe east as well, and there's one more. Yes, there are quite a few, there are several locations. We started that about two years ago, I believe and apparently it's proving very very useful in catching speedsters, that's what I mean when I say being useful.

MR. MCKENZIE: Another question, I wonder if the Minister can advise the committee if he is considering bringing in some kind of seat belt safety legislation or regulation?

MR. BURTONIAK: Yes, we certainly are considering it, probably not in the immediate future but within, oh, I would think another year or two because, and I think the honourable members will agree with me, judging by some of the comments from time to time that we have to respect people's freedoms and yet when you talk about compulsory seat belts or wearing of seat belts, people seem to have — or some of them do at least — seem to be very reluctant in saying that the government ought not to legislate this kind of thing for us.

I might point out, Mr. Chairman, I have received very recently — I just can't think of the exact organizations, but I have received two or three letters recently' supporting the idea of compulsory wearing of seat belts in our vehicles, and no doubt, in the months to come, there will be many more letters and delegations, I suppose, coming in. I also expect that there will be those who are opposing it. What I am trying to do, Mr. Chairman, before we act one way or the other definitely, I want to give it plenty of time so that everybody's views may be heard before any decision is made.

I also might point out, as far back as a year and a half ago, I asked the general public, if they are interested, to write me and express their views on this subject. I think I received about 12 letters, and I think of those 12 letters, there were six for and six against. So there it is' split right down the middle. That's really not any criteria to go on, but it just gives you an idea that there is no unanimous agreement for the compulsory wearing of seat belts, not at this time at least.

MR. CHAIRMAN: The Honourable Member for Roblin.

MR. MCKENZIE: That's all I have' Mr. Chairman.

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

MR. GRAHAM: Mr. Chairman, I just wanted to ask the Minister of Highways when he is considering the problems that exist with goose-neck trailers, if his department would work closely with those two or three manufacturing industries that are in operation in Manitoba in that particular field, so that we don't endanger some very successful small town businesses that occur in this province.

MR. BURTONIAK: Mr. Chairman, as a matter of fact, we've had talks and consultations with these people already, and we'll continue to do so, of course.

MR. CHAIRMAN: The Honourable Member for Wellington.

MR. PHILIP M. PETURSSON: Mr. Chairman, I'd like to raise the question about the seat belts again. A short time ago there was an item in the paper from Ontario indicating that there had been a great improvement in the fatality rate, at least, if not the accident rate. You were aware of that?

MR. BURTONIAK: Yes.

MR. PETURSSON: That's a combination of the use of seat belts and lower speed limits?

MR. BURTONIAK: Yes, Mr. Chairman, I'm aware of the statistics that were published in Ontario. However, I might say that from the information I have, really, maybe I shouldn't make this statement, but I'm told, let's put it that way — how factual it is — (Interjection) — well it doesn't matter — but I'm told that Ontario is not really, although they have this legislation in for the compulsory wearing of seat belts, they're really not trying or not enforcing it fully. So that statistic that was published in the paper, no doubt it had something to do with the wearing of the seat belts, but I think it also had more to do with the reduction of speed limits than the seat belts.

Another thing too, and I think that the members probably agree with me when I say that if an individual is involved in a mishap, naturally, you can buckle those seat belts sometimes pretty quickly, and if he is asked — "Well, of course I was wearing a seat belt." Naturally, he wouldn't say that he wasn't because he would be prosecuted. It's supposed to be compulsory. So it's kind of a hazy situation, really.

MR. PETURSSON: This is another question entirely. Has it ever been suggested to you that

Thursday, April 7, 1977

certain types of glasses can be a hazard in driving. I'm referring here particularly to the wide arm and the unusually wide rims that block out side vision. I've had these glasses for about three months and I find that there are all kinds of reflections that show up on the sides of them that are distracting. They distract my attention. —(Interjection)— That could be, but I just wondered. I got these glasses, if I may, just for a minute' and the sidearm was right in the centre of the eyepiece and after considerable argument or discussion with the optometrist, he found these frames where the arm was raised up higher. Otherwise, the ones that I had, it was like blinders on a horse. —(Interjection)— That's right, no side vision at all' really. And I just wondered whether that had ever been brought up as a factor as a hazard.

MR. BURTNIAK: Not to my knowledge' Mr. Chairman.

MR. PETURSSON: They insist on you wearing glasses if it's necessary because of your eye condition, but they don't say anything about the shape of the frames or the hazard that the frame can be.

MR. BURTNIAK: It's never been brought to my attention, and the registrar tells me it's never been brought to his attention either. It's probably a very important point so far as eye glasses that have to be worn by the people that have to wear them for driving purposes.

MR. CHAIRMAN: Order please. The time being 4:30, Committee rise. Call in the Speaker.

ESTIMATES — CONSUMER AND CORPORATE SERVICES

MR. CHAIRMAN, Mr. William Jenkins (Logan): I would refer all the members to Page 15 of their Estimates Book. Resolution 36(a)—pass; 36(b). The Honourable Member for Fort Garry.

MR. SHERMAN: Well, Mr. Chairman, with respect to 36(a) or (b), I wasn't sure whether the Minister was going to say any more other than what . . . whether he had some remarks to add to those which he delivered yesterday or if that sort of wrapped up his presentation.

Mr. Chairman, I would like to put a couple of questions on the record to the Minister at this juncture. One has to do with his reference yesterday to the policies and the philosophy being pursued by the government and by MTS in the telecommunications field which are motivated in part, or at least directed in part by what the Minister referred to as the large profits made by cable TV operators in Winnipeg. I don't know where the Minister gets his information or on what he bases the allegation of large profits made by cable TV operators in Winnipeg. I think that certainly the information that I have on the industry would indicate that it's a viable industry but, there has been a great deal of capital investment on the part of the cable operators themselves. Their rates to subscribers I think would have to be described by anybody as being reasonable. The kind of service received by cable TV subscribers at the rate that's charged certainly has not, in my view, lead to and does not lend itself to criticisms in the area of profiteering and I would challenge the Minister's argument that there have been large profits made in that field. Certainly if the government and MTS moves into the field in the directions in which they have suggested the profit margins in existence for the private cable operators are going to be seriously affected to the extent where I suggest the industry itself may well be in deep trouble, Sir.

But apart from that, I would like to examine with the Minister for one moment the directions which he and this government appear to be taking with respect to the communications field generally in terms of individual areas of jurisdiction. It has always been my understanding that the province wanted to have for itself, insofar as it was possible, the opportunity to develop the pay-TV field when it became an economic opportunity. We are still possibly a year or two away from the initial large scale innovation of pay television in this market but, it's certainly a potential industry with a potential capital return and revenue return that a great many sectors of the economy and government are looking at with interest. Up until very recently, it was my understanding that the position of this provincial government was that they wanted to have the pay-TV field to move into from a provincial government level. Now the deal that was made between this province and the Federal Government late last year, November or December — I don't have the specific date in front of me but the Minister knows the time frame and the meeting that I'm referring to — the deal that was made at that time represented a complete about-face from the earlier positions taken by this government and by this Minister's predecessor in the Department of Consumer, Corporate and Internal Services because, in effect, what happened was the Province of Manitoba said to Ottawa: Well, we'll cede you the pay-TV field, we'll yield that opportunity to you as long as we can have control over cable television. So now that highly lucrative field, which is still in the potential stage of its development, seems to me to be closed off to this government, this province and to the Manitoba Telephone System. It has now become, at least where Manitoba is concerned, an industry that will be controlled and regulated by federal authorities and the revenues accruing therefrom will go to the federal authorities and that was the saw-off which permitted this government to win federal approval for its ambitions to take over complete control of the cable television field.

I would appreciate the Minister's response to that suggestion of mine because it is a subject that I think is at the crux of the whole question of how we are developing in this country in terms of the broadcast media. As I said the other night, I don't share the Minister's view that Federal Government influence over the Canadian Radio Television Commission is in the best interests of the public. In fact I don't share the view that any government influence over the CRTC is in the best interests in the public. Whether or not that agency is appointed by the Federal Cabinet is beside the point. I believe in the philosophy that was articulated in 1968 in the broadcasting field which said that insofar as it is possible, the broadcasting industry should be taken out of the hands of the politicians, taken out of the arena of politics, and allowed to operate independent of political decisions. Of course when you have a board that is federally appointed or provincially appointed, you are going to have a modicum of political influence through the appointments that are made but beyond that, beyond the specific appointments to the board, there was to be no government interference in the decision-making process.

It seems to me that what we are doing in Canada now, and it seems to me that the Minister is saying that he is in agreement with this, that what we are doing is turning the clock back, going back to a situation which existed under the old Board of Broadcast Governors before the CRTC was established where, in fact, broadcasting decisions are politically motivated. I don't think that that serves the public interest of Canadians or of Manitobans and I am unhappy and disturbed with that

change in direction and that change in philosophy and I don't wish to labour the point with with the Minister at this stage in his Estimates. If he feels there is another area in which it could be better discussed, I am prepared to reserve further comment until that time. But I would like to have his thinking on the kinds of changes in direction in this whole area of broadcast philosophy that seem to have taken place in the last very few months, which seem to me to contradict directly the philosophy and the directions that we agreed upon approximately one decade ago when the Federal Broadcasting Act was rewritten and the Canadian Radio-Television Commission was established. It is really those two things that I would like to have the Minister's comments on; to what degree is he interested in seeing broadcasting be independent of politics. And two, where do we stand now in this whole field of pay TV? I might add one third question to that, and that is the question of government control over content and how the Minister proposes to ensure that if the Manitoba Telephone System, in other words the Province of Manitoba, controls all the hardware in the cable TV field in Manitoba, how does he propose to ensure that there will not be government influence over content?

I don't necessarily suggest that it would be him or his government, but any government. Once the government through its common carrier owns the hardware, it seems to me it is a simple step to influence decisions having to do with content. And the Minister can say he may be absolutely as good as his word when he says that he has no interest whatsoever in invading the field of content. But what guarantee have I got and have Manitobans got that the next Minister will feel precisely the same way, or the next government or any government would feel precisely the same way?

My point is that there is an area being opened up here for potential abuse and unless there is some protection of some kind in the legislation or in regulations that we can rely on, I think we are opening up a very dangerous area here where there could be political influence over the airwaves and throughout the broadcast media which would not be in the interests of freedom and free expression of opinion, and not be in the interests of the public of Manitoba.

So, before we move off this item, Mr. Chairman, I would appreciate the Minister just addressing himself to those three points for a minute or two to satisfy my anxiety in those areas. I assure him that they are sincere anxieties. I had something to do with the Federal Broadcasting Act of 1968. I was in Ottawa at that time and I participated in that debate. I was on the House of Commons Standing Committee on Broadcasting and we, on both sides of the House, in all parties, we at that time were determined that the best interests of the Canadian public would be served by divorcing broadcasting from politics. Now we seem to be putting broadcasting right back into the hands of the politicians. I would appreciate the Minister's comments on that.

MR. CHAIRMAN: The Honourable Minister of Consumer and Corporate Affairs.

HONOURABLE RENE TOUPIN (Springfield): Mr. Chairman, for a member that advocates freedom, I don't know what he is talking about in the sense that he asked me to get up and talk for a minute or two and he has taken ten or fifteen. Let's look at equal time here. —(Interjection)— No, I'm just kidding.

In regard to some of the things that we contemplate, I don't recall if the honourable member was in the House when I made the few remarks that I did pertaining to the input of government and the Department of Communications in regard to where we are expected to go pertaining to new technologies and so on. If he wasn't, I would be pleased to make a copy available of those remarks or he may have it on Hansard on Monday.

But I would like to attempt to answer some of the questions that the member poses of us today. One in regard to excessive profits or what he called large profits by the cable industry mainly in greater Winnipeg. Again, you know, it's difficult to classify what is considered to be excessive or large profits. I can only say that pertaining to profits by Greater Winnipeg Cablevision, approximately 32 percent of growth revenue in 1975, was considered to be profits. Approximately 30 percent of net assets were considered to be profits.

By comparison, Bell Canada is at the range of 10 to 12 percent, so we can leave it to the people of Manitoba to decide what is considered to be excessive in one, and not in the other.

Paid TV regulations have not seeded the whole area to the Federal Government, and I've said this on repeated occasions. I've said it again in Edmonton when I met with my colleagues from other provinces, and I discussed it with the Federal Minister responsible for communications at the federal level. Although we have signed an agreement with Ottawa pertaining to hardware ownership, and it's nothing really new' as the Honourable Member for Fort Garry knows, it goes back to an agreement that was signed by his colleague back in 1967. It only reaffirmed what we believe in in regards to a common carrier in this province. It happens to be owned by the people, the same as in Saskatchewan and Alberta' and we want that capability to be available to the people generally ' without causing duplication of construction of facilities and so on. I think it would make no sense whatsoever to allow for that in those three provinces'

I believe that my colleagues in Saskatchewan and Alberta agree with us, but they'd like to go further than we have. Not only are they talking about ownership of hardware, but they want some input into programming, into regulation, into licensing, and so on. It's not that we're totally

uninterested in that type of a venture in the future, but we wanted to, because of some of the agreements falling due before too many years, we wanted to reaffirm Manitoba's position pertaining to the ownership and regulation of the hardware owned and operated by a common carrier, the people of this province.

Paid TV never took the position that we wanted to move into paid TV. All that happened was that the Manitoba Telephone System was negotiating with a view to producing closed circuit services to an individual agreement. The agreement said that such facilities would not be provided unless authorized by the Department of Communications at Ottawa, or its agencies. What I'm really saying is that when we're talking of the agency, we're talking CRTC. In relating to CRTC, I happen to believe that the Honourable Member for Fort Garry and myself, like the federal MPs, who form the government in Ottawa, are responsible, and if they aren't, they're going to be thrown out of office. I can't do that to the CRTC. I'm saying that the CRTC has to be responsible to the Cabinet that appointed it. That's all I'm saying. And if the Cabinet decides that they want to set aside a decision made by the CRTC, they should have that power, and if they don't, my alternative is to take the CRTC to court. I'd rather deal with the Federal Cabinet, an elected body, than to deal with the courts.

I want the same power on a provincial basis for this government, like I'd insist that that power be given to any future governments in this province. That's a democratic right.

I don't believe, by the fact that my statements, in regard to having an agency of the Crown at the federal level responsible to them, is wanting to turn the clock back, like the honourable member put on the record. I believe that governments, over the years, have been making that point, that whoever they appoint as elected representatives of the people should be responsible to them, unless we're talking of the body that was created by the Legislative Assembly for the House of Commons. Then that's different, and that body, or that person answers to the House of Commons or to the Legislative Assembly. But if it's a board, if it's a commission, a Crown corporation, it has, in my humble opinion, to be answerable to the government that appointed it.

A MEMBER: You're on slippery ground, there, Rene.

MR. TOUPIN: That's my deep belief, Mr. Chairman. —(Interjection)— I hope, Mr. Chairman, that those comments made from the honourable seats of members opposite are not recorded.

In regard to government control of content, well obviously, Mr. Chairman, if we're talking about paid TV and not having a direct involvement by this government in regard to offering of services to people in the province, I don't intend to have the type of control that I can foresee the honourable member talking about. The only control that I could see, in a sense, is the type of information that is now being made available by means of, say the Film Classification Board, in regard to content. If it's considered to be classified APG Restricted Adult and so on, I believe that that may be done, either by the Federal Government or delegated to be done by the province. That is something that will have to be dealt with, and I say very soon, not only in regard to paid TV but in regard to general broadcasting over TV. I think there's a lack there that I'm presently looking at.

I don't intend to control the content part again, I say, from looking at the possibility of more Canadian content into our film. I think that's important. If there should be any funds paid by the Federal Government or by the province in regard to grants for the making of films, I think that we should encourage that people locally are hired for that purpose in regard to artists, producers and so on' wherever possible, and that's sometimes pretty hazy in the sense that what is considered to be a good Canadian content film. I think that people themselves decide what they like to see, and what becomes successful. I happen to believe that it's the governments at whatever level, decide to have a financial input in regard to a given film, that they can put certain conditions on the making of such a film.

That's the only part that I see, and the honourable member says that may be my position, but what happens if there's another Minister? Well, again, I can't prejudge what's going to happen, say in four or five years from now, whether it be another Minister from this side, or in ten years, a Minister from the other side of the House. These are things that we have to deal with as we go on. But it certainly isn't my intent, apart from the certain exceptions that I've talked about.

MR. SHERMAN: Mr. Chairman, let me just put this to the Minister. Under the government's policy, as I see it, he can correct me on this, the cable TV companies would be restricted to the broadcasting of entertainment material only. I put two questions to him in that respect.

(1) If they're restricted to the broadcasting of entertainment material only, I suggest that would violate, or at least negate the private licensees' obligations to the CRTC, because they had to meet certain conditions to obtain those licences, and those conditions certainly called for more than mere entertainment material.

(2) The Minister says that he can't predict what's going to happen seven months or seven years down the road under different Ministers or different governments, but that's precisely the point, I think. I simply can't agree with him that simply because an agency is appointed by a government, that it therefore should be subject to government intervention in its decisions. Somebody has to appoint an agency, somebody's got to establish a regulatory agency that has day to day administrative

responsibilities for an industry of this type. There's no way of getting away from, or getting around a minimal political suggestion, because somebody's got to set the agency up. But the idea was to put that agency at arm's length from government and from politics and from politicians after that, so that there could be no interference in the specific decisions that were made, and there would be no political influence brought to bear in those decisions.

I'm not naive enough to think that you can guarantee an airtight vacuum against any and all political influence, but I think you should make the supreme effort to guarantee it as far as it's possible, and it seems to me that that was what — (Interjection) — . . . to insulate it, as the Member for Assiniboia says, and it seems to me that that was what the Broadcasting Act and the establishment of the CRTC were all about. Obviously there is a basic difference in the approach and the attitude that the Minister and I take to the freedom of broadcasting and freedom of the airwaves and the broadcast media, and the desirability of having those airwaves separated from politics.

Coming closer to home, to another kind of a decision, although there are 35 channels that are available in that spectrum on the cable network, there are only 12 that are in use. There are really only 12 that are made available to cable broadcasters, and of those 12, I believe there is only eight of the 12 channels that are available in the market to cable operators. That's right, because Channel 13 is no good and 6, 7 and 9 are used by Winnipeg television stations, so we're looking at eight of those twelve.

Now if we go ahead with the kind of things that the government and the Minister are talking about, could MTS come along once the cable operators are required to lease fully everything from MTS, could MTS come along and order the cable companies arbitrarily to knock one of the U.S. networks off the air and replace it with something else? Well, the Member for Assiniboia says "Sure", and this is what I fear. I'm wondering if the Minister would not agree that that's a very real and present danger, that there are only those eight channels available, and if MTS and the Manitoba Government decide that they want to use three or four of those channels for three or four different reasons, some of them may be educational, some of them may be political. They can come along presumably and knock any of those U.S. networks off the air, because the private cable operators will have no recourse. They will depend on MTS for that hardware. They'll be leasing all that hardware from MTS. They will be the captives of MTS.

Well this is the problem, Mr. Chairman. I see it as a real danger of political intervention and intrusion in the free dissemination of information on the airways and the broadcast media.

A MEMBER: You might not get Archie Bunker any more.

MR. SHERMAN: Well, that might be beneficial if we didn't get Archie Bunker any more, but I don't want Archie Bunker or Mary Hartmann Mary Hartmann replaced by some political indoctrination program. And I don't want political indoctrination from the Conservative Party either. — (Interjection) —

MR. SPEAKER: Order please.

MR. SHERMAN: I can get all the political indoctrination I need just by simply going into my own caucus room. I don't need to have it on my television set. I don't want it from the New Democrats or the Conservatives or the Liberals or anybody, and I want this Minister to be able to guarantee me and Manitobans that that is not going to happen under this system. I say the danger is there. It's going to happen.

MR. CHAIRMAN: The Honourable Minister.

MR. TOUPIN: Are you going to lessen my time? Mr. Chairman, first of all in regard to restrictions, the honourable member is so afraid that everything's going to happen to disturb the ecology to serve the rights of individuals who listen to all 13 or 14 channels.

First of all the cable TV companies would not be restricted to entertainment only. CRTC is restricted, that we know, in the agreement from regulating other than entertainment. CATV companies can get channels from MTS to provide programming and/or entertainment in the same manner as anyone else. I'm just trying to answer the honourable member and I wouldn't want to have him wait till Monday before he gets a print of Hansard.

All the agreement says is that the cable companies should not necessarily have the monopoly on all content that goes over cable, and I have to respect that. Additional channels, no way would MTS be able to knock U.S. networks off cable. The U.S. is programming an Article 8 if the agreement would give it priority, and I will read Article 8 for the honourable member's benefit.

This is the agreement signed between Manitoba and Ottawa signed on the 10th of November, 1976. "Channel capacity and priority. The province undertakes to take the necessary measures to ensure that the agency will readily make available", and when we talk of the agency we're talking of MTS, "sufficient telecommunication capacity to permit the distribution of all authorized programming services which make use of the facilities and apparatus of the agency, it being understood that distribution of programming services has priority over the distribution of other services with regard to the use of such facility and apparatus." So that's very clear. No way would the agency, meaning the Manitoba Telephone System, have that capability under the agreement.

The agreement is equally quite permissive in the sense that we don't impose that the companies should lease from MTS. We say "they may lease from the agency."

Again I don't believe that I should repeat my statements in regard to what is considered to be politically advisable or not. I'm just saying that in some cases I may not feel as a Minister responsible for an agency, meeting a Crown corporation or a commission that I'm responsible for without being able to interfere; interfere directly as a Minister or by Order-in-Council. Again, I say that that's a right of the Federal Government that has appointed the CRTC.

If the CRTC, as an example, decided to award only to one or two companies in Manitoba, and that the feeling of this province or the feeling of the Federal Government who is responsible for the CRTC would want to see it spent. Let's say there were 20 or 30 applicants, well I see a possibility there that the Federal Cabinet either directly or through a Minister could set aside certain decisions. I see that as their right. And if it keeps on going, Mr. Chairman, if the agency keeps on acting in a way that the Federal Cabinet is not satisfied with, they have the responsibility to throw him out, appoint somebody else, and that's their democratic right. I've done that, other Ministers have. If I don't like somebody that can't reflect exactly what has to be done for the good of the majority, we just sacrifice people.

MR. CHAIRMAN: The Honourable Member for Fort Garry.

MR. SHERMAN: What the Minister is saying, Mr. Chairman, is that he has no faith in any of the appointments that have been made to the CRTC.

MR. TOUPIN: I didn't say that.

MR. SHERMAN: Well, that is what you're saying, because these people are appointed for terms of what? Seven years, or is it longer than that, five years anyway, maybe seven years? They're supposed to be representative of the community at large. Now admittedly most of them have been appointed under a Federal-Liberal administration, so perhaps they are not as totally representative of the Minister's community or of my community as we might like, but it would be cynical I suppose to say that they are not representative of the community. I think they have been representative of the community. I think they've been pretty fair. They're appointed for, I think it's seven years, I'd have to check on that, but in any event their appointment shouldn't be subject to the vagaries and the whims of politicians who don't like the decisions that they make. What's the point of setting up a board to regulate and supervise an industry if you are going to terrorize that board by holding a constant threat of dismissal over their heads, if they make decisions that the politicians don't like. There are always going to be some decisions made that you don't like and that I don't like. But I think they just become a rubber stamp if they are there at the sufferance of the politicians.

So I just can't accept the Minister's view on that, and I think that the industry, generally, is headed in a dangerous direction if this is the kind of philosophy that's going to prevail, because we might as well then just scrap the CRTC. Just say the Federal Government is going to run broadcasting in this country. Then you'll have the abuses direct without even having to go through this shadow-boxing and the window-dressing exercise of taking a decision through the CRTC and having the Federal Government rescind it. do feel very concerned about that, Mr. Chairman.

I would like to ask the Minister whether there is anything envisioned in the technical plans of MTS to expand, and the spectrum of cables that is going to be available in the province. He has suggested that there should be opportunity for other cable operators, other private operators to get into the business. It shouldn't be restricted to two major operators in the Greater Winnipeg area, and I would agree with that. I think that it should be an open market. I've always believed that it has been, that anybody who was interested in developing a cable TV service had the right to do so. The difficulty, of course, in this province with the disparate and small markets, it makes it extremely difficult for operators who have to operate within small markets. It makes it extremely difficult for operators who have to operate within the constraints of the profit system to serve some of these areas, and I have no objection to government and Crown corporations moving in to serve those areas. But I go back to what I have said before, that I really dislike the development of that kind of a service if it is to be done at the expense of private industries who are contributing to the economy both in terms of jobs and money, and I would like to know whether there are technical plans to expand the spectrum of channels available in the province so that we need have no fear that those services that are available at the present time are liable to be phased out because of government and MTS plans for doing particular things of their own. If there are fifty or sixty or seventy channels available, then we don't have that worry — if there are only eight channels available, then we do have that worry.

MR. CHAIRMAN: The Honourable Member for Assiniboia.

MR. PATRICK: Mr. Chairman, I just want to ask a couple of questions before the Minister gets up and one is, can he indicate to us how many communities at the present time already are serviced by cable and can he give us some indication what is in the course of action, how many communities will be getting this service within the next year or two years what is in the process at the present time? And I don't believe the Minister answered.

I think the other one was asked of him the other night, what is the cost? The problem is that MTS can charge any rate that they wish to and perhaps much more than the cost will involve of putting the

cable in, so who are they accountable to and how are we to find out or determine what are the costs, and this revenue will probably go just to the revenue of MTS and it will be another moneymaker for MTS. I don't believe that this will be able to service this province or bring out the cable if this is supposed to be a moneymaker for the MTS, and I hope that the Minister would answer it.

MR. TOUPIN: Well again, Mr. Chairman, I don't feel that I should say again what I indicated to the Honourable Member for Fort Garry with regard to my deep convictions of the responsibilities of boards and commissions. I'd like to tell the member that if he feels very strongly, Mr. Chairman, about his view in regards to the CRTC being answerable to the Federal Cabinet through a Minister, that he should make that point to the committee hearings that are being held or directly to the Federal Minister. You know I'm ready to make my position to them and I have; he can make his position to them, you know' that's his right.

To answer the Honourable Member for Assiniboia, Winnipeg, Thompson, Pinawa now are being served. There's applications for approximately twenty five more communities that will be heard by the CRTC in June of 1977. In regards to spectrum expansion, well that depends, Mr. Chairman, on demand you know, it depends what companies, individuals or groups will be requesting of Manitoba Telephone System. We'll have to plan expansion based on requests that we get, and obviously if they make a request of us today and expect it like yesterday, well that's not always possible. We have to be able to plan together.

The cost by MTS to individual groups, companies, co-oper-atives, you name it, is always subject to review by the Public Utilities, and that's in the agreement. If companies and groups are not satisfied with the amounts being set by the Manitoba Telephone System, they can have it adjudicated by the Public Utilities Board, the same as any other requests made by the Manitoba Telephone System. So again I can't relate the exact cost because it depends again on the service or on the community to be serviced, and the amount of expenditure that is required. But I think that that's a very good safeguard within the agreement. It existed prior to the agreement for services that were being offered by the Telephone System, and it's restated in the agreement signed last November.

MR. CHAIRMAN: Resolution 36(b). The Honourable Member for Fort Garry.

MR. SHERMAN: Mr. Chairman, the Canadian Radio, Television and Telecommunications Commission, the CRTC, has posed ten questions itself that are relevant to the Canada-Manitoba Agreement and I just want to cite one of them for the Minister and it has to do with investigating and servicing of patron's complaints. At the present time subscriber complaints obviously are dealt with by the private cable operators but, as the Minister well knows if he has the Agreement in front of him, that article 5, paragraph 5 of the proposed MTS agreement says this: "The operator shall receive and investigate patron's complaints including the responsibility of proving the trouble involves the system's facilities provided herein before involving the system's maintenance staff." The question in this case that the CRTC poses relative to the Canada-Manitoba Agreement is, how does — (Interjection) —

MR. CHAIRMAN: Will the Honourable Minister state his point of procedure.

MR. TOUPIN: Mr. Chairman, the honourable member is not quoting from the Agreement, the Canada-Manitoba Agreement, he's probably quoting from an agreement between the Manitoba Telephone System and a given company. I have the Manitoba Federal Provincial Agreement here, and article 5 does not say that.

MR. CHAIRMAN: The Honourable Member for Fort Garry.

MR. SHERMAN: I'm sorry, Mr. Chairman, the Minister is quite correct — I'm sorry if I gave that impression. The agreement that I'm quoting from is the MTS agreement. I'm sorry but the questions — what I meant was that the CRTC has posed ten questions relative to the Canada-Manitoba Agreement and they cite article 5, paragraph 5 of the MTS Agreement as the basis for one of those questions so I'm sorry for that incorrect impression. But what it comes down to is the question of maintenance and of correcting interruptions in service. The licensee, under the proposed arrangement between MTS and the cable operators here, the licensee will not be permitted to maintain the cable distribution plan or the draw-ups for that matter, and so the customer complaints are going to have to go through MTS, and it will have to be the MTS that resolves them. And in the agreement, the MTS Agreement with the companies, they stipulate as I have specified from the quotation a moment or two ago, that there is a responsibility of proving that the trouble involves the systems — the Manitoba Telephone Systems facilities — before the systems maintenance staff can be involved. Well I just ask the Minister whether that might not result in subscribers finding that the correction of a service problem takes longer? It is a much more involved and a much more frustrating process than is currently the case where you deal, as a subscriber, directly with the cable TV system to which you subscribe. And I would ask the Minister what kind of service protection he envisions for subscribers if the new full-lease arrangement between MTS and the cable operators goes in? Who is going to be responsible for the kinds of investigations of these complaints and troubles and for the maintenance of the system, and for the following through on correcting service problems efficiently?

MR. TOUPIN: Mr. Chairman, I indicated the other day, I believe the Honourable Member for Fort

Garry was here, that it was certainly not my intention to start discussing separate agreements to be considered between companies, groups, and MTS, I don't think this would be productive. And this is exactly what we are talking about. This is something we could discuss with the Manitoba Telephone System. You know when we talk of an agreement and a service responsibility whether it be for a phone, whether it be for cable supply apparatus — if we're talking about a phone bought, as an example, from Northwest Electric, installed by the Manitoba Telephone System, what does the consumer do — does he go to Northwest Electric or does he go to the Manitoba Telephone System? Under the agreement he goes to the telephone system. Now you know whether this will continue in regards to any other type of telecommunication is subject to an agreement signed between the Manitoba Telephone System and the given group, and I'm not in a position at this stage to discuss the types of agreements that will be signed. We know that agreements that have been signed say in 1967 that are becoming due in 1979 that made certain stipulations pertaining to ownership and I'm not in the position, at this stage, to discuss the types of agreements that will be signed. We know that agreements that had been signed, say in 1967 that are becoming due in 1979, that made certain stipulations pertaining to ownership of certain hardware that were installed by the companies that reverted back to the Crown in the name of the agency. That's in the agreement. We could talk about that when the Telephone System is before us.

But what I'm saying, Mr. Chairman, is that here I believe we're in committee to talk about broad communication policies, and that's why I laid before the committee some policy directives that were issued to this section of the department.

The ten questions that were posed by the CRTC to the Federal Cabinet — and I say the Federal Cabinet because that's where it went, not to us, I didn't see them — investigation of complaints that a technical contractual matter between really — between what I said, the MTS and a given group of operators. And I think it's for them to work out, the MTS and those groups.

As far as the ten questions themselves, those questions, in my humble opinion, are proof enough, Mr. Chairman, that the CRTC has to be subject to control by an elected body, and it happens to be the Federal Cabinet. And I think that's good.

Representatives for the CRTC, for them to suggest, Mr. Chairman, that they are not bound by the agreement signed by two levels of government is just outrageous. It said right in there that they're bound by the agreement. Why would they try to challenge that? If they want to challenge that, let them take it to court, the same as we decided to take them to court before we signed the agreement. Why should they challenge, Mr. Chairman, the level of government that appointed them? The audacity of a commission to do that. That's another reason, Mr. Chairman, why I believe that the CRTC or any board or commission appointed, whether it be by a provincial or a federal government, should be answerable to someone. How else is the consumer in this country going to deal with these people? They can't deal with politicians, they can't deal with boards and commissions, they can't throw them out. You can throw out governments, but you can't throw out boards and commissions.

MR. CHAIRMAN: Order please. The hour being 4:30, Private Members' Hour. Committee rise and report. 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: Order please. The Honourable Member for Logan.

MR. JENKINS: Mr. Speaker, I beg to move, seconded by the Member for Point Douglas, that the report of the Committee of Supply be received.

MOTION presented and carried.

MR. SPEAKER: The Honourable House Leader.

MR. GREEN: Mr. Speaker, next week we will be proceeding with the Committee of Supply. As indicated, the Minister for Northern Affairs will possibly follow the Minister for Consumer Affairs, if that Minister ever concludes his Estimates, and he will be followed by the Minister for Continuing Education and then the other portfolio that the same Minister holds, Tourism. In the other Supply Committee, Public Works will be following the Minister of Highways. Tuesday there is a scheduled meeting of Public Utilities Committee for continuation of the Hydro report and on Thursday, I would like to schedule a meeting of Public Accounts that we were not able to hold because the Minister of Finance was ill.

If there are no questions, I wish to convey to all honourable members, my wishes for a very pleasant week-end, and I would like to move' seconded by the Member for Lakeside, that the House do now adjourn.

MOTION presented and carried, and the House adjourned until 2:30 p.m. Monday.